



**METRO VANCOUVER REGIONAL DISTRICT (MVRD)
BOARD OF DIRECTORS**

BOARD MEETING

Friday, January 26, 2024

9:00 am

28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia

Webstream available at <https://metrovanancouver.org>

[Membership and Votes](#)

A G E N D A¹

A. ADOPTION OF THE AGENDA

1. January 26, 2024 Meeting Agenda

That the MVRD Board adopt the agenda for its meeting scheduled for January 26, 2024 as circulated.

B. ADOPTION OF THE MINUTES

1. November 24, 2023 Meeting Minutes

That the MVRD Board adopt the minutes for its meeting held November 24, 2023 as circulated.

pg. 6

C. DELEGATIONS

D. INVITED PRESENTATIONS

1. Chris O'Riley, President and CEO, BC Hydro

Diana Stephenson, Senior Vice-President, Customer and Corporate Affairs, BC Hydro

Subject: Power Pathway: Building BC's energy future

E. CONSENT AGENDA

Note: Directors may adopt in one motion all recommendations appearing on the Consent Agenda or, prior to the vote, request an item be removed from the Consent Agenda for debate or discussion, voting in opposition to a recommendation, or declaring a conflict of interest with an item.

¹ Note: Recommendation is shown under each item, where applicable. All Directors vote unless otherwise noted.

1. REGIONAL PARKS COMMITTEE REPORTS

1.1 Regional Park at Cape Roger Curtis – Project Update

pg. 20

That the MVRD Board receive for information the report dated December 13, 2023, titled “Regional Park at Cape Roger Curtis - Project Update”.

2. CLIMATE ACTION COMMITTEE REPORTS

Revised 2.1 Climate 2050: Priority Actions to Accelerate Toward our Regional Targets

pg. 50

That the MVRD Board:

- a) receive for information the report dated December 15, 2023, titled “Climate 2050: Priority Actions to Accelerate Toward our Regional Targets”; and
- b) direct staff to forward a copy of the report dated December 15, 2023, titled “Climate 2050: Priority Actions to Accelerate Toward our Regional Targets” to the Caucus of Committee Chairs for discussion and information.

2.2 Proposed Regulatory Approach to Reduce Greenhouse Gas Emissions from Existing Large Buildings: Phase 2 Engagement

pg. 58

That the MVRD Board endorse the proposed approach to develop a regulation to reduce greenhouse gas emissions from existing large buildings for the purposes of proceeding with a second phase of engagement as described in the report dated December 15, 2023, titled “Proposed Regulatory Approach to Reduce Greenhouse Gas Emissions from Existing Large Buildings: Phase 2 Engagement”.

3. HOUSING COMMITTEE REPORTS

3.1 Renewal of MVRD Internal Financing of MVHC Mortgages

pg. 94

That the MVRD Board:

- a) approve the MVRD continuing to provide first mortgage financing on four MVHC properties (Manor House, Regal Place Hotel, Cedarwood Place and Crown Manor). The mortgages will be for another five-year term, and will have a variable interest rate based upon Metro Vancouver’s internal rate of return on investments; and
- b) direct the Corporate Officer to publish in the newspaper, pursuant to requirements of Section 272 of the *Local Government Act*, Metro Vancouver’s intention to lend money to the MVHC.

4. REGIONAL PLANNING COMMITTEE REPORTS

4.1 Metro 2050 Implementation Guideline – Industrial and Employment Lands

pg. 98

That the MVRD Board endorse the Metro 2050 Implementation Guideline – Industrial and Employment Lands as presented in the report dated January 3, 2024, titled “Metro 2050 Implementation Guideline – Industrial and Employment Lands”.

4.2 Metro Vancouver Resident and Immigrant Behaviour Model: Phase One and Two Report

pg. 121

That the MVRD Board receive for information the report, dated January 3, 2024, titled "Metro Vancouver Resident and Immigrant Behaviour Model: Phase One and Two Report".

4.3 Metro Vancouver Housing Data Book 2023

pg. 211

That the MVRD Board receive for information the report dated January 3, 2024, titled "Metro Vancouver Housing Data Book 2023".

4.4 Commercial Truck Parking on Agricultural Lands

pg. 408

That the MVRD Board:

- a) send a letter to the Minister of Transportation and Infrastructure and the Minister of Agriculture and Food advocating for provincial actions to address the issue of commercial truck parking on agricultural lands in Metro Vancouver; and
- b) send a copy of the report titled "Commercial Truck Parking on Agricultural Lands", dated January 3, 2024, to member jurisdictions with agricultural land.

F. ITEMS REMOVED FROM THE CONSENT AGENDA

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1. REGIONAL PARKS COMMITTEE REPORTS

1.1 Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1370, 2024

pg. 417

That the MVRD Board:

- a) give first, second, and third reading to the *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1370, 2024*; and
- b) pass and finally adopt *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1370, 2024*.

2. REGIONAL PLANNING COMMITTEE REPORTS

2.1 Metro 2050 Type 2 Proposed Amendment – City of Maple Ridge (Yennadon Lands)

pg. 462

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Maple Ridge's requested regional land use designation amendment from General Urban and Agricultural to Industrial and Conservation and Recreation for the lands located at 22913 127 Avenue, 22992 127 Avenue, 22870 127 Place, 22948 128 Avenue, 22990 128 Avenue, 23008 128 Avenue, 23154 128 Avenue, 12640 228 Street, 12639 232 Street, 12685 232 Street, 12759 232 Street, 12761 232 Street, and 12791 232 Street;
- b) give first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024*; and
- c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.

3. FINANCE COMMITTEE REPORTS

3.1 MFA Spring 2024 Borrowing for the Township of Langley – MVRD Security Issuing Bylaw No. 1377, 2024

pg. 576

That the MVRD Board:

- a) give consent to the request for financing from the Township of Langley in the amount of \$25,250,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*;
- b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1377, 2024*; and
- c) adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1377, 2024* and forward it to the Inspector of Municipalities for Certificate of Approval.

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

1. Fair Wage and Living Wage Policies

pg. 635

Director Johnstone provided the following Notice of Motion on December 19, 2023 for consideration at the January 26, 2024, MVRD Board Meeting:

That the MVRD Board direct staff to develop Fair Wage and Living Wage policies for consideration of adoption by the Board.

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries

pg. 636

J. RESOLUTION TO CLOSE MEETING

Note: The Board must state by resolution the basis under section 90 of the Community Charter on which the meeting is being closed. If a member wishes to add an item, the basis must be included below.

That the MVRD Board close its meeting scheduled for January 26, 2024 pursuant to section 226 (1) (a) of the *Local Government Act* and the *Community Charter* provisions as follows:

- 90 (1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:
- (a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the regional district or another position appointed by the regional district; and
 - (e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality.
- 90 (2) A part of a council meeting must be closed to the public if the subject matter being considered relates to one or more of the following:
- (b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.

K. ADJOURNMENT

That the MVRD Board adjourn its meeting of January 26, 2024.

**METRO VANCOUVER REGIONAL DISTRICT
BOARD OF DIRECTORS**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Board of Directors held at 9:00 am on Friday, November 24, 2023, in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Delta, Chair, Director George V. Harvie
Anmore, Vice Chair, Director John McEwen
Belcarra, Director Jamie Ross
Bowen Island, Director Andrew Leonard
Burnaby, Director Pietro Calendino
Burnaby, Director Sav Dhaliwal
Burnaby, Director Mike Hurley* (departed at 10:44 am)
Coquitlam, Director Craig Hodge
Coquitlam, Director Teri Towner
Delta, Director Dylan Kruger
Electoral Area A, Director Jen McCutcheon*
Langley City, Director Paul Albrecht
Langley Township, Director Eric Woodward
Langley Township, Director Steve Ferguson
Lions Bay, Director Ken Berry
Maple Ridge, Director Dan Ruimy
New Westminster, Director Patrick Johnstone
North Vancouver City, Director Linda Buchanan
North Vancouver District, Director Lisa Muri
Pitt Meadows, Director Nicole MacDonald (departed at 11:01 am)
Port Coquitlam, Director Brad West (departed at 11:01 am)

Port Moody, Director Meghan Lahti
Richmond, Director Malcolm Brodie
Richmond, Director Bill McNulty
Richmond, Director Chak Au
Surrey, Director Harry Bains
Surrey, Director Mike Bose
Surrey, Director Gordon Hepner
Surrey, Director Pardeep Kooner
Surrey, Director Brenda Locke*
Surrey, Director Rob Stutt
scəwəθən məsteyəx* (Tsawwassen First Nation),
Director Laura Cassidy
Vancouver, Director Rebecca Bligh* (arrived at 9:25 am)
Vancouver, Director Adriane Carr
Vancouver, Director Lisa Dominato*
Vancouver, Director Sarah Kirby-Yung (arrived at 9:07 am)
Vancouver, Director Mike Klassen
Vancouver, Alternate Director Peter Meiszner
for Ken Sim
Vancouver, Director Lenny Zhou
West Vancouver, Director Mark Sager
White Rock, Director Megan Knight

MEMBERS ABSENT:

None

STAFF PRESENT:

Jerry W. Dobrovolny, Chief Administrative Officer
Dorothy Shermer, Corporate Officer
Janis Knaupp, Program Manager, Legislative Services, Board and Information Services

* denotes electronic meeting participation as authorized by the *Procedure Bylaw*

ELECTION

1. Election of Board Chair

The Corporate Officer called for nominations for the office of Chair of the 2024 MVRD Board of Directors.

Director Harvie was nominated as a candidate for the office of Board Chair and consented to the nomination. The Corporate Officer called three more times for further nominations. There being no further nominations, the Corporate Officer declared the nominations closed.

Announcement of Result

The Corporate Officer declared Director Harvie elected by acclamation as Chair of the 2024 MVRD Board of Directors.

The Chair took his seat and presided at the meeting.

2. Election of Board Vice Chair

The Chair called for nominations for the office of Vice Chair of the 2024 MVRD Board of Directors.

Director McEwen was nominated as a candidate for the office of Vice Chair and consented to the nomination. The Chair called three more times for further nominations. There being no further nominations, the Chair declared the nominations closed.

Announcement of Result

The Chair declared Director McEwen elected by acclamation as Vice Chair of the 2024 MVRD Board of Directors.

The Chair commented on the Board's achievements during the 2023 term.

9:07 am Director Kirby-Yung arrived at the meeting.

A. ADOPTION OF THE AGENDA

1. November 24, 2023 Meeting Agenda

It was MOVED and SECONDED

That the MVRD Board amend the agenda for its meeting scheduled for November 24, 2023 by adding the following delegations:

- C.1 Nathan Davidowicz;
- C.2 Olga Kuznetsova, Vice President, Financial Services, and Sarah Ross, Vice President, Transportation Planning, TransLink;
- C.3 Russil Wvong, morehousing.ca; and
- C.4 Roderick Louis.

CARRIED

It was MOVED and SECONDED

That the MVRD Board adopt the agenda for its meeting scheduled for November 24, 2023 as amended.

CARRIED

B. ADOPTION OF THE MINUTES

1. October 27, 2023 Meeting Minutes

It was MOVED and SECONDED

That the MVRD Board adopt the minutes for its meeting held October 27, 2023 as circulated.

CARRIED

C. DELEGATIONS

In the absence of Nathan Davidowicz, the Board considered the TransLink delegation at this point.

2. Olga Kuznetsova, Vice President, Financial Services, and Sarah Ross, Vice President, Transportation Planning, TransLink

Olga Kuznetsova and Sarah Ross, TransLink, spoke to item E4.1 of the agenda, noting that TransLink is facing constraints in meeting zero-emissions targets due to limitations in infrastructure, capacity, and technology, and is facing growing demand for bus service due to overcrowding in parts of the region.

The delegation noted that TransLink needs a range of low and zero-emissions vehicles to meet 2030 and 2060 carbon reduction goals, and requires sustainable funding to meet the low-carbon strategy approved by the TransLink Mayors Council. The delegation noted that without such funding, projects will be cancelled and diesel buses deployed to meet demand.

The delegation requested that the Board protect transit funding and reconsider changes to parts c) and d) of the staff recommendation.

The order of the agenda resumed at this point.

1. Nathan Davidowicz

Nathan Davidowicz spoke to item E4.1 of the agenda and requested that the Board conduct an independent audit of all TransLink capital projects. The delegation expressed concerns that transit services in the Metro Vancouver region lag behind those in Montreal and Toronto. The delegation suggested there is a need for more accountability, accessibility, and transparency, and that the Metro Vancouver Regional District should take back responsibility for transportation in the region.

9:25 am Director Bligh arrived at the meeting.

3. Russil Wvong, morehousing.ca

Russil Wvong spoke to item E3.5 of the agenda expressing concerns about a lack of housing in the region and the legal, financial, and construction bottlenecks to building new housing.

The delegation requested that the Board direct staff to report back on the consideration of whether Development Cost Charges (DCCs) can be lowered on new apartments and increased on new houses, and whether a DCC waiver can be extended to for-profit, purpose-built rental projects which include 20 percent below-market rentals.

Presentation material titled “The cost bottleneck to building housing” is retained with the agenda.

4. Roderick Louis

The delegation spoke to item G3.1 of the agenda and requested that the Board:

- refer to staff *MVRD Temporary Borrowing Bylaw No. 1374, 2023* to consider amendments that would include details for both the MVRD and TransLink, including total debt, annual incomes, and projected planned total debt servicing expenditures; and
- direct staff to consider amendments to *Metro 2050*, the regional growth strategy, to include mandatory objectives and implementation agreements related to construction of new and increased-capacity infrastructure.

D. INVITED PRESENTATIONS

No items presented.

E. CONSENT AGENDA

At the request of Directors, the following items were removed from the Consent Agenda for consideration under Section F:

- 3.4 Regional Context Statement from the University of British Columbia
- 3.5 Costs of Providing Infrastructure and Services to Different Residential Densities Study
- 4.1 Greater Vancouver Regional Fund – Options for Program Renewal
- 4.2 Fraser Basin Council: Renewed Three-year agreement with Metro Vancouver

It was MOVED and SECONDED

That the MVRD Board adopt the recommendations presented in the following items as presented in the November 24, 2023 MVRD Board Consent Agenda:

- 1.1 Kanaka Creek Regional Park – Contribution Agreement for Operation of the Kanaka Creek Bell-Irving Hatchery 2024 – 2026
- 2.1 Air Quality Advisories during the Summer of 2023
- 3.1 Metro 2050 Implementation Guideline – Regional Growth Strategy Amendments
- 3.2 Request for Sanitary Service Connection at 14500 Silver Valley Road, Maple Ridge
- 3.3 Support for The National Housing Accord: A Multi-Sector Approach to Ending Canada’s Rental Housing Crisis
- 4.3 Award of an Enterprise Agreement to Microsoft Canada under Government of British Columbia Master Business and Services Agreement
- 5.1 Policing our Ports

CARRIED

The items and recommendations referred to above are as follows:

1.1 Kanaka Creek Regional Park – Contribution Agreement for Operation of the Kanaka Creek Bell-Irving Hatchery 2024 – 2026

Report dated October 25, 2023 from Doug Petersen, Division Manager, East Area, Regional Parks, seeking MVRD Board approval to enter into a contribution agreement with the Kanaka Education and Environmental Partnership Society, toward the operation of the Kanaka Creek Bell-Irving Hatchery for a three-year term in the amount of \$21,525 in Year 1, \$25,000 in Year 2, and \$28,000 in Year 3, commencing January 1, 2024 and ending on December 31, 2026.

Recommendation:

That the MVRD Board approve the Contribution Agreement between the Metro Vancouver Regional District and the Kanaka Education and Environmental Partnership Society toward the operation of the Kanaka Creek Bell-Irving Hatchery for a three-year term in the amount of \$21,525 in Year 1, \$25,000 in Year 2, and \$28,000 in Year 3, commencing January 1, 2024 and ending on December 31, 2026.

Adopted on Consent

2.1 Air Quality Advisories during the Summer of 2023

Report dated October 12, 2023, from Geoff Doerksen, Air Quality Planner, and Ken Reid, Superintendent, Environmental Sampling and Monitoring, Air Quality and Climate Change Services, providing the MVRD Board with information about air quality advisories issued by Metro Vancouver during the summer of 2023, historical trends, and implications for future air quality.

Recommendation:

That the MVRD Board receive for information the report dated October 12, 2023, titled “Air Quality Advisories during the Summer of 2023”.

Adopted on Consent

- 3.1 Metro 2050 Implementation Guideline – Regional Growth Strategy Amendments**
Report dated October 15, 2023 from Jessica Jiang, Regional Planner, Regional Planning and Housing Services, seeking MVRD Board endorsement of *Metro 2050* Implementation Guidelines – Regional Growth Strategy Amendments.

Recommendation:

That the MVRD Board endorse the *Metro 2050* Implementation Guideline – Regional Growth Strategy Amendments as presented in the report dated October 15, 2023, titled “Metro 2050 Implementation Guideline – Regional Growth Strategy Amendments”.

Adopted on Consent

- 3.2 Request for Sanitary Service Connection at 14500 Silver Valley Road, Maple Ridge**
Report dated October 11, 2023 from Victor Cheung, Senior Policy and Planning Analyst, Regional Planning and Housing Services, seeking MVRD Board concurrence that the regional sewerage service for four building located at 14500 Silver Valley Road, in the City of Maple Ridge, is generally consistent with *Metro 2050*.

Recommendation:

That the MVRD Board:

- a) resolve that sewer service for the property at 14500 Silver Valley Road, City of Maple Ridge is generally consistent with the provisions of *Metro 2050*; and
- b) forward the requested Fraser Sewerage Area amendment application for the property at 14500 Silver Valley Road in the City of Maple Ridge to the GVS&DD Board for consideration.

Adopted on Consent

- 3.3 Support for The National Housing Accord: A Multi-Sector Approach to Ending Canada’s Rental Housing Crisis**
Report dated October 16, 2023 from Jessica Hayes, Acting Program Manager, Housing Policy and Planning, Regional Planning and Housing Services, seeking MVRD Board endorsement of the *National Housing Accord*, a national campaign and policy proposal put forward by various housing sector organizations with recommendations to restore housing affordability and build at least two million new affordable and market rental units by 2030.

Recommendation:

That the MVRD Board endorse the National Housing Accord, a national campaign and policy proposal with recommendations to restore housing affordability, and to build at least two million new affordable and market rental units by 2030.

Adopted on Consent

4.3 Award of an Enterprise Agreement to Microsoft Canada under Government of British Columbia Master Business and Services Agreement

Report dated October 30, 2023 from George Kavouras, Director, Procurement & Real Estate Services, and Brent Krezan, Director, Information Technology & Fleet Management, Corporate Services, seeking MVRD Board approval to award an enterprise agreement, in the amount of \$10.8 million exclusive of taxes, to Microsoft Canada, for a five-year term, under a Government of BC Master Business and Services Agreement.

Recommendation:

That the MVRD Board:

- a) approve award of Microsoft Enterprise Agreement ("Enterprise Agreement") in the amount of up to \$10.8 million (exclusive of taxes) to Microsoft Canada ("Microsoft") and its reseller Partner Softchoice LP for a term of five years, subject to final review by the Chief Administrative Officer; and
- b) authorize the Chief Administrative Officer and the Corporate Officer to execute the required documentation once the Commissioner is satisfied that the award should proceed.

Adopted on Consent

5.1 Policing our Ports

Report dated November 16, 2023 from Mayors Committee, responding to a verbal update from Chair Harvie at their meeting of November 16, 2023, regarding policing at ports in Metro Vancouver.

Recommendation:

That the MVRD Board send a letter to the Prime Minister of Canada, Premier of British Columbia, and appropriate federal and provincial ministers requesting a response to the following concerns outlined in the report dated September 12, 2023 titled "Policing Our Ports" by Peter German & Associates:

- the absence of dedicated, uniformed, community-oriented port police services;
- the reduced federal capacity to effectively conduct drug and other controversial investigations, and to respond to seizures conducted by the Canada Border Services Agency;
- the flow of contraband, including illicit drugs, in and out of Canada through its ports; and
- the urgent need for concerted and strategic action to fortify our ports, protect our communities, and preserve the integrity of our nation's security.

Adopted on Consent

F. ITEMS REMOVED FROM THE CONSENT AGENDA

Items removed from the Consent Agenda were considered in numerical order.

3.4 Regional Context Statement from the University of British Columbia

Report dated October 5, 2023 from Jessica Jiang, Regional Planner, Regional Planning and Housing Services, providing the MVRD Board with the opportunity to review the Chief Planning Officer's comments on the University of BC's Regional Context Statement.

It was MOVED and SECONDED

That MVRD Board receive for information the report dated October 5, 2023, titled "Regional Context Statement from the University of British Columbia".

CARRIED

3.5 Costs of Providing Infrastructure and Services to Different Residential Densities Study

Report dated October 16, 2023 from Eric Aderneck, Senior Planner, Regional Planning and Housing Services, providing the MVRD Board with the findings of the *Costs of Providing Infrastructure and Services to Different Residential Densities Study*.

The Board considered forwarding the report to provincial and federal elected officials to communicate challenges facing Metro Vancouver local governments in responding to new provincial direction to update Official Community Plans to increase densities, in addition to those in *Metro 2050*.

Main Motion

It was MOVED and SECONDED

That the MVRD Board receive for information the report dated October 16, 2023, titled "Costs of Providing Infrastructure and Services to Different Residential Densities Study".

Amendment to the Main Motion

It was MOVED and SECONDED

That the MVRD Board amend the foregoing motion by adding:
"and that the MVRD Board send a copy of the report dated October 16, 2023, titled "Costs of Providing Infrastructure and Services to Different Residential Densities Study", to all members of the BC Legislative Assembly and all members of Parliament.

CARRIED

Question on the Main Motion as Amended

Question was called on the Main Motion as amended and it was

CARRIED

The Main Motion as amended now reads as follows:

That the MVRD Board:

- a) receive for information the report dated October 16, 2023, titled “Costs of Providing Infrastructure and Services to Different Residential Densities Study”;*
- and*
- b) send a copy of the report dated October 16, 2023, titled “Costs of Providing Infrastructure and Services to Different Residential Densities Study” to all members of the BC Legislative Assembly and all members of Parliament.*

4.1 Greater Vancouver Regional Fund – Options for Program Renewal

Report dated October 13, 2023 from Mark Seinen, Senior Planner, Regional Planning and Housing Services, providing the MVRD Board with recommended program terms for a renewed *Greater Vancouver Regional Fund* prior to anticipated program renewal in 2024.

Discussion ensued about transit funding allocation, regional equity, funding competition and local governments pressures resulting from legislative changes, inflation, housing, and limited stable funding for infrastructure.

The Board considered the report recommendation with alternate parts c) and d).

It was MOVED and SECONDED

That the MVRD Board direct staff to prepare a new *Greater Vancouver Regional Fund Policy* and work with UBCM staff to revise the *Administrative Agreement on the Federal Gas Tax Fund in British Columbia* for the years 2024 to 2034 based on:

- a) Member jurisdictions continuing to pool 95 percent of the federal Canada Community-Building Fund distributions in support of regional transportation projects (via TransLink) with the remaining five percent allocated to community projects (via member jurisdictions);
- b) The allocation of any future one-time or permanent increases in Canada Community-Building Fund distributions, beyond the indexed annual rate, being considered on a case-by-case basis by the MVRD Board upon confirmation of the additional funding;
- c) The project eligibility criteria be updated to specify that zero-emission transportation projects are preferred to be funded through the renewed program; and
- d) The funding allocation and criteria set out in the GVRF Policy being reviewed by the MVRD Board after five years of implementation.

Distinct Propositions

At the request of Directors, the motion was considered as distinct propositions.

Propositions a) and b) were before the Board as follows:

That the MVRD Board direct staff to prepare a new *Greater Vancouver Regional Fund Policy* and work with UBCM staff to revise the *Administrative Agreement on the Federal Gas Tax Fund in British Columbia* for the years 2024 to 2034 based on:

- a) Member jurisdictions continuing to pool 95 percent of the federal Canada Community-Building Fund distributions in support of regional transportation projects (via TransLink) with the remaining five percent allocated to community projects (via member jurisdictions);
- b) The allocation of any future one-time or permanent increases in Canada Community-Building Fund distributions, beyond the indexed annual rate, being considered on a case-by-case basis by the MVRD Board upon confirmation of the additional funding;

CARRIED

Director Leonard voted in the negative.

Proposition c) was before the Board as follows:

That the MVRD Board direct staff to prepare a new *Greater Vancouver Regional Fund Policy* and work with UBCM staff to revise the *Administrative Agreement on the Federal Gas Tax Fund in British Columbia* for the years 2024 to 2034 based on:

- c) The project eligibility criteria be updated to specify that zero-emission transportation projects are preferred to be funded through the renewed program; and

Recorded Vote

At the request of a Director, a recorded vote was conducted for part c):

Name	Number of Votes	
	For	Against
Paul Albrecht	2	
Chak Au	3	
Harry Bains		5
Ken Berry		1
Rebecca Blight	5	
Mike Bose		4
Malcolm Brodie	4	
Linda Buchanan	3	
Pietro Calendino		4
Adriane Carr		4
Laura Cassidy	1	
Sav Dhaliwal	4	
Lisa Dominato	5	
Steve Ferguson		3

Name	For	Against
George Harvie	3	
Gordon Hepner		5
Craig Hodge	4	
Mike Hurley	5	
Patrick Johnstone	4	
Sarah Kirby-Yung		5
Mike Klassen	5	
Megan Knight		2
Pardeep Kooner		5
Dylan Kruger	3	
Meghan Lahti	2	
Andrew Leonard		1
Brenda Locke		5
Nicole MacDonald	1	
Jen McCutcheon	1	
John McEwen	1	
Bill McNulty	4	
Alt. Dir. Peter Meiszner		5
Lisa Muri		5
Jamie Ross		1
Dan Ruimy	5	
Mark Sager	3	
Rob Stutt		5
Teri Towner	4	
Brad West	4	
Eric Woodward		4
Lenny Zhou		5
Total Votes	76	69

CARRIED

Proposition d) was before the Board as follows:

That the MVRD Board direct staff to prepare a new *Greater Vancouver Regional Fund Policy* and work with UBCM staff to revise the *Administrative Agreement on the Federal Gas Tax Fund in British Columbia* for the years 2024 to 2034 based on:

- d) The funding allocation and criteria set out in the GVRF Policy being reviewed by the MVRD Board after five years of implementation.

CARRIED

- 4.2 Fraser Basin Council: Renewed Three-year agreement with Metro Vancouver**
Report dated October 24, 2023 from Marcin Pachcinski, Division Manager, Electoral Area and Implementation Services, Regional Planning and Housing Services, seeking MVRD Board direction regarding Metro Vancouver's financial contribution to the Fraser Basin Council (FBC) for the years 2024 through 2026.

10:44 am Director Hurley departed the meeting.

It was MOVED and SECONDED

That the MVRD Board direct staff to negotiate a contribution agreement with the Fraser Basin Council for an annual amount of \$300,000 for the three-year term from January 1, 2024 to December 31, 2026 that seeks greater alignment with Metro Vancouver Board-adopted plans and priorities and is more focused on a project based delivery model.

11:01 am Directors MacDonald and West departed the meeting.

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1.1 MVRD Regional Parks Regulation Amendment Bylaw No. 1372, 2023 – Amends Bylaw No. 1177, 2012

Report dated October 17, 2023 from David Leavers, Division Manager, Visitor and Operations Services, Regional Parks, seeking MVRD adoption of *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1372, 2023*.

It was MOVED and SECONDED

That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1372, 2023*.

CARRIED

It was MOVED and SECONDED

That the MVRD Board adopt *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1372, 2023*.

CARRIED

2.1 MVRD Air Quality Management Fees Regulation Amendment Bylaw No. 1373, 2023

Report dated October 13, 2023 from Marina Richter, Air Quality Planner II, and Ester Bérubé, Division Manager, Bylaw Development, Air Quality and Climate Action Services, seeking MVRD adoption of *Metro Vancouver Regional District Air Quality Management Fees Regulation Amendment Bylaw No. 1373, 2023*.

It was MOVED and SECONDED

That the MVRD Board give first, second, and third reading to *Metro Vancouver Regional District Air Quality Management Fees Regulation Amendment Bylaw No. 1373, 2023*.

CARRIED

It was MOVED and SECONDED

That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Air Quality Management Fees Regulation Amendment Bylaw No. 1373, 2023*.

CARRIED

3.1 MVRD Temporary Borrowing Bylaw No. 1374, 2023

Report dated October 30, 2023 from Linda Sabatini, Director, Financial Operations, Financial Services, seeking MVRD Board approval for temporary borrowing through the MVRD and the Municipal Finance Authority, for anticipated capital infrastructure activities in an amount, or amounts in the aggregate, not to exceed \$1.833 billion dollars, the amount of *Greater Vancouver Water District Borrowing Bylaw No. 261, 2023*, and seeking the MVRD Board to give three readings to the Bylaw.

It was MOVED and SECONDED

That the MVRD Board:

- a) authorize to temporarily borrow on behalf of Greater Vancouver Water District (“GVWD”) an amount, or amounts in aggregate, not exceeding \$1.833 billion dollars, the amount authorized by the *Greater Vancouver Water District Borrowing Bylaw No. 261, 2023*, the maximum borrowing authorized; and
- b) give first, second and third readings to *Metro Vancouver Regional District Temporary Borrowing Bylaw Number 1374, 2023*.

CARRIED

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

No items presented.

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries

J. BUSINESS ARISING FROM DELEGATIONS

No items presented.

K. RESOLUTION TO CLOSE MEETING

It was MOVED and SECONDED

That the MVRD Board close its meeting scheduled for November 24, 2023 pursuant to section 226 (1) (a) of the *Local Government Act* and the *Community Charter* provisions as follows:

- 90 (1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:
- (c) labour relations or other employee relations;
 - (e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;
 - (g) litigation or potential litigation affecting the municipality;
 - (h) an administrative tribunal hearing or potential administrative tribunal hearing affecting the municipality, other than a hearing to be conducted by the council or a delegate of council; and
 - (i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

CARRIED

L. RISE AND REPORT (Items Released from Closed Meeting)

No items presented.

M. ADJOURNMENT/CONCLUSION

It was MOVED and SECONDED

That the MVRD Board adjourn its meeting of November 24, 2023.

CARRIED

(Time: 11:03 am)

CERTIFIED CORRECT

Dorothy Shermer, Corporate Officer

George V. Harvie, Chair

64063347 FINAL

To: Regional Parks Committee

From: Jeffrey Fitzpatrick, Division Manager, Design and Development, Regional Parks

Date: December 13, 2023 Meeting Date: January 10, 2024

Subject: **Regional Park at Cape Roger Curtis – Project Update**

RECOMMENDATION

That the MVRD Board receive for information the report dated December 13, 2023, titled “Regional Park at Cape Roger Curtis - Project Update”.

EXECUTIVE SUMMARY

Regional Park staff continue to work through the Bowen Island Municipality (BIM) rezoning and Official Community Plan (OCP) amendment process required to allow for supervised overnight tent camping in the proposed regional park at Cape Roger Curtis.

In July 2023, BIM Council referred the park proposal, draft rezoning and OCP amendment bylaws, and a list of conditional requirements, to advisory committees, external agencies, Island Trust and First Nations. Phase II public engagement proceeded from July 29 to August 16, 2023.

On August 25, 2023, the Islands Trust Executive Committee resolved that the BIM rezoning and OCP amendment bylaws are contrary to or at variance with the Islands Trust Policy Statement. BIM subsequently requested Metro Vancouver submit an amended proposal to comply with the Islands Trust Policy Statement prior to consideration of second reading.

Staff have provided detailed responses to the Islands Trust decision and conditional requirements to BIM, and requested clarity on the next steps in the rezoning and OCP amendment process.

PURPOSE

The purpose of this report is to provide an update to the Metro Vancouver Board on the park planning, rezoning and OCP amendment processes for the proposed regional park at Cape Roger Curtis on Bowen Island.

BACKGROUND

In July 2022, the Metro Vancouver Board approved the purchase of 24 parcels of land, totaling 97-hectares for the purpose of establishing a new regional park at Cape Roger Curtis, on Bowen Island.

In January 2023, Metro Vancouver submitted a rezoning and OCP amendment application to BIM proposing a passive park designation, with a variance to allow for supervised overnight tent camping of up to 100 sites. The land is currently zoned as rural residential (RR1).

On February 27, 2023 BIM Council received the application and referred it to municipal advisory committees and external agencies. Phase 1 public engagement extended from February 10 to March 20, 2023.

On April 24, 2023, BIM Council approved first reading of the rezoning and OCP amendment bylaws and directed staff to work with Metro Vancouver on a section 219 covenant to confirm phasing requirements. BIM staff recommended that Metro Vancouver provide additional submittals in advance of second reading.

On May 9, 2023, Metro Vancouver finalized the purchase of the 97 hectare proposed regional park at Cape Roger Curtis. The land is not open to the public for day or overnight use. Interim steps have been taken to secure and maintain the property.

BIM Council convened a Committee of the Whole meeting on June 14, 2023 to identify conditional requirements for approval of rezoning and OCP amendment application. In early June all additional submittals requested by BIM were provided including a Transportation Study, Visitor Management Plan, Updated Phasing Strategy, Hydrology Study, Emergency Management Overview, Draft Park Concept and Program.

At the July 5, 2023 meeting, the Regional Parks Committee received the report titled “Regional Park at Cape Roger Curtis - Park Planning and Municipal Update”, dated June 21, 2023, which included an overview of the draft park concept, program and various technical studies.

At the July 10, 2023 meeting, BIM Council referred the additional submittals, draft rezoning and OCP amendment bylaws, and a list of conditional requirements for rezoning and OCP amendment approval to municipal advisory committees, external agencies, Island Trust and Squamish First Nation. BIM Council also directed BIM staff to meet with Metro Vancouver staff to explore collaborative opportunities and discuss concerns.

Phase 2 public engagement extended from July 29 to August 16, 2023. At the October 4, 2023 meeting, the Regional Parks Committee received the report titled “Regional Park at Cape Roger Curtis – Project Update and Phase II Engagement Summary”.

PARK PLANNING, MUNICIPAL REZONING AND OCP AMENDMENT UPDATE

Island Trust Referral

As a member of the Island Trust, BIM is required to refer OCP amendment and rezoning bylaws to confirm compliance with the Island Trust Policy Statement.

An Island Trust staff report recommending the Executive Committee advise BIM the draft park rezoning and OCP amendment bylaws are not at variance with the Islands Trust Policy Statement was presented at the August 2, 2023 Island Trust Executive Committee meeting. The Island Trust Executive Committee did not approve the recommendation, and instead requested additional information from BIM which was provided in early August.

On August 25, 2023, the Islands Trust Executive Committee resolved that the draft BIM bylaws are contrary to or at variance with the Islands Trust Policy Statement. In their discussion, the Executive Committee noted concerns with perceived environmental, transportation and community impacts referenced in an organized letter writing campaign.

The Island Trust decision triggered a meeting between the Island Trust Executive Committee and BIM Council within 60 days and notification of the Minister of Municipal affairs for advice or direction. The Island Trust Executive Committee and BIM Council meeting was held on October 16, 2023.

By letter dated October 17, 2023, Metro Vancouver was advised of BIM Council's resolution at the October 16, 2023 meeting requesting Metro Vancouver submit an amended OCP and rezoning application to comply with the Islands Trust Policy Statement prior to consideration of second reading (Attachment 1). Although the letter included reference to specific policies considered to be at odds with the application, the basis for Islands Trust's determinations was not clear.

In reviewing the Islands Trust Executive Committee's agenda, meeting minutes and comments, it appears the Executive Committee did not receive all technical studies provided in support of the application. Executive Committee member comments included inaccurate statements related to projected visitation, water availability, park access, phasing and ecological protection in determining non-compliance with the ITPS, suggesting the Committee may not have had access to or reviewed all available information in making its determination.

Islands Trust Policy 1.3.1 (Policy Statement Implementation) 4. states that "as interpreted by the courts, 'contrary to or at variance with,' means that there is an absolute and direct collision between the local trust committee or island municipality bylaw and the Policy Statement." Further, Sections 3.6 and 3.7 of the BIM-Islands Trust Protocol Agreement require Islands Trust to provide clear reasons for the return or refusal of an OCP amendment or rezoning bylaw and "directions as to changes to the bylaw that would be required for approval".

The information provided to Metro Vancouver to date does not identify absolute or direct collisions with the Island Trust Policy Statement or directions on associated, necessary application changes.

Technical Studies and Concept Plan Submissions

Metro Vancouver has provided the following technical and planning studies to BIM in support of the current rezoning and OCP amendment application:

1. Draft Land Use Plan; Metro Vancouver (February 2023)
2. Project Overview for OCP Amendment and Rezoning; Metro Vancouver (January 2023)
3. Approaches to Implementation, Visitation, Operations and Access; Metro Vancouver (March 2023)
4. Ecological Background; Metro Vancouver (March 2023)
5. Trip Generation Review; Bunt and Associates (March 2023)
6. Visitor Use Management Plan; Metro Vancouver (May 2023)
7. Draft Concept and Program; Metro Vancouver (June 2023)

8. Emergency Management Overview; Metro Vancouver (June 2023)
9. Phasing Summary; Metro Vancouver (June 2023)
10. Transportation Impact Assessment; Bunt and Associates (June 2023)
11. Water Study Analysis Results; Metro Vancouver (June 2023)
12. Environmental Overview; Diamondhead Consulting (August 2022)

Metro Vancouver has received BIM staff comments and feedback on the Transportation Impact Assessment, however no formal staff or advisory committee comments have been received on the remaining technical studies or park concept.

BIM Conditional Requirements for Rezoning and OCP Amendment Approval

Metro Vancouver's response to BIMs conditional requirements for approval of the rezoning and OCP amendment application were included in the report dated September 21, 2023, titled "Regional Park at Cape Roger Curtis – Project Update and Phase II Engagement Summary" that was presented to the MVRD Regional Parks Committee at its meeting on October 18, 2023.

While some of the conditional requirements are included in the proposed park concept, and represent significant investment and a commitment to ongoing partnership, others fall outside of Metro Vancouver's mandate and ability to provide in exchange for municipal rezoning and OCP amendment approval of seasonal, low impact tent camping in a regional park.

Engagement with First Nations

The proposed regional park is within the territories of the Skwxwú7mesh Úxwumixw/Squamish Nation, xʷməθkʷəy̓əm/Musqueam Indian Band, and sá lílwətaɣ̓/Tsleil-Waututh Nation. Metro Vancouver is engaging directly with local First Nations on this project.

Staff are meeting regularly with Skwxwú7mesh Úxwumixw (Squamish First Nation) to explore opportunities to work closely on the park in the immediate and long term.

Response to Bowen Island Municipality

On December 1, 2023, Metro Vancouver wrote to BIM to clarify background information, request formal feedback on the park concept and technical studies, provide detailed responses to the Islands Trust Executive Committee decision and BIM conditional requirements, and ultimately request clarity on the next steps in the rezoning and OCP amendment process (Attachment 2).

Staff have communicated that based on a review of existing BIM and Island Trust policy, the current park proposal aligns with the Islands Trust Policy Statement, and the process and rationale for the Islands Trust determining the application to be non-compliant, and the subsequent BIM request to Metro Vancouver for an amended Application, are insufficiently clear for Metro Vancouver to respond effectively.

NEXT STEPS

The rezoning and OCP amendment process is administered by BIM. The following outlines the remaining steps of the rezoning and OCP amendment process, that is subject to change based on additional requests or other direction from BIM Council.

1. BIM Council 2nd reading and referral to public hearing
2. Public hearing
3. Third reading and Island Trust referral
4. Fourth and final reading

Staff will continue to advance discussions with Squamish Nation on the project to explore opportunities for collaboration through the immediate planning process and over the long term. A date has not yet been set for the third, and final, phase of public engagement where a final concept plan will be shared along with next steps in implementation.

Monthly updates to the Regional Parks Committee and Metro Vancouver Board will be provided as the project moves forward.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no immediate financial implications to consider.

The interim land management measures are being implemented within existing budgets and planned staffing allocations.

Public access, capital improvements and ecological enhancements will follow successful completion of the park planning, municipal rezoning and OCP amendment processes, subject to Board approval through the regular annual budget process.

CONCLUSION

Regional Park staff continue to work through the BIM rezoning and OCP amendment process. Interim steps have been taken to secure and maintain the proposed park at Cape Roger Curtis on Bowen Island while the planning process proceeds.

Additional submittals, requested by the municipality, were provided in early June. At the July 10, 2023 meeting, BIM Council referred the additional submittals, draft rezoning and OCP amendment bylaws, and a list of conditional requirements to municipal advisory committees, external agencies and Squamish First Nation. Phase II public engagement proceeded from July 29 to August 16, 2023.

On August 25, 2023, the Islands Trust Executive Committee resolved that the BIM rezoning and OCP amendment bylaws are contrary to or at variance with the Islands Trust Policy Statement.

On December 1, 2023, Metro Vancouver wrote to BIM to clarify background information, request formal feedback on the park concept and technical studies, provide detailed responses to the Islands Trust Executive Committee comments and BIM conditional requirements, and ultimately seek clarity on the next steps in the rezoning and OCP amendment process.

Regional Parks staff will continue to provide regular updates to the Board as the project proceeds.

ATTACHMENTS

1. Bowen Island Municipality letter to Metro Vancouver, dated October 17, 2023
2. Metro Vancouver letter to Bowen Island Municipality, dated December 1, 2023
3. Draft Park Concept Plan

REFERENCES

1. [BIM July 10, 2023 Council Meeting – Staff Report on the Propose Park at Cape Roger Curtis](#)
2. [Proposed Regional Park at Cape Roger Curtis on Bowen Island | Metro Vancouver](#)
3. Metro Vancouver Regional Parks Committee [July 5, 2023 meeting - the Committee received the report title "Regional Park at Cape Roger Curtis - Park Planning and Municipal Update"](#)
4. ["Regional Park at Cape Roger Curtis – Project Update and Phase II Engagement Summary"](#), dated September 21, 2023 to Regional Parks Committee

61200248



October 17, 2023

File: RZ/OCP# 2023-0018

Jeff Fitzpatrick & Lydia Mynott
Metro Vancouver
4515 Central Boulevard,
Burnaby BC V5H 0C6

VIA EMAIL: JFitzpatrick@metrovancover.org & LMynott@metrovancover.org

Dear Jeff & Lydia,

**Re: Bowen Island Municipality Official Community Plan Bylaw No.282, 2010 Amendment
Bylaw No. 608, 2023**

&

**Bowen Island Municipality Land Use Bylaw No. 57, 2002 Amendment Bylaw No. 609,
2023**

Yesterday, October 16, 2023, at a Special Council Meeting Bowen Island Municipality Council adopted the following resolution:

RES# 23-338 It was Moved and Seconded

That Council direct staff to request the applicant, Metro Vancouver, amend their application to comply with the Islands Trust Policy Statement Directive Policies prior to consideration of second reading and to report back to Council.

CARRIED UNANIMOUSLY

Accordingly, I am writing to you to seek amendments to your application to comply with the Islands Trust Policy Statement Directive Policies. I'd invite you to view the video of the Special Council Meeting, which is available to view online at:

https://www.youtube.com/watch?v=NjfjQkNOZB0&ab_channel=BowenIslandMunicipality

You may also wish to review the letter BIM received from the Islands Trust Executive Committee dated August 25th, 2023 which is available on our website at:

<https://bowenland.civicweb.net/document/295061/>. The letter highlights the Directive Policies that the Islands Trust Executive Committee identified that proposed Bylaw 608 & 609, 2023 are contrary to or at variance with.

I am happy to meet with you to discuss the Islands Trust Executive Committee comments, and what amendments may help to bring your application into compliance with the Directive Policies.

Thank you,

Daniel Martin

Daniel Martin
Manager of Planning & Development
Bowen Island Municipality
981 Artisan Lane, Bowen Island, BC V0N 1G2
dmartin@bimbc.ca
[604-947-4255](tel:604-947-4255) ext. 230
www.bowenislandmunicipality.ca

Regional Parks
Tel. 604-451-6693 or via Email
jeffrey.fitzpatrick@metrovancover.org

December 1, 2023

File: PA-02-01-22-PC00061

Daniel Martin, Manager of Planning and Development
Bowen Island Municipality
Bowen Island Municipal Hall
981 Artisan Lane
Bowen Island, BC V0N 1G2
VIA EMAIL: dmartin@bimbc.ca

Dear Daniel Martin:

Response to BIM and Islands Trust Executive Committee

I am writing regarding the proposed regional park at Cape Roger Curtis in Bowen Island Municipality.

This letter is in response to the October 17, 2023 Bowen Island Municipality (**BIM**) letter requesting amendments to Metro Vancouver's rezoning and Official Community Plan (**OCP**) amendment application (**Application**) to comply with the Islands Trust Policy Statement Directive Policies prior to consideration of second reading. It also responds to the conditional requirements for approval of the Application, as adopted by BIM Council on July 10, 2023.

It is Metro Vancouver's position that the current park proposal as reflected in the Application aligns with the Islands Trust Policy Statement (**ITPS**). Prior to consideration of this matter by the Islands Trust on August 25, 2023, this was stated to be the position of BIM and Islands Trust staff as well.¹

The process and rationale for the Islands Trust determining the Application to be non-compliant, and the subsequent BIM request to Metro Vancouver for an amended Application, are insufficiently clear for Metro Vancouver to respond effectively. We are accordingly seeking more information on the specific areas of concern and the materials on which those concerns are based, in accordance with, among other things, the Bowen Island Municipality – Islands Trust Protocol Agreement and Islands Trust policies, and as required to provide Metro Vancouver a reasonable opportunity to understand and address concerns raised.

¹ See briefing note prepared by the Islands Trust Director of Planning Services and included in the Islands Trust Executive Committee Agenda Package.
64263147

In addition, regarding BIM conditional requirements for approval of the Application, we note that the proposed park concept plan includes extensive investment in the park and community to ensure a sustainable, well-managed park is established incrementally over time. A number of the BIM conditional requirements for application approval are already included in the park concept. Others are outside Metro Vancouver's mandate to provide in exchange for approval of a modest, seasonal, low impact tent campground within a regional park.

This letter and attachments clarify background information, provide detailed responses to the Islands Trust Executive Committee comments and BIM conditional requirements, and ultimately request that BIM provide clarity on the next steps in the Application process.

Background

The proposed regional park at Cape Roger Curtis presents a generational opportunity to protect an ecologically and culturally rich landscape in perpetuity, with significant ecological, climate resilience, social, and health benefits to local and regional visitors, the community and wider region.

The Application contemplates the development of 100 seasonal, low impact, tent campsites within the proposed park. Of those, over half (52) would be dedicated to walk/bike-in/shuttle access camping, a third (33) could be accessed by a single-vehicle for accessibility, 3-5 group tent camps would be available to youth and community groups, and 10 tent cabins would provide an opportunity for people without camping equipment to visit. No trailers or motorhomes will be permitted in the proposed park.

The proposed park will be delivered in three distinct phases over seven years, with approximately one-third of overall camping provision in each phase to allow for careful monitoring and adaptive management. Metro Vancouver is willing to enter into a Section 219 covenant in relation to the proposed phasing plan.

A park welcome centre in Crippen Regional Park (Snug Cove) and an electric shuttle bus service to the proposed regional park at Cape Roger Curtis will be established in advance of the park opening. A park reservation system and capacity management tools will ensure visitation is sustainable and low impact. Significant wildfire risk management and response measures will be established.

The site's ecological values will be protected and enhanced, and previously disturbed areas will be restored to a natural condition. All park amenities will be located in areas previously cleared for residential development.

Sustainable access to the park will be prioritized. A quiet, pedestrian-focused experience will be created by limiting vehicles, converting sections of existing road to public space, and establishing trail connectivity throughout the site. Environmental programming, education, stewardship and restoration will ensure ecological resiliency and community participation.

Metro Vancouver is working with local indigenous groups to explore opportunities to work collaboratively over the long term, and to incorporate traditional and current knowledge into park planning and management.

The proposed park protects 97-hectares of sensitive ecosystems – more than six-times the area currently protected under existing zoning and covenants. Under the current municipal zoning, the density limits for Rural Residential 1 (RR1) allows for one dwelling with accessory units, and permits short term rental use of both dwellings, and also permits B&B accommodation as part of home occupation. Future subdivision or intensification of land use is also possible.

Metro Vancouver has provided the following studies and supporting information in relation to the rezoning and OCP application including the following:

1. Environmental Overview; Diamondhead Consulting (August 2022)
2. Maps and Drawings; Metro Vancouver (January 2023)
3. Project Overview for OCP Amendment and Rezoning; Metro Vancouver (January 2023)
4. Draft Land Use Plan; Metro Vancouver (February 2023)
5. Ecological Background; Metro Vancouver (March 2023)
6. Draft Concept and Program; Metro Vancouver (June 2023)
7. Approaches to Implementation, Visitation, Operations and Access; Metro Vancouver (March 2023)
8. Trip Generation Review; Bunt and Associates (March 2023)
9. Visitor Use Management Plan; Metro Vancouver (May 2023)
10. Emergency Management Overview; Metro Vancouver (June 2023)
11. Phasing Summary; Metro Vancouver (June 2023)
12. Transportation Impact Assessment; Bunt and Associates (June 2023)
13. Water Study Analysis Results; Water Street Engineering (June 2023)

Metro Vancouver has received staff comments and feedback on the Transportation Impact Assessment, however no formal staff or advisory committee comments have been received on the remaining technical studies or park concept. Additionally, confirmation on the next steps in the rezoning process is required.

Rezoning and OCP Amendment Application – Islands Trust Referral

By letter dated October 17, 2023, Metro Vancouver was advised of BIM Council's resolution on October 16, 2023 requesting an amended OCP and rezoning application to comply with the Islands Trust Policy Statement Directive Policies prior to consideration of second reading.

Although the letter included reference to specific policies considered to be at odds with the Application, the basis for the Islands Trust's determinations is not clear. A detailed discussion of Metro Vancouver's response to identified ITPS items of concern is included in Attachment 1. Key points are summarized below.

- In reviewing the Islands Trust Executive Committee's agenda, meeting minutes and comments, it seems the Executive Committee did not receive copies of all reports prepared concerning the submission; additionally, some documents were linked and not included in the agenda package. Several of the Executive Committee comments included inaccurate statements related to projected visitation, water availability, park access, phasing and

ecological protection in determining non-compliance with the ITPS, suggesting the Committee may not have had access to or reviewed all available information in making its determination.

- Islands Trust Policy 1.3.1 (Policy Statement Implementation) 4. states that "*as interpreted by the courts, 'contrary to or at variance with,' means that there is an absolute and direct collision between the local trust committee or island municipality bylaw and the Policy Statement.*" Further, Sections 3.6 and 3.7 of the BIM – Islands Trust Protocol Agreement require the Islands Trust to provide clear reasons for the return or refusal of an OCP amendment or rezoning bylaw and "*directions as to changes to the bylaw that would be required for approval*". The information provided to Metro Vancouver to date does not identify absolute or direct collisions with the ITPS or directions on associated, necessary application changes.
- On the referral checklist for the Islands Trust, a number of items were marked as "N/A", presumably since no direct conflict between the Application and the ITPS had previously been identified. In many cases, however, there are Metro Vancouver reports or other information available to demonstrate compliance with ITPS policies if in fact those policies are determined to apply. It is unclear how this issue should be addressed.

In light of the foregoing, Metro Vancouver requests the following:

1. Confirmation as to whether BIM and Islands Trust staff engaged in early communications and attempts to resolve concerns about proposed Bylaws No. 608 and 609, per Section 3.12 of the Protocol Agreement and, if so, additional information on ITPS policies identified in those discussions as potentially inconsistent with or at variance to the Application and how such concerns were addressed in the submission to the Islands Trust.
2. Confirmation of specific reports and other information provided to the Islands Trust Executive Committee for their assessment of the Application on August 25, 2023.
3. For each ITPS policy identified in the Islands Trust decision letter, a clear explanation of the specific elements of the proposed Application/Bylaws that are in "absolute and direct collision" with the ITPS, per Islands Trust Policy 1.3.1, and confirmation of which staff reports, correspondence or other materials were considered by the Islands Trust in arriving at that conclusion.
4. Clear direction on those changes to the Application/draft Bylaws that are required for Islands Trust approval, per Sections 3.6 and 3.7 of the BIM – Islands Trust Protocol Agreement, including relevant information from the meeting held between BIM and the Islands Trust pursuant to Section 14.3(c) of the BIM Letters Patent.
5. Staff's assessment of which concerns identified in the Islands Trust decision letter and marked "N/A" on the initial Islands Trust Policy Statement Directives Check List could be addressed with available reports and materials, and information on the process and timing for revisiting those items with the Islands Trust.
6. Formal comments from BIM on technical studies, the concept and other information provided to date, and confirmation if any additional technical reports are required. Metro Vancouver acknowledges its receipt of BIM staff comments and feedback on the Transportation Impact

Assessment, however no formal staff or advisory committee comments have been received on the remaining technical studies or park concept.

7. Confirmation and a copy of BIM's notification to the Minister of Municipal Affairs pursuant to Section 15.1 of the BIM Letters Patent and the Islands Trust's letter dated August 25, 2023, including any advice or direction received from the Minister.
8. Confirmation of BIM's next steps and timeline in advancing the Application.

BIM Conditional Requirements for Rezoning and OCP Amendment Approval

At the BIM Committee of the Whole meeting on June 14, 2023, BIM Council identified conditional requirements for approval of the rezoning and OCP amendment application. Attachment 2 outlines Metro Vancouver's response to these conditions. This response was presented to the MVRD Regional Parks Committee at its meeting on October 5, 2023.

While some of the conditional requirements are included in the proposed park concept, and represent significant investment and a commitment to ongoing partnership, others fall outside of Metro Vancouver's mandate and ability to provide in exchange for municipal rezoning and OCP amendment approval of seasonal, low impact tent camping in a regional park.

Next Steps

Metro Vancouver has provided a fulsome rezoning and OCP amendment application in support of a proposal for low impact, carefully phased and managed, seasonal tent campsites as part of an initiative to conserve an ecological significant landscape in perpetuity.

It is Metro Vancouver's position that the current park proposal as reflected in the Application aligns with the Islands Trust Policy Statement. The process and rationale for the Islands Trust Executive Committee determination of non-compliance, and subsequent BIM request for an amended application, are insufficiently clear for Metro Vancouver to respond effectively.

Metro Vancouver is accordingly requesting that BIM provide clarity on the Islands Trust determination process and next steps to advance the Application, with reference to the applicable policies, requirements, guidance and procedures outlined in the Islands Trust Policy Statement and the BIM – Islands Trust Protocol Agreement. Further, Metro Vancouver is requesting feedback on the park concept and technical reports provided in July 2023, and clarity on the next steps in the municipal rezoning and OCP amendment process.

Sincerely,



Jeffrey Fitzpatrick
Division Manager, Parks Design & Development

JF/MR/jf

cc: Stefan Cermak, Director, Planning Services, Islands Trust
Liam Edwards, Bowen Island Municipality CAO
Ravi Chhina, Deputy CAO Operations, Metro Vancouver
Mike Redpath, Director, Regional Parks, Metro Vancouver
Lydia Mynott, Landscape Architect, Regional Parks, Metro Vancouver

Attachments:

1. Islands Trust Executive Committee Comments - MV Response
2. Bowen Island Municipality Conditional Requirements for OCP/Rezoning Approval – MV Response

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Islands Trust Executive Committee Comments – Summary of Executive Committee Considerations:			
ITPS #	ITPS Text	Executive Committee Comments	Metro Vancouver Response
4.4.2	Local Trust Committees and Island Municipalities shall, in their official community plans and regulatory bylaws, address measures that ensure neither the density nor intensity of land use is increased in areas which are known to have a problem with the quality or quantity of the supply of freshwater, water quality is maintained, and existing, anticipated and seasonal demands for water are considered and allowed for.	Marked as not applicable in staff assessment - trustees felt that water is an issue in that area based on public feedback and reports indicating issues with water in that area.	<p>As noted below and under response to 5.2.5 the proposed park represents a reduction in the density of land use as compared to uses permitted under the existing zoning and OCP. Accordingly, ITPS policy 4.4.2 does not seem to apply, as noted in the checklist.</p> <p>Nonetheless, a technical memorandum Water Study Analysis Results (Water Street Engineering – June 2023) has been submitted and summarizes:</p> <ul style="list-style-type: none"> • Drinking water requirements of the proposed park are equivalent to what would be required for development permitted under existing zoning and OCP. • Water requirements of the proposed park are equivalent to what would be required for development permitted under existing zoning and OCP. • Drinking water availability is sufficient. <p>Furthermore, as a non-domestic user, Metro Vancouver will be required to license groundwater. This is not required under the existing Rural Residential (RR1) zoning and domestic land use. This effectively places additional requirements on Metro Vancouver to manage water use during droughts.</p> <p>The proposed park includes extensive ecological restoration and protection to support groundwater recharge and health aquatic ecosystems. Approximately 50% of the Huszar Creek Watershed will be part of the protected parkland.</p> <p>It is unclear whether the above report and information (and any other relevant materials) were received by the Islands Trust Executive Committee and what other materials were relied upon by the Islands Trust in making their determination in respect of this policy item. Please advise on next steps to clarify the application of ITPS policy 4.4.2 and, if it does apply, the direct conflict with the Application and required action to address that conflict.</p>

5.2.3	Local Trust Committees and Island Municipalities shall, in their official community plans and regulatory bylaws, address policies related to the aesthetic, environmental and social impacts of development.	<p>Aesthetic and social impacts - not properly addressed.</p> <p>Social impact - very specific concerns from long term residents about many aspects not sufficiently addressed. Fails test of social impacts for a project of this size.</p>	<p>The creation of the regional park through proposed BIM Bylaws No. 608 and 609 will protect 97-hectares of sensitive ecosystems in perpetuity. The ecologically sensitive landscape is currently zoned as Rural Residential 1 (RR1). The existing zoning permits one dwelling with accessory dwelling units, and allows for short-term rental use of both dwellings. It also permits B&B accommodation as part of home occupation.</p> <p>The proposed park includes seasonal low impact tent camping, and is proposed to be phased in over approximately seven years with ongoing adaptive management. Phasing, capacity management, ecological restoration, visitation transportation and access strategies have been prepared which seek to address the issues raised by long term residents.</p> <p>Volunteer conservation opportunities will be made available to people interested in contributing to park stewardship. The proposed park will provide Bowen Island residents with access to trails, open space and healthy ecosystems which will support quality of life.</p> <p>In respect of this item, please confirm with more specificity those social and aesthetic aspects of the Application found to directly and absolutely collide with the ITPS, the materials relied upon by the Islands Trust in reaching their conclusion, and the information provided to the Islands Trust to inform their decision.</p>
5.2.4	Local Trust Committees and Island Municipalities shall, in their official community plans and regulatory bylaws, address any potential growth rate and strategies for growth management that ensure that land use is compatible with preservation and protection of the environment, natural amenities, resources and community character.	Marked as not applicable in staff assessment - concern about compatibility with environment and community character.	<p>The proposed park represents a reduction in the density of land use compared to uses permitted under the existing zoning and OCP, and contemplates the preservation of 97-hectares in perpetuity, as further described below. Accordingly, it seems clear that the growth-related issues cited in ITPS policy 5.2.4 do not apply to the Application, as noted in the checklist.</p> <p>The existing Bowen Island community natural character includes natural areas such as steep slopes and hillsides, rural and marine areas and forests. These character areas have many different land uses such as municipal, regional and provincial parkland, resource extraction areas, in addition to residential, commercial, short-term rental accommodation and event facilities, including camps and retreats.</p> <p>The existing zoning permits one dwelling with accessory dwelling units, and allows for short-term rental use of both dwellings. It also permits B&B accommodation as part of home occupation.</p> <p>Under the existing RR1 zoning, 81.59 ha (84%) of the site area is unprotected and at risk of being subject to clearing, disturbance and development. Of this area, 59 ha is merchantable timber.</p>

			<p>The proposed BIM Bylaws No. 608 and 609 will protect 97 ha of sensitive ecosystems in perpetuity ensuring preservation and protection of the environment, natural amenities, resources and community character.</p> <p>Proposed low impact seasonal tent camping will be located within areas previously cleared for residential development and operated seasonally. Other areas that have been cleared will be restored.</p> <p>Ecological connections will be enhanced and natural resources will be managed, monitored, maintained and enhanced by trained park staff.</p> <p>Volunteer conservation opportunities will be made available to people interested in contributing to park stewardship.</p> <p>The proposed park will provide Bowen Island residents with access to trails, open space and healthy ecosystems which will support quality of life.</p> <p>The proposed park will be slowly phased in over approximately seven years to moderate change and allow for adaptive management.</p> <p>If ITPS policy 5.2.4 does apply, the above measures in our view address the aim of the policy item and any concern about compatibility with environment and community character. Please advise whether the above (or other) information was received by the Islands Trust Executive Committee to demonstrate consistency between Metro Vancouver's Application and ITPS policy 5.2.4. If not, what is the process for addressing this item? What comprises the direct collision in this case and on what materials did the Islands Trust rely in making their determination?</p>
5.2.5	Local Trust Committees and Island Municipalities shall, in their official community plans and regulatory bylaws, address means for achieving efficient use of the land base without exceeding any density limits defined in their official community plans.	Marked as not applicable in staff assessment - campground capacity of 450 individuals exceeds density limits.	<p>The proposed BIM Bylaws No. 608 and 609 represent a <u>reduction</u> in built form density limits from those currently permitted under the RR1 zoning. Accordingly, in our view ITPS policy 5.2.5, related to efficient use of the land base without over-densifying the development, is not applicable to the Application.</p> <p>The building and development density of the proposed park will include minimal built facilities (washrooms, park operations building with emergency equipment storage). Proposed buildings will adhere to municipal regulations concerning building siting and height.</p> <p>The Islands Trust Executive Committee has reviewed proposed BIM Bylaws No. 608 and 609 based on 450 – 465 people attending the campground daily. It is not clear where this figure derives from. Metro Vancouver estimates peak campground visitation in August to</p>

			<p>be approximately 260 individuals, in seven years, after the final phase of park development (See <i>“Approaches to Implementation, Visitation, Operations and Access”</i> Metro Vancouver, March 2023). The peak visitation estimate is based on an average campsite occupancy of 95%-100%, but considers average camping party sizes. The facility would only be open May – October.</p> <p>Existing zoning (RR1) allows for one dwelling with accessory units and permits short-term rental use of both dwellings. It also permits B&B accommodation as part of home occupation. Future subdivision or intensification of land is possible.</p> <p>Please confirm whether the above (or other) information was received by the Islands Trust Executive Committee to demonstrate consistency between Metro Vancouver’s Application and ITPS policy 5.2.5. If not, and if policy 5.2.5 does apply, what is the process for addressing this item? Please advise what materials were relied upon by Islands Trust in making their determination in respect of this policy item and clarify the direct collision identified.</p>
5.5.4	Local Trust Committees and Island Municipalities shall, in their official community plans and regulatory bylaws, address the location and type of recreational facilities so as not to degrade environmentally sensitive areas, and the designation of locations for marinas, boat launches, docks and anchorages so as not to degrade sensitive marine or coastal areas.	Marked as not applicable in staff assessment – reports provided by the regional district about environmental sensitive areas means this is relevant.	<p>The existing municipal zoning is RR1 which allows for one dwelling with accessory units, and permits short-term rental use of both dwellings. It also permits B&B accommodation as part of home occupation.</p> <p>At present, 15.41 ha (16%) of the proposed park is protected through existing covenants established for the most environmentally sensitive areas. Under the existing zoning areas outside the covenants, 81.59 ha (84%) of the site area is subject to clearing, disturbance and development. Of this area, 59 ha is merchantable timber.</p> <p>The creation of the regional park through BIM’s proposed Bylaws No. 608 and 609 would protect 97 ha of sensitive ecosystems in perpetuity. Metro Vancouver would dedicate the area as regional parkland. Metro Vancouver’s Natural Resource Management Framework provides strategic direction for managing natural resources within regional parks and park planning. It is guided by the principles of ecosystem-based management, adaptive management, the precautionary principle and collaboration.</p> <p>Development of all park (recreational) facilities will be within areas previously cleared for residential or resource development. Environmentally sensitive areas will be protected and other previously cleared areas will be restored to natural condition. The proposed BIM Bylaws No. 608 and 609 do not contain plans for marinas, boat launches, docks or anchorages.</p> <p>Metro Vancouver will restrict access to sensitive lands including covenant areas by enforcing park bylaws with uniformed staff, and educating park visitors through</p>

			<p>stewardship, interpretation and outreach.</p> <p>Please confirm whether the above (or other) information was received by the Islands Trust Executive Committee to demonstrate consistency between Metro Vancouver's Application and ITPS policy 5.5.4. If not, what is the process for addressing this omission? Please advise what materials were relied upon by the Islands Trust in making their determination in respect of this policy item and the identified direct collision(s) between ITPS policy 5.5.4 and the Application.</p>
5.5.6	<p>Local Trust Committees and Island Municipalities shall, in their official community plans and regulatory bylaws, address the identification and designation of areas for low impact recreational activities and discourage facilities and opportunities for high impact recreational activities.</p>	<p>Disagree with interpretation that 100 campsites are low impact.</p> <p>460 people getting off ferries on a Friday to go camping is a huge impact. Narrow road, no bike lanes, and at other end of the island to the ferry terminal.</p>	<p>The creation of the regional park through BIM's proposed Bylaws No. 608 and 609 will protect 97 ha of regionally significant sensitive ecosystems in perpetuity and provide low-intensity passive outdoor recreation opportunities.</p> <p>The proposed park and campground will be owned and operated seasonally by the regional district and non-commercial (similar to Descanso Bay Regional Park Campground on Gabriola Island). No high impact recreational activities are proposed for the site.</p> <p>The proposed park includes tent camping facilities in areas previously cleared for residential development. Of those, over half (52) would be dedicated to walk/bike-in/shuttle access camping, a third (33) could be accessed by a single-vehicle for accessibility, 3-5 group tent camps would be available to youth and community groups, and 10 tent cabins would provide an opportunity for people without camping equipment to visit. No trailers or motorhomes will be permitted in the proposed park.</p> <p>The Islands Trust Executive Committee has reviewed proposed BIM Bylaws No. 608 and 609 based on 450 – 465 people attending the campground daily. It is not clear where this figure derives from. Metro Vancouver estimates peak campground visitation in August to be approximately 260 individuals, in seven years, after the final phase of park development (See <i>"Approaches to Implementation, Visitation, Operations and Access"</i> Metro Vancouver, March 2023). The peak visitation estimate is based on an average campsite occupancy of 95%-100%, but considers average camping party sizes. The facility would only be open May – October.</p> <p>The assessment that 460 people will disembark the ferry on a single day is inaccurate. The Traffic Impact Assessment (TIA) assesses and summarizes net vehicle trip generation against what can be expected under existing land use zoning (conservative estimate based on 24 single-family homes, not the maximum permitted land use). The TIA assesses the net impact as a reduction of 163 vehicle trips during peak day and an increase of 15 vehicle trips in the pm peak, an overall reduction in trip rate.</p> <p>38 of 636</p> <p>While impacts of proposed BIM Bylaws No. 608 and 609 in creating a proposed park</p>

			<p>are assessed to be less than the existing permitted land use, Metro Vancouver has committed to the following mitigations:</p> <ul style="list-style-type: none"> • Utilizing existing park facilities at Crippen Regional Park in Snug Cove to create a park information centre and shuttle pickup location. • Providing an electric shuttle bus, operated by Metro Vancouver, will provide sustainable transportation directly to the park from the ferry. The shuttle bus will be in place when the park opens. • Working collaboratively with Bowen Island Municipality to secure grant funds to advance the construction of the Cross Island Greenway (part of the Regional Greenway Network). • Implementing visitor management systems including – parking restrictions, visitor reservations, and full-time uniformed staff enforcing park bylaws. Campground reservation system will direct vehicle access visitors to off peak ferry travel days/times. • Phasing delivery, all park amenities, including camping facilities, will be phased in over approximately seven years to allow for adaptive management. <p>To what extent were the reports listed on page 3 of Metro Vancouver’s letter dated December 1, 2023 (and other relevant materials) received by the Islands Trust Executive Committee? Please confirm/provide copies of the specific materials relied upon by the Islands Trust in making their determination in respect of this policy item. We note the Islands Trust briefing note from staff cited examples of other campsites in the Islands Trust area and confirmed that one campsite per hectare is not high impact (camping and hiking were said to be low impact, while sports activities are typically considered higher impact). Please also clarify the absolute and direct collision between ITPS and the Application and provide guidance on addressing that collision.</p>
5.5.7	Local Trust Committees and Island Municipalities shall, in their official community plans and regulatory bylaws, address the planning for bicycle, pedestrian and equestrian trail systems.	<p>Address planning for bikes, pedestrian and trail systems - rezoning suggests traffic to campground via those means, but nothing in the plans say that when campground opens there will be any new paths or bike lanes.</p> <p>Not realistic to think people will walk 12</p>	<p>The directive policy refers to OCPs and regulatory bylaws. Metro Vancouver is proposing a comprehensive plan for pedestrian, cycling and equestrian trail systems within the park.</p> <p>Metro Vancouver has also committed to the following transportation and access programs:</p> <ul style="list-style-type: none"> • Metro Vancouver will renovate an existing park building (Seaside Cottage II) in Crippen Regional Park (Snug Cove) to create a park information centre and shuttle pickup location. • An electric shuttle bus, provided by Metro Vancouver, will establish sustainable transportation directly to the park, from the ferry. The shuttle bus will be in place when the park opens. • Metro Vancouver will work collaboratively with the municipality to secure grant funds to advance construction of the Bowen Island Municipality Cross Island

		<p>km from the ferry to the campground.</p> <p>Concern about safety of cyclist or hikers walking or cycling to the campground on the narrow roads.</p>	<p>Greenway (part of the Regional Greenway Network).</p> <ul style="list-style-type: none"> All park amenities will be phased and subject to a Section 219 covenant to allow for adaptive management. <p>Metro Vancouver manages Crippen Regional on Bowen Island (220 ha). The park provides significant value and benefits to local residents including trails, open space, access to nature, conservation and stewardship, heritage buildings and landscapes, a riding ring, memorial garden, and public toilet facilities. It is inaccurate to assume the park is the primary destination for all off Island visitors who pass through the park during their time on Bowen Island. Rather, Crippen is a cherished park that is closely intertwined with Snug Cove, and the broader trail network that visitors and local residents use to move around and enjoy the community as a part of daily life.</p> <p>The above features of the Metro Vancouver Application are directly aligned with ITPS policy 5.5.7. To what extent was the above information (and other relevant materials) received by the Islands Trust Executive Committee? Please confirm/provide copies of the specific materials relied upon by the Islands Trust in making their determination in respect of this policy item. Please also clarify the absolute and direct collision identified between ITPS and the Application and provide guidance on addressing that collision.</p>
5.6.2	Local Trust Committees and Island Municipalities shall, in their official community plans and regulatory bylaws, address the identification, protection, preservation and enhancement of local heritage.	No evidence of support from Skwxwú7mesh (Squamish) First Nation.	<p>Metro Vancouver has engaged local Indigenous groups throughout the planning process for this project. In particular, Metro Vancouver is working carefully with Skwxwú7mesh (Squamish) First Nation to explore opportunities to work closely on the park, over the long term.</p> <p>Opportunities include, but are not limited to, cooperative planning, land management, cultural resource management, art, programing and interpretation, youth programming, and more.</p> <p>Please clarify the direct collision between the Application and ITPS policy 5.6.2 and advise on any specific requirements for demonstrating support. To what extent was the above information (and other relevant materials) received by the Islands Trust Executive Committee?</p>
5.6.3	Local Trust Committees and Island Municipalities shall, in their official community plans and regulatory bylaws, address the preservation and protection of the heritage value and character of	No evidence of support from Skwxwú7mesh (Squamish) First Nation.	<p>Opportunities include, but are not limited to, cooperative planning, land management, cultural resource management, art, programing and interpretation, youth programming, and more.</p> <p>More broadly, the proposed park will protect, in perpetuity, an ecologically and culturally sensitive landscape which is currently zoned for the development of large single family residential developments.</p> <p>40 of 636 Under existing zoning, the land can be developed with very limited environmental</p>

	historic coastal settlement patterns and remains.		<p>conservation or cultural resource management.</p> <p>Metro Vancouver has extensive experience managing cultural resources and working closely with First Nations on land management throughout the region.</p> <p>Please clarify the direct collision between the Application and ITPS policy 5.6.3, and advise on any specific requirements for demonstrating support. To what extent was the above information (and other relevant materials) received by the Islands Trust Executive Committee?</p>
5.7.2	Local Trust Committees and Island Municipalities shall, in their official community plans and regulatory bylaws, address economic opportunities that are compatible with conservation of resources and protection of community character.	A campground that allows 460 campers changes the character of the community.	<p>ITPS policy 5.7.2 relates to addressing economic opportunities that are compatible with conservation of resources and protection of community character. The proposed park and campground will be owned and operated seasonally by the regional district and non-commercial (similar to Descanso Bay Regional Park Campground on Gabriola Island). The primary focus of the project is the conservation of sensitive ecosystems and the provision of opportunities for the public to engage with nature in a low impact way. The existing Bowen Island community character includes natural areas such as steep slopes and hillsides, rural and marine areas and forests. These character areas have many different land uses such as municipal, regional and provincial parkland, resource extraction areas, and residential, commercial, short-term rental accommodation and event facilities, including camps and retreats. The proposed campsite is entirely consistent with the community character.</p> <p>The creation of the regional park through BIM's proposed Bylaws No. 608 and 609 will protect 97 ha of regionally significant sensitive ecosystems in perpetuity and provide low-intensity passive outdoor recreation opportunities. The proposed park will significantly expand protected areas on the island, protecting natural resources and enhancing community character.</p> <p>The Islands Trust Executive Committee has reviewed proposed BIM Bylaws No. 608 and 609 based on 450 – 465 people attending the campground daily. It is not clear where this figure derives from. Metro Vancouver estimates peak campground visitation in August to be approximately 260 individuals, in seven years, after the final phase of park development (See <i>"Approaches to Implementation, Visitation, Operations and Access"</i> Metro Vancouver, March 2023). The peak visitation estimate is based on an average campsite occupancy of 95%-100%, but considers average camping party sizes. The facility would only be open May – October.</p> <p>Metro Vancouver can confirm that:</p> <ul style="list-style-type: none"> The majority of camp sites will have no vehicle access. Camping is restricted to tents only – no RVs will be permitted. Camping is seasonal from May to October.

			<ul style="list-style-type: none"> • A Section 219 covenant will be developed to phase delivery, mitigate abrupt change, and allow for adaptive management. • An electric shuttle bus service to the park, and park information centre in Snug Cove will be provided in year one. <p>The above features of the Metro Vancouver Application are directly aligned with ITPS policy 5.7.2. To what extent was the above information (and other relevant materials) received by the Islands Trust Executive Committee? Please confirm/provide copies of the specific materials relied upon by the Islands Trust in making their determination in respect of this policy item. Please also provide additional clarity on the absolute and direct collision between ITPS and the Application as well as guidance on addressing that collision.</p>
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Bowen Island Municipality Conditional Requirements for OCP/Rezoning Approval (Bowen Island Municipality Council - July 10, 2023)			
#	Item	Description from Bowen Island Municipality	Metro Vancouver Response
1	Multi Use Path	<p>Complete Multi-use path (MUP) from current location (Artisan Lane) to the proposed Park Boundary. Total request of funding from MV is \$5.65M</p> <p>A. 50/50 cost share section from Artisan Lane to Charlies Lane: ~600m estimated total (100%) at \$1.4 million</p> <p>B. 50/50 cost share section from Charlies Lane to Forester Lane (Water Treatment Plant Road): ~900m estimated total (100%) at \$1.5 million</p> <p>C. 50/50 cost share section from Harding Rd to Bowen Bay Rd: ~2.9 km estimated total (100%) at \$3 million</p> <p>D. Section from Bowen Bay Rd to Cape Drive: ~2.1km (100% Metro) estimated total (100%) at \$2.1 million</p> <p>E. Section from Cape Drive to Park Boundary: ~550m (100% Metro) estimated total (100%) at \$0.6 million</p> <p>F. 130 meter strip north of Trunk Rd already constructed (between Library and Miller Road): Metro and BIM entered into an agreement enabling BIM to construct the MUP along this strip with the condition that BIM will compensate Metro with the equivalent market value in either cash or land.</p>	<p>Section A, B and C form the previously planned municipal Cross Island Greenway. Metro Vancouver will not fund construction of these sections, but will work collaboratively with BIM to secure grant funding to advance implementation.</p> <p>Metro Vancouver will work with Bowen Island Municipality to identity a preferred route to connect the park to the proposed municipal Cross Island Greenway and secure grant funding to construct this section of the greenway. Any additional cost-sharing support is subject to MVRD Board approval.</p> <p>Section F is not related to this project and will be considered in a separate process.</p> <p>Metro Vancouver will construct and maintain all trail infrastructure within the boundaries of the proposed regional park.</p>

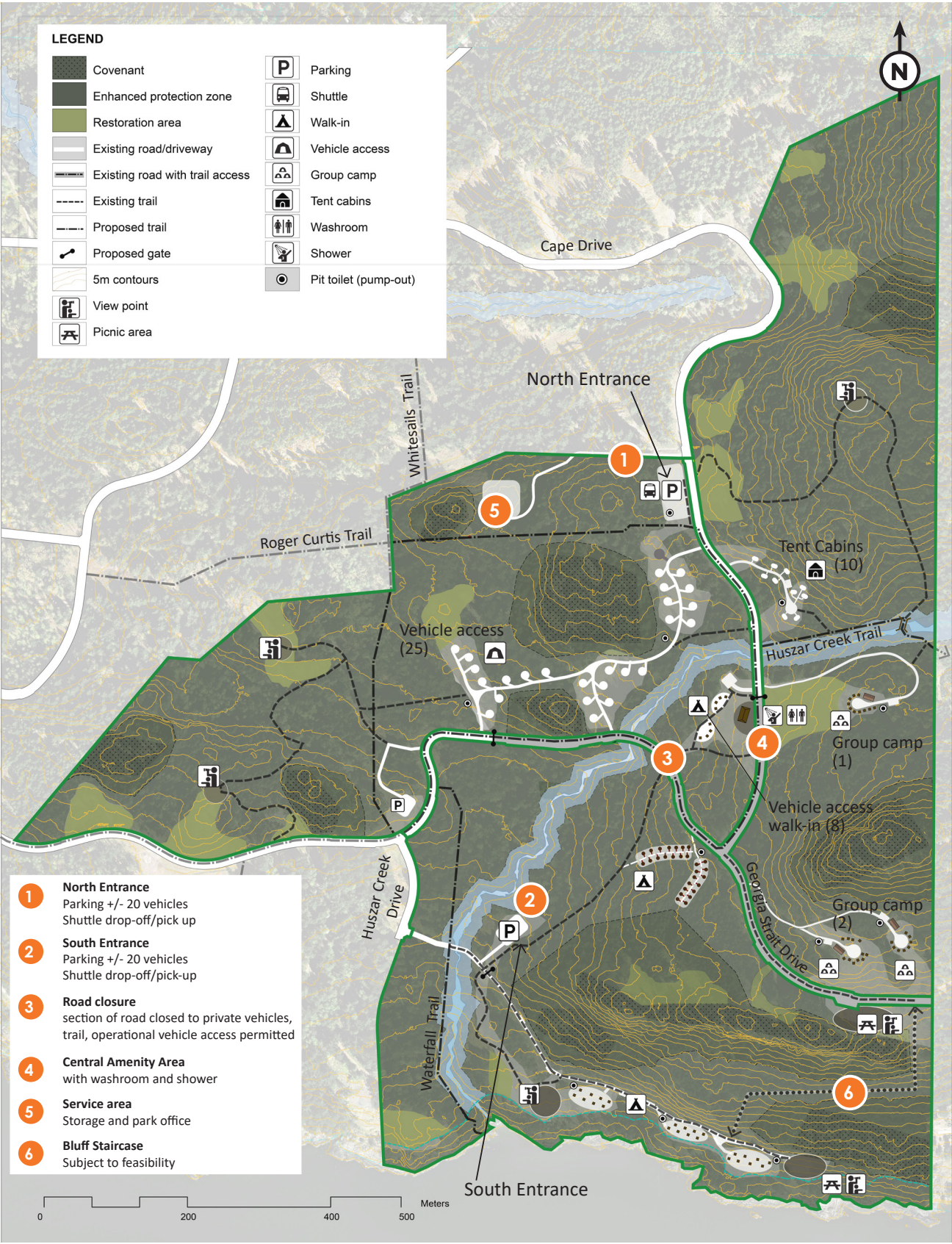
2	Dedicated Shuttle Bus	A dedicated shuttle bus to run from Snug Cove to the Park and back again at a minimum of 6 times per day during peak operational periods.	A dedicated seasonal park shuttle is proposed in the draft concept plan.
3	Feasibility study for passenger only ferry	Feasibility study for passenger only ferry including berthing facility, power requirements, parking and pedestrian marshalling areas.	<p>BC Ferries provides a publically funded and subsidized ferry service to Bowen Island. The transportation impact assessment confirmed there is ample capacity for pedestrian passenger travel to the proposed park.</p> <p>Ultimately, pedestrian ferry service is above and beyond the scope of this project, and Metro Vancouver's mandate to provide.</p> <p>Metro Vancouver will work closely with private or public service providers pursuing ferry service to Bowen Island to explore opportunities for strong connections to the proposed park.</p>
4	Cape Drive Divestiture from BIM to Metro	Municipal roads within the proposed Park may be divested to Metro. This would require legal review and drafting of transfer documents. If the Metro owned lands are operated as a park, staff recommend this divestiture occurs regardless of the rezoning for camping.	Subject to legal review and due diligence, Metro Vancouver is supportive of this proposal as it aligns with the proposed Concept Plan.
5	Cape Area Trails - not within Proposed Park	Existing trails in the Cape Area are managed by BIM, however only the road ends are owned by BIM. The trails themselves are right-of-ways dedicated to BIM by the private land owners and as such it is difficult to transfer to Metro. An alternative approach, if desired, is to enter into a long-term management agreement where Metro takes over management of the trails.	<p>Metro Vancouver will work with Bowen Island Municipality to assess this proposal as it has the potential to ensure a consistent level of service on trails that provide access to the park.</p> <p>A review of trail conditions, SRWs, liability and maintenance requirements is required to ensure this is a viable option.</p>
6	Divestiture of BIM trails within Proposed Park	If the Park proceeds, BIM staff recommend divesting existing trails within the proposed Park to Metro Vancouver.	Metro Vancouver is supportive of this proposal as it and would ensure consistent level of service, accessibility, land management and bylaw enforcement

7	Adoption of Visitor Use Management Framework	Adoption of an empirically-validated, data driven visitor use management framework such as that of the <i>Intra-agency Visitor Use Management Council of the United States</i> (IVUMC) in use by Parks Canada and outlined in the Manzer (2020) report to Metro Vancouver titled <i>Measuring and Managing Park Carrying Capacity</i> . To be written into the Section 219 covenant, zoning, OCP, and/or licensing/permitting. Regular monitoring and reporting by BIM/MV.	<p>This is complete.</p> <p>The Visitor Use Management Plan Framework submitted to BIM on May 26, 2023 is based on the IVUMC and is line with best practice in large park planning and management.</p>
8	Adoption of Adaptive Management Framework	<p>Adoption of an empirically-validated, data-driven adaptive management framework which is to guide phasing and implementation of park use, as well as to define Park carrying capacity. To include, but not limited to</p> <ul style="list-style-type: none"> • monitoring of: transportation • ecological impact assessments • fire/emergency assessments • resource use • waste generation • visitation scope and patterns 	<p>This is complete.</p> <p>Existing Metro Vancouver policy including the Resource Management Framework, and Regional Parks Plan provide clear direction on adaptive management as a guiding principle of land management in the regional park system.</p> <p>The Park Concept, Guiding Principles, Ecological Overview, Phasing Strategy and Visitor Use Management Plan developed through the park concept planning process, and provided to Bowen Island Municipality in support of the rezoning and OCP amendment application, confirm Metro Vancouver's commitment to adaptive management.</p> <p>The technical work completed to date meets and exceeds best practice and represents a comprehensive, and well considered approach to park planning.</p>

9	Alternate Access to Park Road	Net vehicle use of Park not to exceed that of existing 24 residential lots. Additional vehicle use requires construction of secondary access into the cape. -- not through whitesails.	<p>Whitesails Drive provides legal road access to the proposed park. A key focus of the park proposal is to limit car access. The transportation impact assessment confirms there is ample capacity to accommodate traffic associated with the proposed regional park, and that volume is expected to be lower than what could be expected under existing zoning.</p> <p>A viable alternative road access with suitable tenure and public support has not been identified. Given the volume of traffic associated with the park, compared to what could be permitted within existing zoning, Metro Vancouver will not commit to the construction of a secondary access to the park.</p>
10	Subsidized Water Taxi / Passenger Ferry	Possibly coordinated with Translink and part of transit/active transportation network, used for park reservations as well as Bowen Island residents.	<p>BC Ferries provides a publically funded and subsidized ferry service to Bowen Island. The transportation impact assessment confirmed there is ample capacity for pedestrian passenger travel to Bowen Island.</p> <p>Ultimately, pedestrian ferry service is above and beyond the scope of this project, and Metro Vancouver's mandate to provide.</p> <p>Metro Vancouver will work closely with private or public service providers pursuing ferry service to Bowen Island to explore opportunities for strong connections to the proposed park.</p>
11	Protection of Coastal Bluffs	Establishment of conservation covenants to prohibit construction or structures or trails along sensitive coastal bluff ecologies. Visitor use on the bluffs to be strictly controlled and monitored by applicant.	<p>This is already reflected in the draft concept plan.</p> <p>Conservation covenants are already in place and registered.</p> <p>The proposed park offers far greater protection of the coastal bluffs and surrounding environment than the existing residential zoning provides. Park natural resources will be protected in perpetuity.</p>

12	Buffer Zone around Conservancy	Lot 23 to be managed as conservancy/eco-reserve; lots across the road to Conservancy to be managed so as to impede visitor traffic to Conservancy.	This is included in the draft concept plan.
13	Shuttle from Urban MV to HSB	To promote socio-economic accessibility of Park, shuttle from inner MV (e.g., Seabus in CNV or Waterfront) to HSB.	<p>Weekend/peak season shuttle service from a regional park or transit hub is being contemplated as part of the proposed park shuttle program.</p> <p>Additional assessment is required to determine feasibility and demand.</p> <p>#257 Express (Burrard to HSB) is in service. Coordination with Translink is required.</p>
14	Public transit extension to park.	Translink extension of service must be active to the Park prior to full build out.	<p>Metro Vancouver will explore options, with Translink, to expand service to the park.</p> <p>The existing #280 bus route, on Bowen, is challenging to extend to the park as its route aligns with the ferry schedule.</p> <p>A dedicated park shuttle will provide dedicated service.</p>
15	Visitor Dispersal and Infrastructure Impact in the Cove	Contribution of staging area at ferry egress and transfer of MVRD land for wastewater treatment plan, BIRD, multiuse pathway, washrooms, etc; that will impact Snug Cove.	<p>Seaside Cottage, in Crippen Regional Park in Snug Cove, will be renovated and repurposed as a park orientation center with shuttle pickup, park information and washrooms.</p> <p>Seaside Cottage is proximate to the existing transit pick up drop off area at the Cardena Drive Passenger Exchange</p> <p>Land transfers unrelated to the proposed regional park will not be considered as part of this process.</p>
16	Reduction in Vehicle Access Sites	Vehicle access sites be reduced to under 10% of non-group and non-tent cabin sites, used exclusively for those with accessibility challenges; restricted to specific disability need	The majority of campsites included in the current proposal are cycle/hike/shuttle access. The current level of vehicle access sites is required to ensure accessibility and options for those wishing to access the site.

17	2050 Plans be Referenced in Concept Plan		The proposed park vision, guiding principles and concept are in alignment with Metro2050, Regional Parks Plan and Regional Greenway 2050 Plan.
18	Animal control elements	Animal control elements must be included	Metro Vancouver has extensive experience managing dogs in parks with engineering, education and enforcement. REGIONAL PARKS REGULATION BYLAW NO. 1177, 201 establishes the bylaw for animal control.
19	Fire Plan and Control	On-site equipment provided	<p>Metro Vancouver has already procured site specific fire response equipment for the proposed park. A wildfire plan for interim operations has been completed and filed with BIM Fire Chief.</p> <p>Metro Vancouver staff are highly trained in fire risk management, initial attack, bylaw enforcement and communication. Highly trained, watershed fire suppression crews are available 24/7. Metro Vancouver maintains site specific fire response plans for all park sites, and actively manages risk throughout the summer season with considerable resources and expertise.</p>
20	Implementation of a reservation system	For all campgrounds, and the potential to expand to all users to the Park	<p>All overnight use will be by reservation.</p> <p>A day use reservation system will also be considered as a visitor management tool.</p> <p>The Visitor Management Plan provides an overview of these, and related strategies.</p>
21	Mt Gardner Rd, Collins Rd and Green Rd Dedication from Metro to BIM	Mt Gardner Rd transects Crippen Regional Park past Killarney Lake and is not recognized as a dedicated municipal road/highway. BIM staff have formally requested Metro to divest these road sections to BIM as BIM maintains and operates the roads because they service numerous properties and lands beyond.	Land transfers unrelated to the proposed regional park will not be considered as part of this process.



To: MVRD Board of Directors

From: Climate Action Committee

Date: January 15, 2024

Meeting Date: January 11, 2024

Subject: **Climate 2050: Priority Actions to Accelerate Toward our Regional Targets**

CLIMATE ACTION COMMITTEE RECOMMENDATION

That the MVRD Board:

- a) receive for information the report dated December 15, 2023, titled "Climate 2050: Priority Actions to Accelerate Toward our Regional Targets"; and
 - b) direct staff to forward a copy of the report dated December 15, 2023, titled "Climate 2050: Priority Actions to Accelerate Toward our Regional Targets" to the Caucus of Committee Chairs for discussion and information.
-

At its January 11, 2024 meeting, the Climate Action Committee considered the attached report titled "Climate 2050: Priority Actions to Accelerate Toward our Regional Targets", dated December 15, 2023.

Committee members identified the importance of a broad and inclusive discussion on the priority actions identified in the report, and the need for all standing committees of the Metro Vancouver Board to be aware of, and understand the criticality of, these priority actions in advancing substantive climate action toward the Board adopted climate action targets. Given that affordability and housing challenges are top of mind for the residents of Metro Vancouver, it is important to ensure that there is broader discussion about the regulatory opportunities for Metro Vancouver in the building, transportation and industrial sectors, and a good understanding of the range of supportive policies and equity outcomes that are imperative for any regulatory policy success.

The Committee subsequently amended the recommendation as presented above in underline style.

This matter is now before the Board for its consideration.

ATTACHMENTS

1. "Climate 2050: Priority Actions to Accelerate Toward our Regional Targets", dated, December 15, 2023.

65163914

To: Climate Action Committee

From: Lise Townsend, Division Manager, Air Quality and Climate Action Policy
Jason Emmert, Program Manager Regional Climate Action Policy,
Air Quality and Climate Action Services

Date: December 15, 2023

Meeting Date: January 11, 2024

Subject: **Climate 2050: Priority Actions to Accelerate Toward our Regional Targets**

RECOMMENDATION

That the MVRD Board receive for information the report dated December 15, 2023, titled “Climate 2050: Priority Actions to Accelerate Toward our Regional Targets”.

EXECUTIVE SUMMARY

Metro Vancouver, alongside other similar jurisdictions, is at a critical juncture: The MVRD Board has adopted the necessary targets and plans aligned with the global science to avoid the worst impacts of climate change. The pathway to a zero-emissions and resilient region – the technology, regulations, and investments – is well understood. Metro Vancouver’s *Clean Air Plan* and *Climate 2050* strategy and supporting Roadmaps outline the necessary actions and roles. The next step is to move swiftly from comprehensive planning to bold leadership through implementation. This report identifies priority Big Moves needed to accelerate toward the Board-adopted greenhouse gas (GHG) emissions reduction targets.

For Metro Vancouver, these are:

1. Developing and adopting a regional GHG emission regulation for existing large **buildings**
2. Developing and adopting regional regulations for shifting to sustainable **transportation**
3. Developing and adopting regional GHG emission regulations for **industry**
4. Strong regional advocacy for the transition to clean, renewable, and resilient **energy**

For member jurisdictions priority actions that complement the above include:

1. Zero Carbon Step Code, EV-ready bylaws, and support for existing buildings regulations
2. Community plans, zoning, and infrastructure to enable sustainable transportation
3. Collaboration on advocacy for clean, renewable energy policy

Collectively, the Big Moves for buildings and transportation, together with supporting policies and investments from other orders of government, could reduce regional emissions by up to 6 million tonnes per year by 2050, and up to 2.8 million tonnes by 2030 (40 per cent of the 2030 target). In this fiscally challenging time, affordability and equity are key considerations; it is imperative that regulatory measures are grounded with related supportive policies. Without these Big Moves, the region will not meet its climate action targets. Staff will be seeking direction from the MVRD Board on these priority Big Moves and other *Climate 2050* actions in the near future.

PURPOSE

This report highlights the biggest near-term priorities for reducing GHG emissions for Metro Vancouver and member jurisdictions. These Big Moves are identified in Board-adopted plans, and in municipal climate plans. The intent of this report is to support the Board in its decision-making and communications with external agencies and partners.

BACKGROUND

Metro Vancouver has committed to targets and actions to address climate change in the *Clean Air Plan*, *Climate 2050*, *Metro 2050*, and TransLink's *Transport 2050*. Climate Action is one of the five Strategic Directions in the 2022-2026 *Board Strategic Plan*. Implementation of these plans is underway, however, action must be accelerated to meet the Board-adopted 2030 and 2050 targets. Decisive and coordinated effort by all orders of government is needed in the face of challenges ranging from continued expansion of fossil fuel industries to low climate literacy (Reference 1).

Metro Vancouver is authorized by the Province's *Environmental Management Act* to regulate or prohibit the discharge of air contaminants. GHG emissions are considered to be air contaminants because they can harm public health and the environment. Metro Vancouver also collaborates with and advocates to other orders of government on emissions reduction policies. Stringent regulations that reduce GHG emissions at the source are proven to be among the most effective policy instruments, in combination with supporting policies and programs such as incentives and infrastructure investments (References 2 & 3).

This report highlights priority near-term Big Moves among the actions in Board-endorsed plans for Metro Vancouver and member jurisdictions, which have the potential to substantially reduce GHG emissions and advance the region toward its adopted climate targets.

BIG MOVES FOR METRO VANCOUVER IN 2024 TO 2026

Metro Vancouver staff have heard that elected officials are seeking clarification about the biggest opportunity areas among the Board-approved *Climate 2050* Roadmaps. While all actions in the Roadmaps are necessary and work together, swiftly adopting and implementing the Big Moves highlighted below can significantly accelerate progress toward the regional GHG reduction targets.

Regional GHG Emission Regulation for Existing Large Buildings

Buildings are the second-largest source of regional GHG emissions, yet there are no regionally applicable regulations for reducing emissions from existing buildings. Of the total approximately 450,000 buildings in the region, two-thirds will still be in use in 2050. Upgrading buildings can reduce health-harming air contaminants, reduce over-heating in summer, and create safer, more comfortable spaces that cost less to heat and cool.

Big Move 1.1 in the *Climate 2050 Buildings Roadmap* proposes a regulation to reduce greenhouse gas emissions from existing large buildings that would be implemented through the Board's adoption of a regional regulation.

Affordability is being addressed by focusing on the largest, professionally-managed retail and office buildings first, and providing support and resources for building owners and managers, including the Retrofit Accelerator, a partnership with the Zero Emissions Innovation Centre. Retrofits can also provide a return on investment through energy savings and health benefits. The proposed regulation would complement pending federal and provincial regulations and programs, as well as a bylaw recently enacted by the City of Vancouver, and establish a regionally consistent approach.

According to preliminary analysis, full and rapidly-scaled implementation of a comprehensive regulation for existing large buildings could reduce this sector's emissions by approximately 6 per cent (85,000 tonnes per year) by 2030, and by 21 per cent (approximately 300,000 tonnes per year) by 2050. This would be additional to reduction achieved by existing policies and would be amplified by complementary pending policies including provincial equipment efficiency standards.

Report E.3 in this agenda package outlines the regulatory proposal supporting this Big Move, and seeks Board direction to proceed with the second phase of engagement throughout 2024. Staff would report back to the Climate Action Committee and Board with outcomes of the engagement and a proposed regulation in early 2025.

Regional Regulations for Shifting to Sustainable Transportation

On-road transportation is the largest source of regional GHG emissions. Alongside vehicle electrification, reducing these emissions requires shifting more trips to walking, cycling, and transit, which also improves health, reduces vehicle congestion, and supports low-cost transportation options. This shift requires expanded funding and investment in transit and active transportation. Further, while the electric vehicle (EV) transition is progressing rapidly, many people still do not have the option to own an EV due to their income or a lack of home or workplace charging.

To address these challenges, Metro Vancouver is working with TransLink on a project to understand what combination of supportive and regulatory policies can best achieve the region's GHG targets for passenger vehicles, alongside new funding mechanisms for transit infrastructure. This project would support implementation of Big Move 2.1 in the *Climate 2050 Transportation Roadmap*, focused on regional passenger vehicle requirements, as well as other actions in Strategies 1 and 2, focused on shifting to walking, cycling and transit, and supporting EV adoption.

According to preliminary analysis, stringent vehicle emissions regulations, combined with expansion of transit, could reduce passenger vehicle emissions by up to 20 per cent (approximately 800,000 tonnes per year) by 2030. This would be additional to significant reduction achieved through existing policies including the Zero Emissions Vehicle Act and an escalating carbon tax. By 2050, the combined effect of these regulations could achieve near-zero emissions for all passenger trips.

Affordability is being addressed in this project by considering financial mechanisms that support the most sustainable and efficient transportation choices with increased funding for transit, active transportation, and measures to improve access to EVs for lower-income households.

Staff are preparing to bring a report addressing this Big Move and related actions to the Climate Action Committee in early 2024.

Regional GHG Emission Regulations for Industry

Industrial facilities and non-road equipment in Metro Vancouver account for 25 per cent of regional GHG emissions or 3.6 million tonnes per year. Metro Vancouver already regulates health-harming air contaminant emissions and GHGs from some of these sources, among 150 permitted facilities and over 3,000 industrial and commercial boilers, heaters, and non-road equipment. Integrating GHGs in Metro Vancouver's industrial regulatory programs has the potential to achieve more holistic outcomes to reduce both health-harming air contaminants and GHG emissions.

Big Move 1.2 in the *Climate 2050 Industry and Business Roadmap* would apply Metro Vancouver's regulatory authority to address air contaminant emissions to the reduction of GHG emissions from industrial sources.

This Big Move complements provincial regulations including the Output-Based Pricing System, methane regulations, and a proposed provincial oil and gas sector emissions cap.

This Big Move is being addressed with research to evaluate opportunities to improve emissions regulations for the industrial sector and the appropriate role for Metro Vancouver, including estimating the potential GHG reduction impact. Staff anticipate bringing forward policy recommendations for consideration by the Committee and Board in 2025.

Regional Advocacy for the Transition to Clean, Renewable, and Resilient Energy

A clean and renewable energy transition underpins the other Big Moves in the *Climate 2050 Roadmap* actions, including those highlighted in this report. This transition involves reducing energy demand and shifting to 100 per cent clean, renewable energy to heat our homes, move people and goods, and power industrial processes. Clear and comprehensive provincial policy is needed to ensure that the transition is successful, fair, and equitable.

Metro Vancouver's continued and strengthened advocacy and participation in provincial energy policy discussions is supported by *Climate 2050 Energy Roadmap* Strategy 1, "Plan for the Transition to Clean, Renewable, and Resilient Energy", Strategy 2, "Accelerate Electrification", and Strategy 4, "Limit Expansion of Fossil Fuel Production".

As directed by the Board, Metro Vancouver is engaging with relevant BC Utilities Commission processes, in collaboration with several member jurisdictions, and advocating to the Province for energy policies that support *Climate 2050* and *CleanBC* targets. This includes calling for improved coordination of long-term energy planning by Fortis BC and BC Hydro, and advocating for reform of the BC Utilities Commission with a strong climate mandate. Pending provincial energy policies, such as the Climate-Aligned Energy Framework and a GHG emissions cap for gas utilities, have the potential to support and accelerate the clean energy transition, provided they are aligned with science-based targets and best practices as reflected in *Climate 2050*.

Recognizing that clean, renewable electricity is a mainstay of the energy transition in the province and the region, staff are also engaging with BC Hydro on their policies, and partnering on innovative approaches to support the region's energy needs. Staff are working with BC Hydro on a guiding document that would clarify shared objectives and opportunities for the two organizations to collaborate in advancing energy efficiency and electrification.

In 2024, staff will provide updates on these initiatives and seek further direction from the Board to advocate to the Province for stronger legislation for a coordinated and efficient transition to clean and renewable energy.

BIG MOVES FOR MEMBER JURISDICTIONS FOR 2024 TO 2026

In addition to the Big Moves for Metro Vancouver outlined above, member jurisdictions have critical roles to play. Many have adopted GHG reduction targets aligned with those of Metro Vancouver, supported by comprehensive climate action plans. Municipal Big Moves with significant potential to accelerate progress toward regional climate targets include the following:

Zero Carbon Step Code, EV-ready Bylaws, and Support for Existing Building Regulations

Bylaws requiring new buildings to meet the highest level of the provincial Zero Carbon Step Code at the earliest possible date, and to include EV charging infrastructure, reduce the need for (and cost of) retrofitting buildings, provide for cooling with efficient and zero-emissions heat pumps, and enable residents to own an EV. These outcomes complement regional Big Moves outlined above.

Transitioning existing buildings to zero-emissions will require a coordinated effort across all orders of government. Although municipalities lack the authority to regulate GHG emissions in existing buildings (a gap that Metro Vancouver's proposed regulation would seek, in part, to fill), they can partner with Metro Vancouver on the proposed regulation for large buildings (e.g., to share data and communicate with building owners), support programs for small building retrofits (e.g., the North Shore's "Jump on a Heat Pump" Program, Reference 4), develop partnerships and strategic plans (e.g., the City of Burnaby's Zero-Emissions Building Retrofit Strategy, Reference 5), and collaborate on advocacy to senior governments for retrofit incentives.

These Big Moves are included in Metro Vancouver's *Climate 2050 Buildings Roadmap* (Big Move 1.3), *Transportation Roadmap* (2.6), and in various municipal climate action plans. Report E.4 provides an update on Zero Carbon Step Code adoption by member jurisdictions to date, and an update on municipal adoption of EV-ready bylaws will be included in a future report.

Community Plans, Zoning, and Infrastructure to Enable Sustainable Transportation

Municipalities can further enable a shift to sustainable modes with land use planning that focuses more growth close to frequent transit and amenities, consistent with *Metro 2050*, and as outlined in many Official Community Plans (OCPs) and OCP updates. Investing in more protected and connected infrastructure for walking and cycling, and reallocating road space for transit-priority infrastructure and active transportation, can unlock latent demand for these transportation options and reduce vehicle emissions. Together, these measures also improve health, reduce congestion, and make neighbourhoods more vibrant, safer, and greener.

These Big Moves are identified in Metro Vancouver's *Climate 2050 Transportation Roadmap* (Big Move 1.3), *Metro 2050*, TransLink's *Transport 2050* 10-year priorities, and in various municipal climate action and land use plans.

Collaboration on Advocacy for Clean, Renewable Energy Policy

Metro Vancouver's advocacy on provincial energy policies and involvement in the BC Utilities Commissions proceedings, described above, was strengthened through collaboration with several member municipalities. Continued and strengthened collaboration is needed to advocate for the provincial and federal government policies, infrastructure investments, and incentives needed to support a rapid, efficient, and fair transition to clean and renewable energy.

BIG MOVES' EMISSIONS REDUCTION POTENTIAL

The emissions that could be reduced by collectively implementing these Big Moves depends on the timing and scale of their implementation. Comprehensive regulations that reduce emissions from large buildings and passenger vehicles, together with supporting programs and complementary regulations by other orders of government, could reduce up to six million tonnes of GHG emissions annually by 2050. As a period of phasing-in is required, early adoption of these regulations is critical to minimize cumulative emissions in the interval. If full implementation of these policies, were to begin in the next few years they could reduce emissions by up to 2.8 million tonnes annually by 2030, approximately 40 per cent of the 2030 target.

NEXT STEPS

Staff will be seeking the Board's direction for the Big Moves noted above for Metro Vancouver in 2024 and 2025. In this timeframe, the remaining Climate 2050 Roadmaps will also be provided for the Board's consideration and endorsement, including for *Land Use and Urban Form*, *Human Health and Wellbeing*, *Waste*, and *Water and Wastewater Infrastructure*. As previously directed by the Board, options for enhancements to *Metro 2050* to strengthen climate action will also be advanced for the Board's consideration in 2024.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The resources supporting initial policy development for the Big Moves described in this report are approved within current program budgets. Financial implications for implementing these initiatives will be outlined for the Board's information and approval as appropriate in upcoming reports. New or updated regulatory programs implemented by Metro Vancouver will be consistent with Metro Vancouver's practice of assigning fees to entities responsible for air contaminant discharges, recognizing their environmental and societal impacts (Reference 6). Cost recovery to support program implementation would also be achieved through administrative fees.

Potential financial benefits associated with the highlighted Big Moves can also include energy cost savings resulting from building retrofits, time savings and increased productivity from reduced

traffic congestion, and health benefits associated with improved air quality. The potential regional health benefits from implementing the *Clean Air Plan* between 2020 and 2030 were estimated at up to \$1.6 billion. Finally, reducing GHG emissions to meet science-based climate targets can mitigate the financial costs of climate impacts to society and households (Reference 7).

CONCLUSION

Meeting Metro Vancouver's approved climate targets will require decisive, coordinated and accelerated effort among all orders of government and partner agencies. The MVRD Board has an opportunity to continue to demonstrate bold leadership by leveraging Metro Vancouver's regulatory and advocacy roles.

This report highlights priority Big Moves from Metro Vancouver's approved plans to address four issue areas with the potential to significantly reduce regional GHG emissions and health-harming air contaminants from buildings, transportation, industry, and the energy transition. Specific regulatory proposals and advocacy efforts supporting these priorities will be advanced for the Board's consideration and direction in upcoming reports in 2024 and 2025.

REFERENCES

1. Metro Vancouver [Climate 2050 Annual Report 2022/2023](#)
2. Hoppe, J. et al. 2023. [Three Decades of Climate Mitigation Policy: What Has It Delivered?](#) Annual Reviews of Environment and Resources 48 (2023)
3. Axen, J. et al., 2020. [Crafting strong, integrated policy mixes for deep CO₂ mitigation in road transport](#). Nature Climate Change 10 (2020)
4. North Shore [Jump on a New Heat Pump](#) Program
5. City of Burnaby – [Zero Emissions Building Retrofit Strategy](#)
6. [Metro Vancouver – Amendments to Air Quality Permit and Regulatory Fees](#)
7. Canadian Climate Institute, 2022. [The GDP costs of climate change for Canada](#)

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To: Climate Action Committee

From: Nav Hundle, Senior Policy & Planning Analyst, Air Quality & Climate Action Services
Laura Taylor, Senior Engagement Specialist, External Relations

Date: December 15, 2023 Meeting Date: January 11, 2024

Subject: **Proposed Regulatory Approach to Reduce Greenhouse Gas Emissions from Existing Large Buildings: Phase 2 Engagement**

RECOMMENDATION

That the MVRD Board endorse the proposed approach to develop a regulation to reduce greenhouse gas emissions from existing large buildings for the purposes of proceeding with a second phase of engagement as described in the report dated December 15, 2023, titled “Proposed Regulatory Approach to Reduce Greenhouse Gas Emissions from Existing Large Buildings: Phase 2 Engagement”.

EXECUTIVE SUMMARY

Developing greenhouse gas (GHG) reduction requirements for existing buildings is a Big Move or priority climate action in Metro Vancouver’s *Clean Air Plan* and *Climate 2050 Buildings Roadmap*. This report presents a regulatory proposal for reducing GHG emissions from existing large buildings over 2,322 m² (25,000 ft²) that responds to feedback from initial engagement. The report seeks direction to engage further with impacted and interested audiences on this regulatory proposal, which will cover about 9,000 buildings, representing less than 2% of the region’s overall building stock, yet which contribute 35% of building GHG emissions. The proposal includes annual GHG reporting for buildings over 2,322 m², initial GHG limits for office and retail buildings over 9,290 m² (100,000 ft²), and a final GHG limit of zero emissions for all buildings over 2,322 m² by 2045. Initial and final GHG limits would exclude GHG emissions from cooking and district energy. Staff and district energy providers will continue exploring the most appropriate instruments for decarbonizing district energy systems at the source.

The goals of engagement are to broaden awareness and seek input from those likely to be impacted, or have a role in implementation. A distinct stream of engagement will focus on equity and affordability considerations. After the engagement period, staff will provide the Board with a summary of the feedback and how it is considered.

PURPOSE

To seek Metro Vancouver Regional District (MVRD) Board direction to proceed with a second phase of engagement on developing a regulation to reduce GHG emissions from existing large buildings in the region in support of achieving Board-adopted climate action targets.

BACKGROUND

In September and November 2021 respectively, the MVRD Board approved the *Clean Air Plan* and endorsed the *Climate 2050 Buildings Roadmap*. Both policy documents commit to the action,

“Greenhouse Gas Performance Requirements for Existing Large Buildings”, which is identified as one of the key Big Moves that will be foundational to achieving the Board’s climate action targets. On May 27, 2022, the MVRD Board authorized staff to proceed with an initial phase of engagement to develop an approach for managing GHG emissions from large buildings. This report presents a regulatory proposal that responds to feedback from the initial engagement and seeks Board direction to proceed with a second phase of engagement.

CURRENT ACTION TO REDUCE GREENHOUSE GAS EMISSIONS FROM BUILDINGS

Buildings are the source of a quarter of Metro Vancouver’s regional GHG emissions. Building emissions have risen by almost 10% since 2010 (Reference 1). The 2022 Metro Vancouver GHG Emission Inventory estimates 4.9 million tonnes CO₂e of GHG emissions are produced from buildings annually, mostly from burning fossil natural gas for space heating and hot water.

Buildings last a long time, and decisions made today will impact building GHG emissions for decades. Equipment replacements for space and water heating usually take place every 15-30 years, and building envelope upgrades may only occur every 30-50 years. Given these long replacement cycles, it is critical to ensure that retrofits consider a long term view, and maximize GHG reductions and energy savings. The *Clean Air Plan* and *Climate 2050* respond to this urgency to reduce GHG emissions from the building sector through the Board-endorsed targets of reducing GHG emissions from buildings 35% below 2010 levels by 2030, and achieving zero-emission buildings by 2050. Both plans call for requirements to reduce GHG emissions from large existing buildings.

Current Support and Incentives for Building Retrofits

To be successful, requirements to reduce GHG emissions will need to be coupled with supportive programs and incentives since there are costs to building owners in transitioning to zero-emission buildings. This is a critical part of the proposed approach. Incentives are available to building owners through the *CleanBC* program. Financial institutions offer financing options for building owners that undertake low carbon equipment changes and retrofits. Metro Vancouver is launching a Retrofit Accelerator in partnership with the Zero Emissions Innovation Centre (ZEIC), to provide guidance around technical and financial challenges. The Retrofit Accelerator is described in the report dated January 10, 2022 (Reference 2).

Filling the Gap in Requirements for Existing Buildings

There is a gap in current policy aimed at reducing GHG emissions from buildings when it comes to existing buildings. At the provincial level, the *CleanBC Roadmap to 2030* commits to climate actions that focus on new buildings and on the energy efficiency of heating and cooling equipment sold and installed in BC. Recent federal announcements commit to developing a building alterations code by 2030, and providing financial support to building owners to reduce the cost of low carbon retrofits. However, there are no current requirements for GHG reduction from existing buildings at the federal or provincial levels.

With the exception of Metro Vancouver and the City of Vancouver, local governments in BC do not have access to policy tools that would allow them to limit GHG emissions from existing buildings.

In 2022, Vancouver City Council adopted the *Annual Greenhouse Gas and Energy Limits By-Law 13472*, which includes reporting and GHG reduction requirements for existing office and retail buildings over 9,290 m² (100,000 ft²). Metro Vancouver's regulatory proposal seeks to extend a similar approach to the region, which would support the climate targets in member jurisdictions. Metro Vancouver staff will continue working with member jurisdictions to develop a harmonized region-wide approach that addresses additional building types and sizes. Metro Vancouver and the City of Vancouver's harmonized approach would also complement pending provincial requirements that are expected to require all new and replacement space and water heating equipment in BC to be at least 100% energy efficient after 2030. Metro Vancouver and City of Vancouver's regulatory approach would go further and track the GHG emissions from the equipment at a building-level while encouraging a shift to zero-emission technology. Together, these requirements establish a comprehensive approach to transitioning buildings to zero emissions while also using energy efficiently.

REGULATORY PROPOSAL FOR EXISTING LARGE BUILDINGS IN METRO VANCOUVER

The regulatory proposal seeks to establish GHG reporting and reduction requirements for existing large buildings over 2,322 m² (25,000 ft²) in gross floor area. This scope will cover about 9,000 buildings, representing less than 2% of the region's overall building stock, yet which is responsible for 35% of building GHG emissions. The following regulatory proposal is presented in the intentions paper in Attachment 1. Prior to proceeding with engagement, the intentions paper will be formatted to match the look and feel of other Metro Vancouver regulatory proposal documents.

GHG Reporting and Reduction Requirements

Reporting requirements would be phased in, starting with larger buildings over 9,290 m² (100,000 ft²) in 2026, and expanding until 2028 to include more building types and sizes down to 2,322 m² (25,000 ft²)¹. Every year, building owners would submit information related to the building's GHG emissions. Many building owners of large buildings already use software to track this information. Others would gain a better understanding of their building's energy use and emissions to identify cost-saving, efficient retrofit strategies, and enhance their ability to plan and track performance improvements over time.

An initial GHG emission limit for space and water heating is proposed for office and retail buildings over 9,290 m² (100,000 ft²) starting in 2028. All large building types over 2,322 m² (25,000 ft²), including residential buildings, would have a final GHG limit of zero emissions starting in 2045 to prepare the region to meet the *Climate 2050* target of zero-emission buildings by 2050. Initial and final GHG limits would exclude GHG emissions from cooking, which are minor compared to space and water heating. Metro Vancouver would apply an emission fee to each tonne of GHG emissions over the applicable GHG emission limit. In response to Phase 1 engagement feedback on affordability (Reference 3), staff intend to develop proposals for initial requirements for other large building types (such as residential, arena, or warehouses) through engagement with impacted

¹ The gross floor area of a building depends on the street-level floor area and number of storeys. As illustrative examples, buildings above 25,000 ft² could be low-rise or three-storey buildings, buildings above 50,000 ft² could be mid-rise or five-storey buildings, and buildings over 100,000 ft² are typically high-rise towers or retail and office complexes.

audiences. This current proposal aligns with the reporting and performance limits in the City of Vancouver's *Annual Greenhouse Gas and Energy Limits By-Law 13472* (Reference 4).

Initial and final GHG limits for buildings would also exclude GHG emissions from district energy. District energy systems can often provide low-carbon heat energy, but their emissions are outside the control of individual building owners. Staff would continue discussions with district energy providers to explore the most appropriate instruments for decarbonizing these systems at the source, including site-specific permits and emission regulations.

Proposed Program Fees

Metro Vancouver establishes regulatory fees as part of its air emission management program to recover administrative costs and encourage emission reduction based on the potential health and environmental impacts of air emissions. Proposed regulatory fees, which are consistent with the City of Vancouver's *Annual Greenhouse Gas and Energy Limit Bylaw*, include two components:

1. Annual Registration and Reporting Fee: \$500 per building
2. Annual Emission Fee: \$350/tonne CO₂e from fossil natural gas combustion and \$0/tonne CO₂e from renewable natural gas (RNG) combustion. Emission fees would start in 2028 and would only apply to GHG emissions that exceed a building's GHG emission limit.

The GHG emission fee for combustion of RNG is initially proposed to be \$0/tonne CO₂e, in recognition that some buildings may need to use RNG as a transition fuel. In the future, Metro Vancouver may propose GHG emission fees for RNG use, since RNG is a scarce resource that may be needed in sectors that are harder to transition to zero-emission technology, in order for the overall region to achieve carbon neutrality by 2050. The intent would be to incentivize building owners to take advantage of supports and reduce building GHG emissions before the GHG limits and emission fees take effect.

Alternative Compliance Pathways and Equity and Affordability Considerations

Some buildings may face exceptional circumstances that make it infeasible to meet a GHG limit within the proposed timeframe. Through this proposed phase of engagement, Metro Vancouver intends to explore the development of alternative compliance pathways for a customized approach for these cases, which might include adjustments to timelines or GHG limits.

In addition to work underway to develop supports for building owners, staff are also considering equity implications of the proposal, including equitable access to benefits such as access to cooling and better air quality. Using best practices as a starting point, options for how to address potential impacts will be developed through this proposed second phase of engagement.

ENGAGEMENT APPROACH

Staff seek to engage on the development of a proposed regulation, based on the intentions paper, in 2024. Engagement will focus on those likely to comment, be impacted, or have a role in implementation. This will primarily be building owners and operators, agencies with a role in implementation, and community associations. A more detailed list of audiences is in Attachment 2.

During the initial engagement in 2022, some building owners raised concerns about equity and affordability (Reference 3). Specific considerations for equity will be the focus of a parallel stream of engagement. This stream will focus on representatives for audiences who may be inequitably impacted by implementation or climate change, including non-profit organizations and building owners and managers who work with these audiences.

Metro Vancouver, the City of Vancouver, and the Province, among others, are simultaneously considering emissions reduction initiatives for buildings. In order to reduce engagement fatigue and provide clarity on jurisdictional authority, Metro Vancouver and City of Vancouver are collaborating on engagement activities where relevant and will involve other members as needed.

Engagement opportunities will be promoted through email with individuals in the project database, and staff phone calls where needed. Staff will work with relevant associations to connect with their members, and increase reach through the project website and social media. Engagement tactics include individual meetings, sectoral roundtables, municipal advisory committee sessions, public webinars, and a feedback form.

After the engagement period, staff will present a summary of the feedback and how the feedback is being considered in an updated approach and proposed regulation.

ALTERNATIVES

1. That the MVRD Board endorse the proposed approach to develop a regulation to reduce greenhouse gas emissions from existing large buildings for the purposes of proceeding with a second phase of engagement as described in the report dated December 15, 2023, titled "Proposed Regulatory Approach to Reduce Greenhouse Gas Emissions from Existing Large Buildings: Phase 2 Engagement Proposal".
2. That the MVRD Board receive for information the report dated December 15, 2023, titled "Proposed Regulatory Approach to Reduce Greenhouse Gas Emissions from Existing Large Buildings: Phase 2 Engagement Proposal", and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

Under Alternative 1, staff will proceed with a second phase of engagement on the development of a regulation to reduce GHG emissions from existing large buildings. The resources needed for this engagement, including staff time and consulting costs, will be covered through approved program budgets for 2024. Anticipated Metro Vancouver resource needs for the implementation of a regulation, including communication, technical support, and compliance promotion, would be presented after engagement, alongside a cost recovery model and a proposed emission regulation for Board consideration.

CONCLUSION

This report presents a regulatory proposal and an engagement approach to reduce GHG emissions from large existing building over 2,322 m² (25,000 ft²) in gross floor area in the region, with a recommendation to proceed with a second phase of engagement. The regulatory proposal includes both GHG reporting and reduction requirements, which align with the City of Vancouver's *Annual Greenhouse Gas and Energy Limits By-Law 13472* and complement proposed provincial equipment

efficiency standards. Engagement will broaden awareness, seek feedback, and provide decision-makers with a summary of the feedback received and how it is considered in a proposed regulation. Developing requirements for existing buildings is a priority climate action referred to as a Big Move in Metro Vancouver's *Clean Air Plan* and *Climate 2050 Buildings Roadmap*.

ATTACHMENTS

1. Intentions Paper: "Proposed Regulatory Approach to Reduce Greenhouse Gas Emissions from Existing Large Buildings"
2. Phase 2 Engagement Approach: "Proposed Regulatory Approach to Reduce Greenhouse Gas Emissions from Existing Large Buildings"
3. Presentation re: Proposed Regulatory Approach to Reduce Greenhouse Gas Emissions from Existing Large Buildings - Phase 2 Engagement Proposal

REFERENCES

1. Metro Vancouver: ["Annual Regional Greenhouse Gas Emissions for On Road Transportation and Buildings", dated June 23, 2023](#)
2. Metro Vancouver: ["2022 Regional District Sustainability Innovation Fund Applications", dated January 10, 2022](#)
3. Metro Vancouver: ["Initial Engagement Outcomes on Developing GHG Emission Reduction Requirements for Existing Large Buildings", dated August 22, 2023](#)
4. [City of Vancouver, Annual Greenhouse Gas and Energy Limits By-law 13472](#)

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An aerial photograph of a city skyline at sunset. The sky is a mix of blue and orange, with soft clouds. In the background, a range of mountains is visible. The city is filled with various buildings, including several tall skyscrapers that are illuminated by the setting sun. In the foreground, there are more modern, multi-story buildings with flat roofs. The overall scene is a panoramic view of a major urban center.

REGULATORY PROPOSAL TO REDUCE GREENHOUSE GAS EMISSIONS FROM EXISTING LARGE BUILDINGS

Intentions Paper

December 2023 **DRAFT**

Metro Vancouver acknowledges that the region's residents live, work, and learn on the shared territories of many Indigenous peoples, including 10 local First Nations: ḱíćəý̓ (Katzie), ḱʷɑ:ńłəń (Kwantlen), kʷíkʷəłəm (Kwikwetlem), máthxwi (Matsqui), xʷməθkʷəýəm (Musqueam), qíqéyt (Qayqayt), se'mya'me (Semiahmoo), Skwxwú7mesh Úxwumixw (Squamish), scə́wəθən məsteyəxʷ (Tsawwassen), and sə́lilwətał (Tsleil-Waututh).

Metro Vancouver respects the diverse and distinct histories, languages, and cultures of First Nations, Métis, and Inuit, which collectively enrich our lives and the region.



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Executive Summary

Metro Vancouver is working toward introducing an emission regulation to significantly reduce greenhouse gas (GHG) emissions from existing, large buildings. This is an important step in achieving Metro Vancouver's climate targets, which include reducing GHG emissions from buildings 35% below 2010 levels by 2030 and reaching zero emissions by 2050. This intentions paper seeks input on a regulatory proposal to require existing buildings larger than 2,322 m² (25,000 ft²) to register and report on their GHG emissions and then reduce those emissions over time to meet a target of zero emissions by 2045, excluding GHG emissions from cooking and district energy.

Why We Need to Reduce GHG Emissions from Buildings

Buildings are the second-highest source of GHG emissions in Metro Vancouver, representing 25% of all GHG emissions. Large buildings represent just 2% of all buildings in Metro Vancouver, yet they account for approximately 35% of regional GHG emissions from buildings. Most of these GHG emissions are produced from burning fossil natural gas for heating and hot water systems. While new buildings are subject to requirements for energy efficiency and GHG emissions, there are currently no requirements that apply across the region to limit GHG emissions from existing buildings produced by burning natural gas for heating and hot water. The regulatory proposal offers a significant opportunity to reduce these emissions and meet our climate targets.

In addition to lowering GHG emissions over time, retrofits to existing buildings to meet the regulatory proposal would improve local air quality, improve the health and comfort of building occupants, and offer greater resilience to extreme heat events.

Supports coupled with requirements will increase the successful implementation of low carbon retrofits. Financial incentives and financing options are available to encourage building owners to carry out low-carbon retrofits. The Metro Vancouver Retrofit Accelerator being developed in partnership with the Zero Emissions Innovation Centre (ZEIC) will provide additional technical supports and guidance to building owners.

The Scope of the Regulatory proposal

The regulatory proposal would apply to buildings over 2,322 m² (25,000 ft²) in size, with final GHG limits in 2045 and GHG reporting and initial GHG limits that would be phased in over time. Some specific building occupancies would be excluded¹.

Phased-in Reporting Requirements

The regulatory proposal presents GHG emissions reporting timelines based on building size and occupancy category. Owners of large buildings (over 2,322 m²/25,000 ft²) would need to register their building, and provide information about the building and its energy use by fuel type. The reporting requirements would be phased in between the years 2026 to 2029, starting with the largest buildings (9,290 m² / 100,000 ft²) and then working down to the smallest threshold of 2,322 m² (25,000 ft²) over time.

Phased-in GHG Emission Intensity Limits

A performance requirement known as a GHG emission intensity limit would be set for each building category and phased in over time. This GHG emission intensity limit represents the maximum GHG emissions that a building of a particular type could emit per unit of floor area (expressed as kilograms of carbon dioxide equivalent per square metre per year, or kgCO₂e/m²/year) before emission fees apply. This intentions paper proposes initial GHG emission intensity limits for office and retail buildings over 9,290 m² (100,000 ft²) starting in 2028. Initial limits for other building occupancies and sizes will be developed over the course of 2024, informed by further analysis and input from engagement. A final GHG emission intensity limit of zero for all buildings over 2,322 m² (25,000 ft²) is also proposed to take effect in 2045. Initial and final GHG limits would exclude emissions from cooking and emissions generated from district energy. District energy systems can provide low-carbon heat energy, and Metro Vancouver will continue working with district energy providers to explore the most appropriate instruments for decarbonizing these systems at the source, including site-specific permits and emission regulations.

¹ Detention or correctional facilities, treatment facilities (i.e. hospitals), or heavy industrial facilities (including some facilities with existing permits from Metro Vancouver).

How Building Owners Can Meet the GHG Emission Intensity Limits

Building owners can meet the proposed GHG emission intensity limit by improving a building's performance through a range of available interventions, such as reducing energy use by replacing windows, upgrading insulation and installing smart controls, and switching out gas-fired heating and hot water systems with electric equivalents. Alternatively, if a building's annual reported emissions are above the GHG emission intensity limit, the building's owner would pay a GHG emission fee for each tonne of CO₂e over the limit. This annual fee would apply to the total gross floor area of a building and is calculated by converting a building's remaining GHG emissions that are above the limit (kgCO₂e/m²/year) into the absolute GHG emissions for the entire building (expressed as tonnes of carbon dioxide equivalent for the total gross floor area of the building per year, or tonnes/CO₂e per year).

Metro Vancouver is exploring the development of alternative compliance pathways for a customized approach to address building owners facing extenuating circumstances. This option will be further developed with affected audiences through the upcoming engagement program.

Cost Recovery and Fees

Metro Vancouver establishes regulatory fees as part of its air emissions management program to recover administrative costs and encourage emissions reduction based on the potential health and environmental impacts of air emissions.

Building owners would need to register their building with Metro Vancouver, which would involve a \$500 annual registration fee.

A GHG emission fee of \$350 per tonne of CO₂e would apply to each tonne of GHG emissions emitted from a building exceeding the GHG emission intensity limit. If a building's emissions are below the annual GHG emission intensity limit, the building owner would not need to pay a GHG emission fee.

Some building owners may use renewable natural gas (RNG) as a transition fuel in their progress toward zero-emission buildings. Metro Vancouver proposes initially waiving the GHG emission fee for GHG emissions from RNG use. In the future, Metro Vancouver may propose GHG emission fees for RNG use, recognizing that RNG is a scarce resource that should be prioritized for sectors that are harder to transition to zero-emission technology in order for the overall region to achieve carbon neutrality by 2050. Metro Vancouver applies emission fees for the discharge of health-harming air contaminants from the combustion of RNG in buildings that must register through the *MVRD Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008*.

Exemptions and Flexibility

The GHG emission intensity limits would not apply for a specific year for new buildings that have been operating for less than one full year or for buildings approved for demolition.

Metro Vancouver also plans to consider equity implications of the proposal in engagement, to identify potential inadvertent negative impacts of the regulatory proposal and ways to address them, while considering the equitable distribution of benefits such as energy efficiency, cooling, and improved air quality.

We'd Like to Hear from You!

Metro Vancouver invites you to share your comments on this intentions paper in 2024.

Metro Vancouver staff and contractors will treat comments received with confidentiality; please note that comments you provide and information that identifies you as the source of those comments may be publicly available if a freedom of information (FOI) request is made under the *Freedom of Information and Protection of Privacy Act*.

If you have any questions or comments regarding this initiative, please call 604-432-6200 or email us at climate2050@metrovancover.org.

For more information, visit metrovancover.org and type "building emissions action" in the site search field. We encourage you to sign up for the project mailing list to receive updates and news about engagement opportunities.

Introduction

Metro Vancouver Regional District (MVRD) is a federation of 21 municipalities, one electoral area, and one treaty First Nation that collaboratively plans for and delivers regional-scale services for 2.6 million residents.

Metro Vancouver provides core utility services that include drinking water, sewage treatment, and solid waste management, as well as services like regional parks, affordable housing, regional land use planning, and air quality and climate action that help keep this one of the most livable regions in the world.

Taking action to achieve a **carbon-neutral region** by 2050 is an essential component of Metro Vancouver's leadership and commitment to addressing climate change and ensuring the resiliency of our infrastructure, ecosystems, and communities.

Taking Action on Climate and Air Quality in the Building Sector

Metro Vancouver's [Climate 2050](#) and its associated *Roadmaps* will guide climate change policy and action over the next three decades as the region works to achieve its carbon-neutral goals. *Climate 2050* addresses the need for both mitigation (reducing GHG emissions) and adaptation (responding to climate impacts). The board-endorsed [Climate 2050 Buildings Roadmap](#) outlines seven strategies and 37 actions that will help the region achieve a resilient and **zero-emission** building stock by 2050.

The [Clean Air Plan](#) describes how Metro Vancouver will manage air quality and **greenhouse gases** (GHG) over the next 10 years in support of the long term vision of *Climate 2050*. The *Clean Air Plan* includes key actions to reduce GHG emissions to meet 2030 emissions targets and also includes actions to improve day-to-day air quality by reducing health-harming air contaminants.

Combustion of fossil fuels, including fossil natural gas used for heating and hot water in buildings, produces GHG emissions. Combustion of both fossil and **renewable natural gas** also produces health-harming air contaminants, such as fine particulate matter and **nitrogen oxides** (NO_x), which contribute to the formation of harmful nitrogen dioxide (NO₂). While Metro Vancouver residents generally experience good air quality, health researchers have demonstrated that there are no known safe levels for fine particulate matter and NO₂.

To address climate change and improve air quality, the following targets have been set in *Climate 2050* and the *Clean Air Plan*:

- **By 2030**, a 35% reduction in GHG emissions and 15% reduction in NO_x emissions from buildings.
- **By 2050**, all buildings are **zero emissions** in their operation, deriving all energy needs from 100% clean and renewable sources.

Developing regulatory requirements to reduce GHG emissions from existing buildings is identified in both plans as a “big move” that will be critical if the region is to achieve its climate and air quality targets.

Metro Vancouver's Delegated Authority

The MVRD is authorized by British Columbia's *Environmental Management Act* to regulate or prohibit the discharge of **air contaminants**. GHG emissions are considered to be air contaminants because they are substances that are capable of harming public health or the environment.

Metro Vancouver protects air quality using a three-tiered approach to regulating the discharge of air contaminants. The three tiers are site-specific permits, sector emissions regulations, and the *Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008* (Bylaw 1082). Metro Vancouver's team of environmental professionals assess compliance with and enforce the requirements of all three tiers.



A three-tiered approach to regulating air contaminants in Metro Vancouver. A Large Building GHG Emission Regulation would fall into the "regulations and bylaws" category.

Engagement to Date

The proposed regulation builds on the initial engagement undertaken with key audiences in 2022 to gain input on a [discussion paper](#) and learn about the impacts and opportunities of a potential regulation. ([Read a summary of feedback.](#)) This intentions paper will guide discussion on a second phase of public engagement on a proposed GHG emission regulation that would apply to existing large buildings over 2,322 m² (25,000 ft²).

Purpose

The purpose of this intentions paper is to:

- Provide more information to the public on the regulatory proposal to reduce GHG emissions from buildings over 2,322 m² (25,000 ft²).
- Gather feedback that can be used to draft a proposed emissions regulation for adoption by the Metro Vancouver Regional District (MVRD) Board.

This intentions paper may be of interest to:

- Member jurisdictions
- Building owners, managers, and developers
- Multi-unit residential building owners, strata councils, and tenants
- Organizations and individuals involved in designing, manufacturing, selling, installing, and maintaining space heating and water heating systems in buildings
- Industry and business associations, including boards of trade and chambers of commerce
- Other orders of government
- First Nations
- District energy providers and planners
- Utility providers
- Financial institutions
- The general public

Interested parties are invited to provide feedback on the intentions paper in **2024**.

Terms in bold and underlined letters are defined in the glossary at the end of this intentions paper.

Defining the Opportunity

Buildings in Metro Vancouver produce the second-largest share of the region's total GHG emissions (Figure 1), amounting to roughly four to five million tonnes of **carbon dioxide equivalent** (CO₂e) per year. Most of these GHG emissions – approximately 90% – come from burning fossil natural gas, predominantly for space heating and water heating.

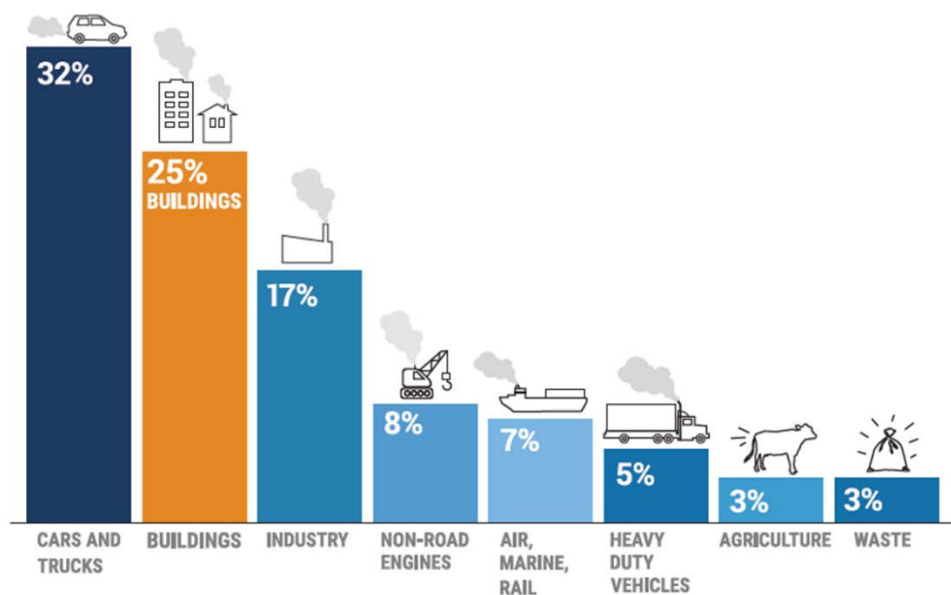
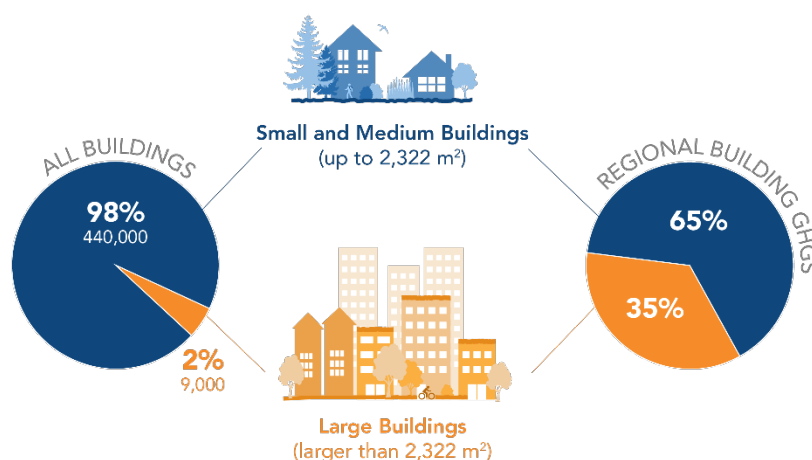


Figure 1: GHG emissions by sector in Metro Vancouver in 2015.

Large buildings, defined as those over 2,322 m² (25,000 ft²), account for about 9,000 of the approximately 440,000 buildings within the region. Although large buildings represent just 2% of the total building stock, they collectively account for almost 40% of the total floor space and contribute approximately 35% of all GHG emissions from buildings. These existing large buildings – with their combined floor space of 185 million m² (2 billion ft²) – are the focus of this proposed regulation.



In Metro Vancouver, GHG emissions from existing buildings have increased by 10% over the past decade. To significantly reduce GHGs emissions from the building sector and meet the region's climate targets, regulations are needed to require buildings to transition away from fossil fuels. Given that space heating and hot water heating systems are typically replaced every 20 to 30 years, building owners need to know about future GHG emission limits so they can consider low- or **zero-emission** options when planning and budgeting for long-term building upgrades.

Co-Benefits of Reducing GHG Emissions in Buildings

Reducing a building's GHG emissions generates a range of benefits. Some of the benefits of reducing GHG emissions in large buildings include:

- Improved health of building occupants, when building upgrades to achieve GHG emissions reduction include upgrades that improve ventilation and indoor air quality.
- Improved local air quality and a reduction in health-harming **air contaminants**.
- Increased resilience of building occupants to extreme heat events when low-carbon systems such as electric heat pumps (which provide both heating and cooling) are installed.
- Improved resilience to power outages and extreme weather events, when energy-efficiency upgrades are paired with on-site renewable energy systems and energy storage.

The devastating consequences of the 2021 heat dome in BC underline the importance of initiatives to both reduce GHG emissions and protect health through energy-efficient cooling and heating systems in buildings.

Jurisdictional Alignment

There is currently a gap in how emissions are regulated in the building sector. While municipalities can adopt provincial building codes to require *new* buildings to be built to low-carbon standards, there are no region-wide regulations that require *existing* buildings to reduce their operational GHG emissions.

Figure 2 below shows how the regulatory proposal will address this gap.

FILLING A REGULATORY GAP FOR OPERATIONAL EMISSIONS EXISTING LARGE BUILDINGS
NOT INCLUDING HEAVY INDUSTRIAL SOURCES

	New Building GHG Reductions	Existing Building GHG Reductions	Existing Building Energy Efficiency
Province of BC	Zero Carbon Step Code 2030		PROPOSED: BC Efficient Equipment Standards for Gas or Electric Heating & Hot Water by 2030
Metro Vancouver		PROPOSED: GHG Limits for Large Buildings	
City of Vancouver	Vancouver Building By-law (No.12511) – GHG requirements	Vancouver Annual Greenhouse Gas and Energy Limits By-law (No. 13472)	Vancouver Building By-law (No.12511) Vancouver Annual Green- house Gas and Energy Limits By-law (No. 13472)

Figure 2: Overview of requirements for energy and GHG emissions reduction

The *Building Act (2015)* gives the Province the primary authority to set technical building requirements. The Province recently enacted the *Zero Carbon Step Code*, which provides tools for local governments to encourage or require lower GHG emissions from new construction. In the *CleanBC Roadmap to 2030*, the Province has committed that the *BC Building Code* will require all new buildings to be **zero-carbon** by 2030.

While there are currently no provincial requirements for GHG emissions reduction from existing buildings, the Province is developing a requirement in the *CleanBC Roadmap* that all space heating and domestic hot water equipment sold in BC be 100% efficient by 2030. Appliances for space heating and domestic hot water that use electric resistance or heat pump technologies would meet this standard.

Metro Vancouver’s regulatory proposal complements this *Clean BC* equipment-efficiency standard. The regulatory proposal seeks to encourage building owners to plan ahead for a shift to zero-emissions technology when replacing equipment and the *CleanBC* requirement should increase the availability of energy-efficient equipment. The regulatory proposal also seeks to help measure the effectiveness of the equipment-efficiency standard by tracking a building’s GHG emissions reduction.

The City of Vancouver has a target to cut building GHG emissions in half by 2030 from 2007 levels, and a key strategy for meeting this target is its recently adopted [Annual Greenhouse Gas and Energy Limits By-law \(No. 13472\)](#). This 2022 by-law includes GHG reporting requirements for some building types over 4,645 m² (50,000 ft²), as well as performance-based emission limits for office and retail buildings over 9,290 m² (100,000 ft²). Metro Vancouver’s regulatory proposal complements the City of Vancouver’s approach and allows for the scaling-up of GHG emissions reduction across the region.

Apart from the City of Vancouver, member jurisdictions of Metro Vancouver comply with the *BC Building Code* and do not establish their own GHG performance limits for existing buildings. Metro Vancouver’s regulatory proposal seeks to reduce GHG emissions from the building sector and help these jurisdictions meet their climate targets. The regulatory proposal would also establish regionally consistent emission requirements for industry and building owners when planning building renewals, major renovations, or heating/cooling equipment replacements.



Metro Vancouver has a number of initiatives to protect air quality, including the *Greater Vancouver Regional District Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008* (Bylaw 1087), which regulates the discharge of health-harming air contaminants like nitrogen dioxide from buildings and industrial facilities that use **boilers** or process heaters. Large buildings that use natural gas, propane, or biomass-powered boilers for space heating and water heating would need to comply with Bylaw 1087 while transitioning to zero-emission technology. More information on the complementary initiative to further reduce health-harming air contaminants through Bylaw 1087 can be found [here](#).

Regulatory Proposal for GHG Emissions Reduction from Large Existing Buildings

This section outlines the regulatory proposal to reduce GHG emissions from existing large buildings through annual reporting and GHG reduction requirements.



Regulatory Scope

The regulatory proposal to reduce GHG emissions from existing large buildings would apply to commercial, residential, and other buildings over 2,322 m² (25,000 ft²). There is a separate action and commitment in the *Climate 2050 Buildings Roadmap* to establish future GHG requirements for buildings below this size threshold.

The regulatory proposal focuses on GHG emissions from on-site space heating and domestic hot water systems. Metro Vancouver would seek to manage district energy emissions at the source (at the district energy facility). **Light industrial facilities** defined as storage or warehouse facilities are within the scope of the regulatory proposal, however, the regulatory proposal does not apply to buildings having the following major occupancies classified under the BC Building Code: detention or correctional facilities, treatment facilities (e.g., hospitals), or **heavy industrial facilities** (including some permitted by Metro Vancouver), where there are high process loads warranting additional energy use. There are separate actions and policies in the *Climate 2050 Industry Roadmap* that address industrial facilities.

Reporting Requirements

Building owners would need to collect and share building-level GHG emissions data to establish a building's baseline GHG emissions and track progress towards meeting zero-emission targets. Currently, many building owners voluntarily collect and report data through [Energy Star Portfolio Manager](#) (ESPM), which is an industry standard for GHG emissions reporting.

The table below shows the proposed reporting timeline for different building occupancies and size categories.







The following five principles have guided the development of the regulatory proposal:

1. **Minimize risk:** Minimize risk to air quality, the local environment, and the global climate from GHG emissions and other air contaminants.
2. **Communicate in advance:** Inform building owners of proposed requirements ahead of their effective date so owners can prepare for upgrades and ensure large investments are in alignment with GHG emissions-reduction targets.
3. **Ensure fairness:** Develop fair requirements and compliance pathways that consider the particular challenges faced by owners of various building occupancy types and by individual buildings.
4. **Develop supports:** Collaborate with affected parties and organizations to create coordinated, streamlined, efficient, and well-resourced support programs.
5. **Recover costs through fair fees:** Recover regulatory program costs efficiently and ensure fees promote continuous improvement, in a fair and effective manner that reflects the harmful impacts of GHG emissions.

GHG reporting would be completed annually, with a **June 1 reporting deadline**. The submitted data would cover the previous full calendar year (for example, building owners would need to report January 1 to December 31, 2025 data by June 1, 2026).

[Please see the appendices](#) for more information on the types of buildings that fall within each major occupancy category and the type of data that would be reported.

Table 1: Proposed reporting requirement timeline categorized by building occupancy² and size

		FIRST REPORTING YEAR					
		2026	2027	2028	2029	2030	2045
BUILDING OCCUPANCY	 Office & Retail	>9,290 m ²	>4,645 m ²	>2,322 m ²			
	 Assembly Occupancies (i.e. theatres, arenas, stadiums, schools, and meeting places)						
	 Light Industrial						
	 Hotels						
	 Multi-Unit Residential						
	 Care Occupancies		>9,290 m ²	>4,645 m ²	>2,322 m ²		

Setting and Phasing-in Greenhouse Gas Emission Intensity Limits

Metro Vancouver proposes to set phased-in **GHG emission intensity limits** so that owners of large buildings can take steps to reduce GHG emissions in support of the region's commitment to zero-emission buildings by 2050.

The proposed GHG emission intensity limits represent the maximum GHG emissions that a building of a particular type could emit per unit of floor area (expressed as kilograms of CO₂e per m²) before emission fees apply. The limits would initially be set at a modest level for the largest buildings, to capture the highest-emitting buildings first. The limits would eventually become more stringent to encourage building owners to take the steps needed to transition to zero-emission buildings.

Initial and Final GHG Emission Intensity Limits

An initial GHG emission intensity limit is proposed for 2028 for office and retail buildings over 9,290 m² (100,000 ft²). Office buildings would have a GHG emission intensity limit of **25 kg CO₂e/m²** and retail buildings would have a GHG emission intensity limit of **14 kg CO₂e/m²**.







These initial limits have been proposed based on modelling to meet at least a 35% GHG reduction of emissions from office and retail buildings by 2030, which aligns with Metro Vancouver's *Climate 2050* and *Clean Air Plan* GHG emissions reduction target for all buildings by 2030. The proposed GHG emission intensity limits also align with those in the City of Vancouver's *Annual Greenhouse Gas & Energy Limits By-Law*. This alignment is important to ensure fairness and consistency across the Metro Vancouver region.

In addition to these initial GHG emission intensity limits, Metro Vancouver is also proposing a final GHG emission intensity limit of **0 kg CO₂e/m² for all regulated building types over 2,322 m² (25,000 ft²) by 2045**. This final GHG limit is set five years before 2050 so that building owners have time to take action and for the GHG reductions to occur in time for the region's zero-emission buildings target for 2050.

² A description of each building occupancy can be found in the appendices.

Metro Vancouver would **exclude GHG emissions from cooking and district energy use** from initial and final GHG limits for buildings. Metro Vancouver will work with district energy providers to explore instruments for managing GHG emissions at the district energy facilities.

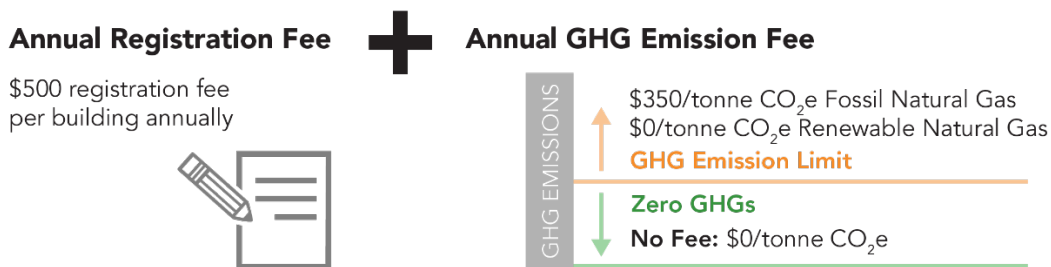
Table 2: The following table shows the proposed GHG emission intensity limits depending on the building occupancy and size. An initial GHG emissions intensity limit is proposed for office and retail above 9,290 m², and a final GHG emission intensity limit is proposed for all building occupancies over 2,322 m².

		GHG EMISSION INTENSITY LIMITS					
		2026	2027	2028	2029	2030	2045
BUILDING OCCUPANCY	 Office & Retail			>9,290 m ²			
	 Assembly Occupancies (i.e. theatres, arenas, stadiums, schools, and meeting places)			Initial GHG limit Retail: 14 kg CO ₂ e/m ² /year Office: 25 kg CO ₂ e/m ² /year			
	 Light Industrial						
	 Hotels						
	 Multi-Unit Residential						
	 Care Occupancies						
							Final GHG limit All buildings over >2,322 m ² : 0 CO ₂ e/m ² /year

Building owners can implement numerous interventions to reduce a building's GHG emissions and meet the proposed GHG emission intensity limits, including the final limit of zero emissions by 2045. These interventions are not a requirement under the proposed regulation but demonstrate some common opportunities to reduce a building's GHG emissions. Some interventions include, reducing energy use by replacing windows, upgrading insulation and installing smart controls, and switching out gas-fired heating and hot water systems with electric equivalents. A decarbonization plan is recommended as a good first step for understanding the most effective options for a specific building. Alternatively, buildings owners could pay a GHG emission fee.

Proposed Fees

Metro Vancouver establishes regulatory fees as part of its air emission management program to recover administrative costs and encourage emissions reduction based on the potential health and environmental impacts of air emissions. This intentions paper proposes the following fees:



Annual Registration Fee

The fee of **\$500** per building would be charged annually to all buildings registered with Metro Vancouver. This fee would support cost recovery for resources to administer the program.

GHG Emission Fees

A building's GHG emission intensity (expressed as kilograms of CO₂e per m²) is subtracted from the proposed GHG emission intensity limit, and the remaining emissions that are above the limit are converted to GHG emissions for the entire building (expressed as tonnes of carbon dioxide equivalent for the total gross floor area of the building per year, or tonnes/CO₂e per year). The annual GHG emission fee would apply to the total gross floor area of the building.

If a building is under its specified GHG emission intensity limit, there are no applicable GHG emission fees. If a building exceeds the limit, the building owner would pay a fee that is currently proposed at \$350/tonne CO₂e for GHG emissions that result from the combustion of fossil natural gas.

Some building owners may use renewable natural gas (RNG) as a transition fuel in their progress toward zero-emission buildings. Metro Vancouver proposes initially applying a GHG emission fee of \$0/tonne CO₂e for GHG emissions from RNG use. Metro Vancouver applies emission fees for the discharge of health-harming air contaminants from the combustion of RNG in buildings that must register through the *MVRD Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008*. In the future, Metro Vancouver may propose GHG emission fees for RNG use, recognizing that RNG is a scarce resource that should be prioritized for sectors that are harder to transition to zero-emission technology in order for the overall region to achieve carbon neutrality by 2050.

Alternative Compliance Pathways

All buildings are proposed to be subject to a GHG emission intensity limit of zero by 2045. However, some buildings may face exceptional barriers to comply with a GHG emission intensity limit for a given year due to financial, structural, or technological constraints. During engagement, Metro Vancouver will consider opportunities for alternative compliance options for buildings that require more flexibility in their decarbonization process.

Exemptions

A building owner would be exempt from the proposed regulation in a given year if:

- The building received preliminary approval for an application for demolition but is waiting for all occupants to move out.
- The building received an occupancy permit during the reporting year, and the building was not in operation for the full calendar year.

Equity Considerations

Metro Vancouver is also proposing a parallel stream of engagement that responds to equity. This engagement process will be developed to ensure that compliance with emissions regulation based on the regulatory proposal does not create more inequity for communities already facing the impacts of climate change. There are many equity-related benefits to reducing GHG emissions in buildings such as access to cooling, improved thermal comfort, and better air quality. Other

jurisdictions with regulations for GHG emissions reduction from large existing buildings, such as Denver, Colorado, have implemented measures to identify, support, and offer alternative compliance pathways to address equity. These considerations will be further explored during the public engagement process.

Resources for Implementation

Metro Vancouver would be responsible for establishing the resources for implementation of an emissions regulation, including communication, technical support, and compliance promotion, based on a cost recovery model similar to its broader air quality regulatory program. The specific resources for labour, professional services, and information management systems will be outlined for the MVRD Board's consideration along with reporting on the results of engagement and a proposed regulation.

Additional Requirements Developed through Engagement

Metro Vancouver will explore additional requirements through this proposed engagement as listed below.

- Prescriptive time-of-replacement requirements for heating equipment, aligned with the proposed provincial standard
- Alternative compliance considering equity
- Interim GHG emission intensity limits for office and retail occupancies over 9,290 m²
- Initial and interim GHG emission intensity limits for office and retail occupancies between 2,322 m² and 4,645 m²
- Initial and interim GHG emission intensity limits for other building types, such as multi-unit residential, light industrial, hotels and care occupancies over 2,322m²

Incentives and Support

Metro Vancouver recognizes that, for some buildings, the cost and complexity of transitioning to zero-emission buildings underlines the importance of ensuring that building owners are well supported. Metro Vancouver would offer technical support to building owners as part of compliance promotion funded by program fees.

Building owners can access existing incentives to improve a building's GHG performance through the [Clean BC Better Buildings](#) program. Low interest financing programs are also offered through the Canada Infrastructure Bank, and financing options are available through financial institutions. Buildings might also consider working with energy service companies to explore financing options for projects that achieve energy and GHG emissions reduction.

Metro Vancouver is also advocating to other orders of government to expand low-carbon incentives in the region.

Future Supports

Metro Vancouver is developing a Retrofit Accelerator support hub for building owners in partnership with the [Metro Vancouver Zero Emissions Innovation Centre](#). The Retrofit Accelerator will provide building owners, including commercial and residential, with technical services and supports to meet their decarbonization targets. Program offerings could include assisting with set-up on Energy Star Portfolio Manager, identifying available incentives and financing opportunities, and providing guidance on decarbonization plans. The program will also seek partnerships with organizations that have existing supports in place to streamline program offerings to building owners.

Providing Feedback and Comments

Interested parties are invited to provide feedback in 2024. Metro Vancouver will consider input until the MVRD Board decides on an emissions regulation.

Metro Vancouver staff and contractors will treat all comments received with confidentiality; however, please note that the comments you provide and any information that identifies you as the source of those comments may be publicly available if a freedom of information request is made under the *Freedom of Information and Protection of Privacy Act*.

If you have any questions or comments regarding this initiative, please call 604-432-6200 or email us at climate2050@metrovancover.org.

For more information, visit metrovancover.org and type “[building emissions action](#)” into the site’s search field. You can also sign up for the project mailing list to receive updates and notifications about engagement opportunities.



Glossary

The following definitions are for clarification and discussion purposes only and are not intended to be used as legal definitions. The draft regulation will include legal definitions.

Air contaminant means any substance that is emitted into the air and that (a) injures or is capable of injuring the health or safety of a person; (b) injures or is capable of injuring property or any life form; (c) interferes or is capable of interfering with visibility; (d) interferes or is capable of interfering with the normal conduct of business; (e) causes or is capable of causing material physical discomfort to a person; or (f) damages or is capable of damaging the environment (*Metro Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008*).

Boiler means any combustion equipment fuelled solely by natural gas, propane, or biomass that produces hot water or steam, but does not include: (a) waste heat boilers; (b) sulphur plant reaction furnaces, steam reformer heaters and steam cracking heaters in the refined petroleum products industry as identified in the North American Industry Classification System (NAICS) code 324110; and (c) process heaters (*Metro Vancouver Regional District Boilers and Process Heaters Emission Regulation Bylaw No. 1343, 2022*).

Carbon dioxide (CO₂) is a greenhouse gas that is the primary driver of climate change. Carbon dioxide is produced both naturally and through human activity, primarily by burning fossil fuels.

Carbon dioxide equivalent (CO₂e) is a unit of measurement that standardizes the impact of emissions from different greenhouse gases – like methane or nitrous oxide – on climate based on the equivalent global warming potential of carbon dioxide.

Carbon-neutral region means a region that has achieved the deepest greenhouse gas emissions reduction possible across all economic sectors, and any remaining emissions are balanced out by the carbon dioxide removed from the atmosphere by the plants, trees, and soil in the region, as well as by potential carbon capture technologies that are available or under development.

Greenhouse gases (GHG) are air contaminants that trap heat and are the cause of climate change. Greenhouse gases include carbon dioxide and nitrous oxide as well as short-lived climate forcers such as methane, halocarbons, black carbon, and ground-level ozone. Limiting or preventing greenhouse gas emissions and removing these gases from the atmosphere is critical to avoiding catastrophic climate change (sometimes referred to as “climate change mitigation”).

Greenhouse Gas Emission Intensity Limit is a measure of a building's greenhouse gas performance calculated using fuel type emissions factors, reported in kilograms carbon dioxide equivalent per square metre per year (kgCO₂e/m²).

Heavy industrial facilities: This is defined as buildings that fall under the *BC Building Code* definition of industrial occupancy. It is defined as the occupancy or use of a building or part thereof for the assembling, fabricating, manufacturing, processing, repairing or storing of goods and materials (*BC Building Code, Section 1.4, 2024*).

Light Industrial facilities: For the purposes of this intentions paper, light industrial facilities are defined as storage and warehouse facilities and are in scope of the regulatory proposal.

Nitrogen oxides (NO_x) are a group of gases, including nitrogen dioxide, that are produced during high-temperature fuel combustion, and that can contribute to the formation of ground-level ozone and fine particulate matter.

Renewable natural gas is a renewable form of natural gas with a low carbon intensity. Sources of renewable natural gas include landfill gas and organic waste.

Zero-carbon or **zero-carbon emissions** refers to technologies or practices that generate no net greenhouse gas emissions at the point of use. A zero carbon fuel source either produces no greenhouse gas emissions or any greenhouse gas emissions produced are offset by renewable energy (either generated on-site or purchased).

Zero-emission means no greenhouse gases or other air contaminants are generated at the point of use. Zero emission includes zero carbon (see above) and also eliminates emissions of health-harming air contaminants (e.g., fine particulate matter and nitrogen oxides).

Appendices

Appendix 1: Sample description of buildings as classified in Energy Star Portfolio Manager that fall within a given building category and that are based on BC Building Code occupancy types

Building Occupancies	BC Code Occupancy Types	Building Types (Aligned with Energy Star Portfolio Manager)
Office & Retail	<ul style="list-style-type: none"> Business and personal services occupancies (D) Mercantile occupancies (E) 	Medical office, office, bank branch, financial office, veterinary office, personal services (health/beauty, dry cleaning, etc.), repair services (vehicle, shoe, locksmith, etc.), data centre, convenience store (with gas station), convenience store (without gas station), food sales, food service, supermarket/grocery store, mailing centre/post office, automobile dealership, enclosed mall, lifestyle centre, retail store, strip mall, wholesale club/super centre.
Assembly Occupancies (i.e., theatres, arenas, stadiums, schools, and meeting places)	<ul style="list-style-type: none"> Assembly occupancies intended for the production and viewing of the performing arts (A1) Assembly occupancies not elsewhere classified in Group A (A2) Assembly occupancies of the arena type (A3) Assembly occupancies in which occupants are gathered in the open air (A4) 	Movie theatre, performing arts, restaurant, adult education, college/university, K-12 school, pre-school/daycare, vocational school, aquarium, bar/night club, bowling alley, casino, convention centre, fitness centre/health club/gym, museum, race track, roller rink, social/meeting hall, stadium (enclosed), zoo, fast food restaurant, courthouse, fire station, library, transportation, terminal/station, worship facility, ice/curling rink, indoor arena, swimming pool, stadium (open air).
Light Industrial (Storage and warehouse facilities)	<ul style="list-style-type: none"> Industrial occupancies (F 1-3) 	Self-storage facility, non-refrigerated warehouse, refrigerated warehouse
Hotels/Multi-Unit Residential	<ul style="list-style-type: none"> Residential occupancy (C) 	Multifamily housing, hotel, residence, hall/dormitory, barracks
Care Occupancies	<ul style="list-style-type: none"> Care occupancy (B3) 	Residential care facilities (without treatment facility), senior living community

Appendix 2: Proposed reporting details to be submitted to Metro Vancouver

	Metro Vancouver Data Declaration
Descriptive Information	<ul style="list-style-type: none"> • Building address • Building primary occupancy type • Other occupancies types • Total gross floor area • Percentage of building occupied • Name of contact submitting report • Owner(s) of the building • Year of construction • Number of storeys • Number of active energy meters by fuel type for whole building • List of central heating or hot water equipment (i.e., boiler)
Building Performance Information	<ul style="list-style-type: none"> • Annual site energy use by fuel type and proof of energy use by fuel type (i.e. utility billing) • Annual GHG emissions directly attributed to the energy use for space and hot water systems • Greenhouse gas emission intensity (annual GHG emissions in kg CO₂e/gross floor area in m²)

Phase 2 Engagement Approach: Proposed Regulatory Approach to Reduce Greenhouse Gas Emissions from Existing Large Buildings

The second phase of engagement for the *Regulatory Proposal to Reduce Greenhouse Gas Emissions from Existing Large Buildings* will be based on the contents of the *Regulatory Proposal to Reduce Greenhouse Gas Emissions from Existing Large Buildings Intentions Paper* which describes both regulatory requirements and a timeline for implementation. The intentions paper, drafted in 2023, reflects input from participants in the initial engagement phase in 2022. This next (second) phase of engagement is planned for 2024.

The goals of engagement are:

- to broaden awareness of the proposed regulation, and
- to obtain feedback from priority audiences for consideration in the development of a proposed regulation.

Specifically, staff are seeking feedback on perceived opportunities and barriers to meeting the requirements and the timelines for both implementation and compliance as described in the intentions paper.

Throughout this project, the priority audience for engagement is those likely to comment, be impacted or have a role in implementation. A parallel stream of the engagement is designated to hear from audiences responding in an equity context.

Staff will provide decision-makers with a summary of the feedback and how it is considered.

Engagement objectives

1. Engage with priority audiences (e.g., owner/operators of buildings including institutional buildings, commercial buildings, office towers, residential buildings, etc.) on the proposed:
 - requirements that could be part of an emission regulation,
 - timeline for implementation of emission regulation requirements, and
 - timeline for achieving emissions reduction).
2. Implement a parallel stream of engagement to specifically hear the interests of audiences considered in an equity context, such as community housing providers.

Audiences

Metro Vancouver is committed to engaging with interested and impacted groups, member jurisdictions, and other governments, including First Nations, with a focus on those likely to comment, be impacted, or have a role in implementation. Database categories include:

- Building owners, managers, and developers
- HVAC and plumbing manufacturers, suppliers, trades, and mechanical contractors
- Public institutions, school districts, and municipal facility managers and operators
- Health facility managers and health authorities
- Building engineers, architects, and consultants
- Storage facilities
- NGO/NPO/Academics with focus on building sector policy development
- Community housing providers
- First Nations
- Member jurisdictions
- Provincial government agencies
- Hotels
- Multi-unit residential associations
- Care occupancies
- Grocery stores
- Warehouses

Aligned Initiatives

Metro Vancouver is aware that both the City of Vancouver are working on aligned initiatives. In some instances, for example in the City of Vancouver, a building owner may be contacted by or hear information about both the City and Metro Vancouver initiatives. To avoid confusion, it is essential for regulatory requirements *and engagement* to be aligned.

An objective of the engagement is to broaden the awareness of the Metro Vancouver initiative. The City has already communicated with many individuals, and likely beyond those reached by Metro Vancouver in phase 1 engagement. Therefore, engagement staff at both organizations will collaborate on engagement for audiences within the City of Vancouver. This will reduce engagement fatigue and provide clarity on alignment. Examples of this collaboration may include: meetings, workshops, communication materials, advisory groups and more. It is also noted that staff are exploring alignment on regulatory requirements, where a key example is building emissions reporting.

Staff are also working with Provincial staff, and communication during the engagement period will include how Metro Vancouver's proposed regulation aligns with, and supports, the Provincial Highest Efficiency Equipment Standard (HEES).

Methods and Timing

Engagement tactics will vary according to audience, where specific activities are described in Table 1.

Engagement opportunities will be promoted through the project database, project website, social media, direct phone calls, and through association communications to members.

Table 1: Engagement Tactics and Anticipated Outcomes

Tactic	Outcome
<ul style="list-style-type: none">Individual meetingsOne on one phone calls	For specific, core audiences, staff expect to hear detailed insights into the barriers and opportunities to meeting the proposed regulation; build understanding and support for the approach.
<ul style="list-style-type: none">Small group roundtables organized by sector or audiencePresentations to relevant pre-existing municipal advisory committees	Staff will build relationships to further engage on this initiative, and understand specific considerations to each building category that may challenge compliance.
<ul style="list-style-type: none">Public webinarsClimate Action DialoguesOnline feedback form	For a broader public, or those not available to participate in activities above, this is an opportunity to provide comments, or raise issues that other audiences may not have.
<ul style="list-style-type: none">Public Survey	A survey to gauge public support, and understand public concerns, for the regulation.

Table 2: General Project Timeline

Action adopted in Metro Vancouver's Clean Air Plan	Initial engagement on approach: 'Listen and Learn'	Engagement on regulatory proposals	Implementation through 2030
2021	May to November, 2022	2024	Mid 2020s through 2030.



We are here

Equity Considerations

Equity considerations will be addressed in a parallel stream of engagement, which will focus on hearing from associations and building owners and managers. Community Housing providers are an example for this engagement stream. In addition to meeting with individual representatives, staff will connect with relevant advisory groups in member municipalities.

Through this engagement stream staff will seek input to support developing a regulatory approach that considers inequity. Here, inequity considers that some individuals and communities are affected by climate change at higher rates than others, often due to systemic barriers. These same individual and communities often have the least available resources to respond.

This engagement stream will provide context for staff to consider alternative compliance pathways, incentives, alternative timelines, administration support, or other options. It will also identify resources community providers need to reduce building emissions and comply with any regulations. As an added benefit, this may also support an equitable distribution of benefits such as access to cooling, improved thermal comfort, and better air quality.

This approach to the second phase of engagement will meet the engagement objective to hear the interests of audiences considered in an equity context.



Proposed Regulatory Approach to Reduce Greenhouse Gas Emissions from Existing Large Buildings: Phase 2 Engagement

Nav Hundle
Senior Policy & Planning Analyst,
Air Quality & Climate Action Services

Laura Taylor
Senior Engagement Specialist,
External Relations

Climate Action Committee – January 11, 2024
64345721

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CLEAN AIR PLAN & CLIMATE 2050 BUILDINGS ROADMAP

Delegated authority under
BC *Environmental Management Act* to
regulate discharge of air contaminants
including GHGs

By 2030

- 35% reduction in GHG emissions
- 15% reduction in NOx emissions

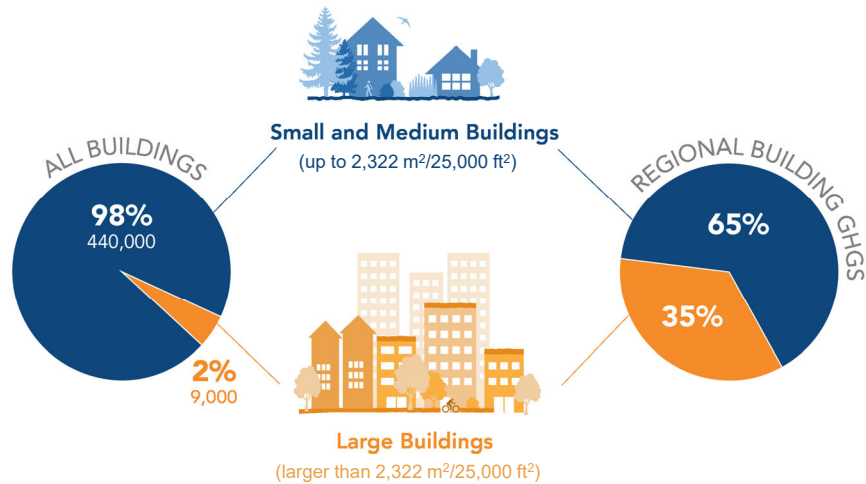
By 2050

- All buildings are zero emissions in their operation, deriving all energy needs from 100% clean and renewable sources.



CONTRIBUTION TO REGIONAL GHG EMISSIONS

Large buildings over 2,322 m² relative to all existing buildings in Metro Vancouver



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FILLING A REGULATORY GAP FOR OPERATIONAL EMISSIONS

EXISTING LARGE BUILDINGS - NOT INCLUDING HEAVY INDUSTRIAL SOURCES

	New Building GHG Reductions	Existing Building GHG Reductions	Existing Building Energy Efficiency*
Province of BC	Zero Carbon Step Code 2030		PROPOSED: BC Efficient Equipment Standards for Gas or Electric Heating & Hot Water by 2030
Metro Vancouver		PROPOSED: GHG Limits for Large Buildings	
City of Vancouver	Vancouver Building By-law (No. 12511) – GHG requirements	Vancouver Annual Greenhouse Gas and Energy Limits By-law (No. 13472)	Vancouver Building By-law (No. 12511) Vancouver Annual Green- house Gas and Energy Limits By-law (No. 13472)

*Energy efficiency will also achieve
GHG reductions

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COMPONENTS OF REGULATORY PROPOSAL



Phase in GHG Emissions Reporting

- All buildings over 2,322 m² (25,000 ft²)
- **Initial reporting years (2026-2028):** All buildings
- Start with buildings over 9,290m² (100,000 ft²) in 2026

Phase in GHG Performance Limits

- **Initial limit (2028):** office & retail buildings over 9,290m² (100,000 ft²)
- **Final limit (2045):** zero emissions for all buildings over 2,322m² (25,000 ft²)
- Excludes GHG emissions from cooking and district energy use

Requirements for additional building sizes and types to be considered through engagement.

SUPPORTS FOR BUILDING RETROFITS

Incentives and Financing

- Clean BC incentives
- Utility incentives
- Federal tax rebates and incentives
- Canada Infrastructure Bank – low-interest financing
- Retrofit financing programs offered through financial institutions

Coaching and Support

- BC Hydro Energy Manager program
- Landlord BC Rental Apartment Retrofit Accelerator (RARA) pilot
- Clean BC small building energy coach
- ReFramed Initiative
- **Metro Vancouver Regional District Retrofit Accelerator**



PHASE 2 ENGAGEMENT APPROACH

Goals

- Broaden awareness of regulatory proposal
- Seek feedback from key audiences for consideration in the development of a proposed emission regulation

Major Considerations

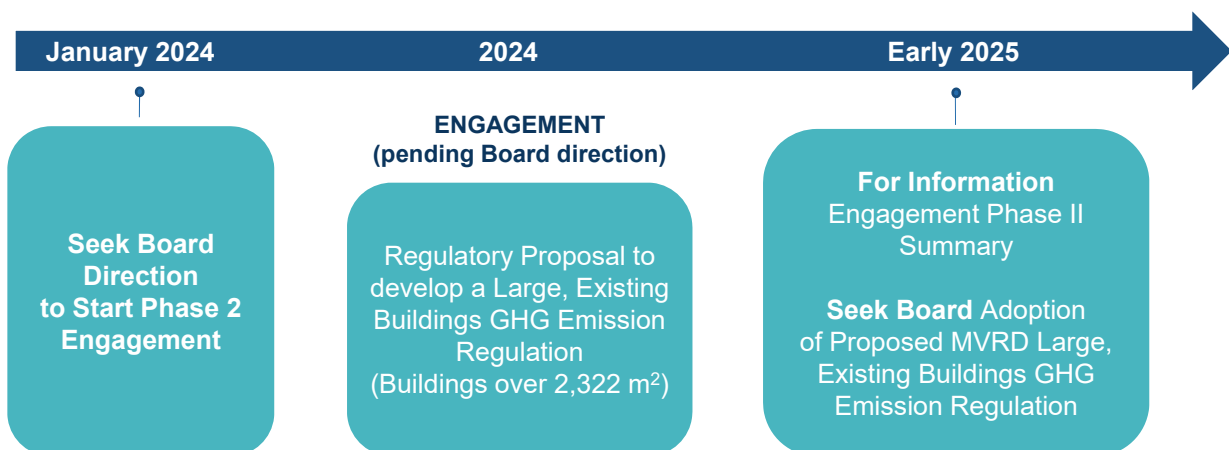
- Alignment with City of Vancouver and Province
- Parallel stream of engagement to hear interests of audiences considered in an equity context



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TIMELINE AND ENGAGEMENT OPPORTUNITIES



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Committed to a carbon neutral region by 2050.



Thank you.

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9

To: Housing Committee

From: Linda Sabatini, Director Financial Operations

Date: December 8, 2023

Meeting Date: January 12, 2024

Subject: **Renewal of MVRD Internal Financing of MVHC Mortgages**

RECOMMENDATION

That the MVHC/MVRD Board:

- a) approve the MVRD continuing to provide first mortgage financing on four MVHC properties (Manor House, Regal Place Hotel, Cedarwood Place and Crown Manor). The mortgages will be for another five-year term, and will have a variable interest rate based upon Metro Vancouver's internal rate of return on investments; and
 - b) direct the Corporate Officer to publish in the newspaper, pursuant to requirements of Section 272 of the *Local Government Act*, Metro Vancouver's intention to lend money to the MVHC.
-

EXECUTIVE SUMMARY

The approval of continuing to provide first mortgage financing for Manor House, Regal Place Hotel, Cedarwood Place and Crown Manor for a five-year term at a variable interest rate based on MVRD's estimated internal rate of return on investments, is recommended. The estimated rate for 2024 is 4.10%, well below current institutional rate of 7.20%. MVRD has provided first mortgage financing for these properties since 2014. The current 5-year financing terms for these four properties are set to expire in spring 2024. The mortgages will fully mature in 2038.

As there continues to be uncertainty in the economy and whether interest rates will continue to rise, financing these mortgages through MVRD provides MVHC with the greatest flexibility and financial savings. The risk of rising interest rates is somewhat mitigated in that MVHC will earn the same internal rate on its reserve funds held by MVRD.

PURPOSE

To seek MVRD Board approval to continue providing first mortgage financing for the Manor House, Regal Place Hotel, Cedarwood Place and Crown Manor properties. All of these properties are owned by the MVHC.

BACKGROUND

The MVRD has provided first mortgage financing for Manor House, Regal Place Hotel, Cedarwood Place and Crown Manor since 2014. The current mortgage arrangements cover five year terms with a variable interest rate, charged annually, based on MVRD'S estimated internal rate of return on investments. The current 5-year financing terms for these four properties are set to expire in March and July 2024. The mortgages for these properties have approximately 14 years remaining. This report brings forward the options for renewal.

FINANCING DETAILS

Details on the financing arrangements for each of the mortgages is shown below. Interest rates for all four mortgages will be variable, based on MVRD's estimated weighted internal rate of return. (this represents the rate of interest had the monies been invested rather than loaned to the MVHC). The estimated internal rate for 2024 is 4.10%. The total balances outstanding for the four mortgages, at their renewal dates, is \$4,824,893.

Manor House, 145 West 5th Street, North Vancouver, BC	
Property Description	50-unit complex located in lower Lonsdale
Renewal Date	March 15, 2024
Remaining Principal at renewal	\$ 945,455
Amortization Period	25 years, beginning March 15, 2014
Term	5 years
Annual Principal Payment	\$ 66,647

Regal Place Hotel, 144 West Hastings Street, Vancouver, BC	
Property Description	Hotel located in downtown, East Vancouver
Renewal Date	March 15, 2024
Remaining Principal at renewal	\$ 335,680
Amortization Period	25 years, beginning March 15, 2014
Term	5 years
Annual Principal Payment	\$ 22,952

Cedarwood Place, 7260 Granville Ave, Richmond, BC	
Property Description	73-unit seniors' complex located on Granville Street
Renewal Date	July 01, 2024
Remaining Principal at renewal	\$ 2,992,765
Amortization Period	25 years, beginning July 01, 2014
Term	5 years
Annual Principal Payment	\$ 206,400

Crown Manor, 430 – 9th Street, New Westminster, BC	
Property Description	28-unit complex located near downtown
Renewal Date	July 15, 2024
Remaining Principal at renewal	\$ 550,991
Amortization Period	25 years, beginning July 15, 2014
Term	5 years
Annual Principal Payment	\$ 38,674

FINANCING OPTIONS

Financing renewal options are as follows:

1. MVRD Internal Financing - The MVRD can continue to provide MVHC with financing under its general corporate powers, under subsection 263(1)(c) of the *Local Government Act*, in that it

"provides assistance for the purpose of benefiting the community or any aspect of the community". The form of security would be first mortgages under terms consistent with the current arrangement.

The total outstanding mortgages, at their renewal dates, is \$4,824,893 and will be fully paid off in 14 years. These mortgages provide the MVHC with good interest rates and administrative flexibility. The mortgages are registered on title with the Land Titles Office.

2. MFA Debenture Financing - MVHC cannot borrow directly from MFA, but could borrow through the conduit of MVRD, similar to GVWD and GVS&DD. The interest rate would be higher (current rate is 4.43%) and the security for MVRD is the same. Under this option, there is limited flexibility with debenture debt to change terms, or pay off debt early.
3. Market Financing – traditional commercial mortgages could be obtained, however the up-front costs of this option are significant. Lenders require surveys, property appraisals and environmental and building assessments to be completed on each property. In addition, there are legal fees, possible mortgage insurance underwriting fees and an application fee. Total fees and closing costs on these mortgages could range from \$70,000-\$90,000. The market average rate for commercial mortgages is 6.25%, these first mortgages would likely be 1.50 - 2.50% higher than the MVRD rate.

ALTERNATIVES

1. That the MVHC and MVRD Boards:
 - a) approve the MVRD continuing to provide first mortgage financing on four MVHC properties (Manor House, Regal Place Hotel, Cedarwood Place and Crown Manor). The mortgages will be for a five-year term, and will have a variable interest rate based upon Metro Vancouver's internal rate of return on investments; and
 - b) direct the Corporate Secretary to publish in the newspaper, pursuant to requirements of Section 272 of the *Local Government Act*, Metro Vancouver's intention to lend money to the MVHC.
2. That the MVHC and MVRD Boards receive for information the report dated December 8, 2023, titled "Renewal of MVRD Internal Financing of MVHC Mortgages" and provide alternate direction regarding financing options to staff.

FINANCIAL IMPLICATIONS

The approval of alternative one as presented will have no impact on the current financial position of the MVRD. As debt servicing costs in the 5-year financial plan were assuming a renewal of the current arrangement, there will be no impact on the MVHC's 5-year financial plan. Ensuring the lowest servicing costs for MVHC long-term debt, financial flexibility and the mitigation of current and future financial risk are objectives the Financial Management Policy. The approval of Alternative one is consistent with these objectives.

Should option two be selected and financing outside of MVRD be pursued there would be little direct financial impact on the MVRD; however, the MVHC may incur additional legal and

administrative fees and likely pay higher interest rates. These additional costs could place additional pressure on the MVHC.

CONCLUSION

As presented under alternative one, the approval of continuing to provide first mortgage financing for Manor House, Regal Place Hotel, Cedarwood Place and Crown Manor for a five-year term at a variable interest rate based on MVRD's estimated internal rate of return on investments, is recommended. Financing through the MVRD presents little financial burden on the MVRD while providing the MVHC with financial savings in terms of lower legal and administrative fees as well as interest rates. The approval of Alternative one is consistent with the objectives of the Financial Management Policy.

62591903

To: Regional Planning Committee

From: Eric Aderneck, Senior Planner, Regional Planning and Housing Services and
Victor Cheung, Senior Policy and Planning Analyst

Date: January 3, 2024

Meeting Date: January 12, 2024

Subject: **Metro 2050 Implementation Guideline – Industrial and Employment Lands**

RECOMMENDATION

That the MVRD Board endorse the Metro 2050 Implementation Guideline – Industrial and Employment Lands as presented in the report dated January 3, 2024, titled “Metro 2050 Implementation Guideline – Industrial and Employment Lands”.

EXECUTIVE SUMMARY

Regional Planning is in the process of developing and updating a suite of *Metro 2050* Implementation Guidelines in an effort to support the interpretation and implementation of the regional growth strategy. The update to the Industrial and Employment Lands Implementation Guideline has been completed and staff are seeking endorsement from the Regional Planning Committee and MVRD Board.

This Implementation Guideline is intended to provide clarity about industrial land objectives, as well as how planning policies, market conditions, site locations, industrial sectors, and local contexts influence the implementation of these objectives. It also provides guidance for member jurisdictions on how to best support the protection and efficient development and use of industrial lands, while also reflecting local contexts and issues, during the preparation of Regional Context Statements.

PURPOSE

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider and endorse the *Metro 2050* Implementation Guideline – Industrial and Employment Lands (Attachment 1).

BACKGROUND

Implementation Guidelines were first introduced as companion documents to support the previous regional growth strategy, *Metro 2040*, adopted in 2011. This included *Metro 2040* Implementation Guideline 5 - Metro Vancouver Industrial Land Protection and Intensification Policies (Reference 1), which has been updated following the adoption of *Metro 2050* and is being presented for MVRD Board endorsement.

SUMMARY OF UPDATES TO THE IMPLEMENTATION GUIDELINE

The *Metro 2050* Implementation Guideline – Industrial and Employment Lands (Attachment 1) assists with:

- Implementing *Metro 2050* to advance industrial land protection and intensification;
- Developing and reviewing Regional Context Statements;
- Addressing new industrial and employment policies in *Metro 2050*, namely:
 - Trade Oriented Lands Overlay on lands with a regional Industrial land designation; and
 - Residential uses on select lands with a regional Employment land designation
- Considering regional land use designation amendments; and
- Responding to inquiries from municipalities, landowners, the development community, and other agencies and organizations about industrial lands.

ALTERNATIVES

1. That the MVRD Board endorse the Metro 2050 Implementation Guideline – Industrial and Employment Lands as presented in the report dated January 3, 2024, titled “Metro 2050 Implementation Guideline – Industrial and Employment Lands”.
2. That the Regional Planning Committee receive for information the report dated January 3, 2024, titled “Metro 2050 Implementation Guideline – Industrial and Employment Lands” and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

The *Metro 2050* Implementation Guideline – Industrial and Employment Lands was updated to support the interpretation and implementation of *Metro 2050* goals, strategies and actions. Staff recommend Alternative 1, that the MVRD Board endorse the updated *Metro 2050* Implementation Guideline – Industrial and Employment Lands.

ATTACHMENT

1. *Metro 2050* Implementation Guideline – Industrial and Employment Lands

REFERENCES

1. [Metro 2040 Implementation Guideline 5 - Metro Vancouver Industrial Land Protection and Intensification Policies](#)

Metro 2050

IMPLEMENTATION GUIDELINE Industrial and Employment Lands

November 2023

Preamble

The successful implementation of [Metro 2050](#), the Regional Growth Strategy, depends on ongoing cooperation and collaboration between Metro Vancouver and affected local governments. *Metro 2050* represents consensus among member jurisdictions, TransLink, adjacent regional districts and Metro Vancouver to work collaboratively on meeting five long-term regional planning goals:

1. Create a compact urban area
2. Support a sustainable economy
3. Protect the environment, address climate change, and respond to natural hazards
4. Provide diverse and affordable housing choices
5. Support sustainable transportation choices

This *Metro 2050* Implementation Guideline provides guidance on industrial land objectives, as well as how planning policies, market conditions, site locations, industrial sectors, and local contexts all influence the implementation of these objectives. It provides guidance for how to support the protection and efficient development and use of industrial lands, while also reflecting local contexts and issues, during the preparation of Regional Context Statements.

The Implementation Guideline will be updated periodically to ensure the most current information is available to member jurisdictions. This guideline should be read in conjunction with *Metro 2050* and the [Local Government Act](#), and does not replace or supersede the requirements set out in those documents.

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1.0 BACKGROUND AND PURPOSE

BACKGROUND

Industrial lands comprise an important part of the land base in Metro Vancouver, and are a vital part of the region's economy. They are critical to supporting a diverse, resilient economy for businesses and residents by providing accommodations for economic and employment growth. 'Industrial' represents a wide spectrum of uses and intensities including manufacturing, repair, processing, storage, and transportation (See Appendix A).

Conversion of industrial land and non-industrial uses on industrial land can have regionally-significant impacts, including on the region's transportation system, workforce, economy, and tax base. Given the pressure to convert industrial lands to other uses, and the limited size of the existing industrial land base, protecting the region's industrial land supply is imperative to accommodating the growing economy and employment. As such, a key objective of *Metro 2050* is to protect and maximize the effective use of industrial and employment lands in the region.

PURPOSE

This Implementation Guideline is intended to provide clarity about industrial land objectives, as well as how planning policies, market conditions, site locations, industrial sectors, and local contexts influence and nuance the implementation of these objectives. It also provides guidance for member jurisdictions¹ on how to best support the protection and efficient development and use of industrial lands, while also reflecting local contexts and issues, during the preparation of Regional Context Statements (RCS).

This Implementation Guideline assists with:

- implementing *Metro 2050* to advance industrial land protection and intensification;
- developing and reviewing Regional Context Statements;
- considering regional land use designation amendments; and
- responding to inquiries from municipalities, landowners, the development community, and other agencies and organizations about industrial lands.

The policies in *Metro 2050* will be incorporated, as appropriate and relevant, into member jurisdiction official community plan (or equivalent) and referenced via an updated RCS, due within two years' of adoption of *Metro 2050*.

¹ Relevant member jurisdictions being municipalities that are required to prepare Regional Context Statements.

2.0 METRO 2050 INDUSTRIAL LAND POLICIES

The policies of *Metro 2050* protect the region's established industrial land base and advocates for the efficient and intensified use of these lands to accommodate a growing economy serving the region, province, and country.

REGIONAL LAND USE DESIGNATIONS

A fundamental characteristic of *Metro 2050* are the six parcel-based regional land use designations. *Metro 2050* requires a regional dialogue and decision before amending a regional land use designation for a site (See Section 6.3 of *Metro 2050* for specific details).

The *Metro 2050* regional land use designations strive to protect the regional supply of Industrial and Employment lands, respectively defined as follows:

Industrial lands are intended for heavy and light industrial activities, including: distribution, warehousing, repair, construction yards, infrastructure, outdoor storage, wholesale, manufacturing, trade, e-commerce, emerging technology-driven forms of industry, and appropriately- related and scaled accessory uses.

The intensification and densification of industrial activities and forms, as contextually appropriate to the surrounding area, are encouraged. Limited industrial-serving commercial uses that support the primary industrial functions are appropriate. Residential uses are not intended.

Employment lands are intended for light industrial, commercial, and other employment-related uses to help meet the needs of local and regional economic activities, and complement the planned functions of Urban Centres and Frequent Transit Development Areas.

Employment lands that are located within Urban Centres and Frequent Transit Development Areas provide locations for a range and mix of employment activities and more intensive forms of commercial development.

Residential uses are not intended on Employment lands, with the exception of sites that are located within 200 metres of a rapid transit station and within either an Urban Centres or FTDA. In those exceptional circumstances, limited residential uses (with an emphasis on affordable, rental housing) are permitted on the upper floors of mid- to high-rise buildings, where appropriate, while commercial and light industrial uses are to be located on the ground or lower floors.

Employment lands located outside of Urban Centres and Frequent Transit Development Areas are primarily intended for: light industrial and commercial uses that require larger-format buildings, which may have particular goods movement needs and impacts; generally lower employment densities and lower transit-generating uses; and uses and forms that are not consistent with the character of a dense transit-oriented neighbourhood, Urban Centre, or Frequent Transit Development Area.

The regional Industrial and Employment policies in Metro 2050 were reviewed and refined as part of the regional growth strategy update. One notable change is the introduction of the Trade-Oriented Lands Overlay. This overlay is applicable to select Industrial lands to further protect these important lands associated with transportation infrastructure.

Metro 2050 stipulates:

***The Trade-Oriented Lands Overlay** is intended for Industrial lands that are required to support goods movement in, out, and through the Metro Vancouver region, and that keep British Columbia and Canada connected to the global supply chain. These important areas are occupied by such uses as: terminal facilities, distribution centres, warehouses, container storage, and freight forwarding activities that serve a national trade function and contribute to the provincial and regional economies. These operations generally require large sites and are located near major transportation infrastructure corridors and terminals. Industrial lands with a Trade-Oriented Lands Overlay are not intended for stratification tenure or small lot subdivision.*

INDUSTRIAL LAND PROTECTION OBJECTIVE

Metro 2050 contains strategies and actions that are instrumental to the protection of industrial and agricultural land uses. For example, a key strategy is to support more intensive and efficient use of industrial lands in an effort to extend the lifespan of the existing industrial land supply, thereby reducing the pressure on agricultural land. Despite this, however, demand outstrips supply for industrial land, especially at locations close to port terminals, highway interchanges, and rail yards. Yet at the same time, *Metro 2050* includes a clear statement that agricultural land will not be considered for another land use as long as it is still part of the Agricultural Land Reserve.

INDUSTRIAL LAND INTENSIFICATION OBJECTIVE

Industrial intensification / densification optimizes the industrial land potential by allowing sites to achieve higher density forms of industrial development and utilization, and by facilitating new growth through the redevelopment of existing underutilized sites. Yet these policies must be nuanced to reflect different issues and potentials across the region.

Industrial densification and intensification provide a range of benefits such as: more efficient use of lands and resources; reduced pressures on other lands; improved capacity for businesses to grow to create employment opportunities; increased job opportunities; greater clustering of co-located operations; circular economy; a more efficient transportation system, and extending the lifespan of available industrial lands. It is important to recognize that some industries are land intensive, and some are building-intensive or job-intensive. Accordingly, different measures of utilization may be appropriate for different industrial sectors.

Industrial land intensity and density are described differently as follows:

- Industrial land intensity is the amount of activity on a given amount of land. This can be measured as: jobs per acre / hectare of land, volume of goods produced / processed / stored per unit.
- Industrial land density is the amount of building on a given amount of land. This can be measured as: floor area ratio, site coverage, building heights.

Often higher intensities are associated with higher densities, but this is not always the case. Industrial intensification may occur in many different forms; one solution is not appropriate for all types of industrial activities. Responses vary by situation, reflecting different sector needs, site features, location characteristics, building forms, and market readiness. For example, some industrial sectors and locations may intensify through equipment investments and automation, while others may densify through larger and higher buildings. The challenge is to identify the most viable ways to increase industrial intensities and densities while still providing for industrial sites that meet the needs of users.

3.0 GUIDANCE FOR MEMBER JURISDICTION RESPONSES FOR REGIONAL CONTEXT STATEMENTS

The following section provides guidance for member jurisdictions when developing Regional Context Statements. This guidance is included to promote the protection, use, and intensification / densification of Industrial lands and Employment lands.

FOR BOTH INDUSTRIAL LANDS AND EMPLOYMENT LANDS

Strategy 2.2 Protect the supply and enhance the efficient use of industrial land			
	Section	Policy Text	Guidance For Member Jurisdictions Responding to Applicable OCP Policies:
Policy 2.2.9	Adopt Regional Context Statements that:		
	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	<i>Clearly show on a parcel-based map within the Regional Context Statement the Industrial and Employment lands consistent with Metro 2050 regional land use designation map.</i>
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	<i>Establish and reference policies and provisions that encourage and support initiatives which reduce greenhouse gas emissions and environmental impacts, and promote energy efficiency. This can be both in the form of official community plan policies, or building standards and development permit guidelines, such as encouraging sustainable building designs, buffers that protect sensitive ecosystems, and also through appropriate locations that reduce the number of automobile trips and support an efficient transportation system</i>
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as	<i>Establish and reference policies and provisions that assist businesses, in particular ones on Industrial and Employment lands, with location-specific actions to respond to and adapt to climate change as well as known natural hazard risks. This can be in the form of building standards or development permit guidelines that encourage resilient building designs.</i>

	those identified within the regional growth strategy (Table 5)	
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FOR INDUSTRIAL LANDS

Strategy 2.2 Protect the supply and enhance the efficient use of industrial land			
	Section	Policy Text	Guidance For Member Jurisdictions Responding to Applicable OCP Policies:
Policy 2.2.9	Adopt Regional Context Statements that:		
	c)	include policies for Industrial lands that:	
	i)	consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	<p><i>Member jurisdictions should provide a clear policy statement that supports and protects industrial uses on Industrial lands, and ensure that zoning bylaws are supportive of this objective while not allowing for other non-industrial uses. These initiatives can be informed through the preparation of industrial land plans and strategies.</i></p> <p><i>The types and definitions of industrial activities are evolving and becoming more diverse.</i></p> <p><i>Conventional industrial land uses are defined as:</i></p> <ul style="list-style-type: none"> • <i>Light and heavy industrial production (e.g. cement manufacturing, food and beverage manufacturing, furniture manufacturing, metalwork and fabrication, sawmills)</i> • <i>Distribution (e.g. warehousing, industrial storage, freight trucking, intermodal couriers)</i> • <i>Repair (e.g. autobody shops, truck and trailer repair, consumer goods repair)</i> • <i>Construction materials and equipment (e.g. building supplies and specialty trade contractors, heavy equipment rental and leasing)</i> • <i>Infrastructure (e.g. public utilities such as wastewater treatment facilities and pumping stations, works yards, rail / port terminals)</i> • <i>Outdoor storage activities (e.g. container storage)</i> • <i>Wholesale (e.g. merchant and logistics wholesalers)</i> <p><i>The new types of business models may not neatly fit within the traditional paradigm of 'heavy' or 'light' industrial. In addition to the more traditional industrial</i></p>

			<i>uses, other non-traditional industrial uses may be compatible with industrial uses based on a number of criteria, best dealt with at the local and site levels. This mix can include co-locating related industrial activities.</i>
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	<p><i>Limited accessory or ancillary uses can support industrial uses and improve overall business efficiencies. These accessory uses should be directly related to the primary industry use (i.e. the office component of a warehouse facility), although in some cases can be unrelated (i.e. a restaurant servicing local businesses and workers). Allowing an appropriate mix of industrial and supportive accessory uses on Industrial lands is consistent with this objective.</i></p> <p><i>However, adding office, retail, or other uses beyond typical accessory levels can destabilize the principal industrial uses, and in out-of-centre locations is difficult to serve with transit and access by workers.</i></p>
	iii)	exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary	<p><i>Land uses and activities in Industrial areas should be predominantly industrial. Some related accessory uses can support these industrial activities. Other uses, including residential, stand-alone office, and retail, are not appropriate. The exceptions would be caretaker units, office uses accessory to industrial functions, and small format retail serving local businesses and workforce. Zoning bylaws should control uses accordingly.</i></p> <p><i>Zoning bylaws that permit accessory and non-industrial uses, such as recreation, big-box retail, and places of worship, on industrially zoned lands, create additional competition for industrial land from uses that could be located elsewhere, and increases the chances of conflicts between uses and users. Definition consistency in policies and zones should limit non-industrial, commercial and institutional uses on industrial lands, and create a clear understanding and more consistent permissible uses while aligning with the intent of the regional growth strategy.</i></p> <p><i>Member jurisdictions can review and update zoning bylaws using this guideline as a resource to amend the permitted uses on their industrial lands. The bylaw review should remove or limit non-industrial uses from the industrial zoning while adding new types of industrial uses, and limit the scale or size of accessory uses.</i></p>

	iv)	encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	<p><i>Member jurisdictions can review and remove unnecessary restrictions to industrial intensification / densification, including building density or height limits, where appropriate; plan to accommodate new industrial uses when older, centrally-located industrial areas redevelop; allow mixing of industrial with other employment uses so long as the industrial component is secured as a condition of redevelopment; and explore opportunities to encourage industrial intensification / densification development and redevelopment especially in target areas.</i></p> <p><i>Member jurisdictions should provide clear policies on how: 1) barriers to industrial intensification / densification are to be addressed or removed, and 2) what policies are in place or will be put into place to encourage better utilization and intensification / densification of industrial lands for industrial activities.</i></p> <p><i>Examples of increased density include allowing multi-level buildings and higher ceiling heights, and reduced building setback requirements. Increased intensity examples include: encouraging more shifts of workers, equipment investments, and co-locating related industrial activities. Initiatives can be based on research and publications by Metro Vancouver on this topic.</i></p> <p><i>Actions to support industrial intensification / densification include:</i></p> <ul style="list-style-type: none"> <i>removing any unnecessary restrictions to density or height limits, where contextually appropriate;</i> <i>planning the space to accommodate new, smaller industrial uses when older, centrally located industrial areas densify;</i> <i>allowing mixing of industrial with other employment uses so long as the industrial component is secured as a condition of redevelopment; and</i> <i>exploring opportunities to encourage intensification in target areas (i.e. proper geotechnical conditions, access to infrastructure and transit) via incentives, which could include pre-zoning, density bonuses, financial incentives, and/or others.</i>
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	v)	review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over- supply of parking	<p><i>Review parking bylaw requirements for industrial and accessory uses to ensure that they are aligned with documented needs. This may include undertaking a parking study or survey to adjust regulations in order to prevent an excess of parking supply being built.</i></p> <p><i>Less land devoted for parking could allow for increased building site coverage and thus support densification. This review may also consider truck parking and loading areas, as well as Transportation Demand Management measures to encourage alternatives to auto commuting by workers.</i></p>
	vi)	explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	<p><i>Metro Vancouver and member jurisdictions have a shared interest in growing and attracting investment and supporting economic and employment activities across the region. Many member jurisdictions have an economic development department that works to retain and support the expansion of local businesses.</i></p> <p><i>Metro Vancouver's Invest Vancouver service provides the opportunity for a regional approach to economic investment and development that will amplify and complement the work of member jurisdictions.</i></p> <p><i>Land use plans and economic development strategies should be mutually supportive of the industrial economy and workforce.</i></p>
	vii)	provide infrastructure and services in support of existing and expanding industrial activities	<p><i>Certain parts of the vacant industrial land supply suffer from site-specific challenges, such as limited infrastructure support, environmental concerns, and under-sized parcels. In some cases, the high cost of delivering servicing to undeveloped industrial areas has proven cost prohibitive. Similar issues related to environmental constraints, lack of transportation and public transit infrastructure, and the encroachment of nearby sensitive uses have discouraged or prevented industrial development where it might otherwise be accommodated.</i></p> <p><i>Where vacant lands have not been developed, member jurisdictions may benefit from the preparation of a local bring-to-market strategy. Such a strategy would identify the issues that have prevented the development of the undeveloped or under-developed industrial land,</i></p>

		<p><i>while providing a roadmap to achieve economic goals for industrial lands.</i></p> <p><i>These bring-to-market strategies can encourage reinvestment and more intensive use, consider assembly and consolidation of fragmented parcels, identify environmental remediation issues, and address local servicing and infrastructure improvements requirements.</i></p> <p><i>Bring-to-market strategies for industrial lands can include:</i></p> <ul style="list-style-type: none"> <i>• assessing the strengths, weaknesses, opportunities and challenges facing the development of vacant industrial land;</i> <i>• identifying opportunities to encourage reinvestment and more intensive use of existing industrial lands;</i> <i>• whether municipal assembly and consolidation of fragmented parcels may be required, or is feasible, in order to bring the lands to market;</i> <i>• if environmental remediation is required and if current programs are sufficient to facilitate the required degree of site remediation; and</i> <i>• if local servicing and infrastructure improvements are required and can be accommodated through front-ending infrastructure investments or cost-sharing agreements.</i>
viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses	<p><i>As appropriate for unique site-specific lands, protect industrial and transportation lands for activities associated with rail lines, waterfront port terminals, and transportation corridors, including opportunities for efficient rail spurs, short sea shipping, drayage routes, and associated transportation corridors.</i></p>
ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change	<p><i>Managing the interface between industrial uses and other sensitive land uses, particularly residential, is a significant issue when it comes to preserving the functionality of industrial uses that may generate noise, vibration, odour, etc. A broad range of planning tools exist that may contribute to the mitigation of potential, existing, or perceived nuisances, offering varying degrees of flexibility or conversely, prescriptiveness.</i></p> <p><i>Industrial land edges and buffers are a common means to mitigate conflict between industrial and adjacent sensitive land uses. Establishing policies and guidelines will help to ensure, for example, that residents are not</i></p>

		<p><i>negatively impacted by industrial activities (or vice versa), while also providing industrial users with a degree of certainty that they will be able to conduct their business without disruption.</i></p> <p><i>Most commonly these interface or buffers requirements are established in an official community plan or zoning bylaw, requiring on-site mitigation measures at time of site development, and may also include more broad buffers, including transitional land uses (such as light industry uses, commercial, or office parks) or other barriers such as acoustical walls, or a physical separation in between the land uses.</i></p>
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TRADE-ORIENTED LANDS OVERLAY ON INDUSTRIAL LANDS

Strategy 2.2 Protect the supply and enhance the efficient use of industrial land			
	Section	Policy Text	Guidance For Member Jurisdictions Responding to Applicable OCP Policies:
Policy 2.2.9	Adopt Regional Context Statements that:		
	b)	<p>identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot</p>	<p><i>Trade-oriented lands are large sites associated with the transportation of goods to and through the region, such as by rail and the Port, which serve a national trade function and are crucial to the regional, provincial, and national economies. A clear and consistent definition and understanding of the extent and location of these important lands will support their protection.</i></p> <p><i>The definition for the trade-oriented lands overlay is intended to allow for consideration of local context, unique situations, supplementation of local policies, application for regional objectives, and professional judgement.</i></p> <p><i>The scope for this overlay is as follows:</i></p> <ul style="list-style-type: none"> <i>Only applicable to lands designated 'Industrial' in the regional growth strategy, and municipally-designated 'Industrial' and/or municipally-zoned 'Industrial'.</i> <i>Associated with transportation modes including ocean-shipping-, short-sea shipping, rail-, airport-, and truck-related.</i> <i>'Trade' by definition necessitates a 'linkage' with other activities, and could include other related or associated uses, such as production / manufacture of goods that are transported / traded.</i>

	subdivisions on these lands should not be permitted;	<ul style="list-style-type: none"> • <i>Can include lands that already have some strata tenure buildings, however no more stratification is intended.</i> • <i>Identify and protect both current and/or intended trade-oriented lands / uses.</i> <p><i>More specifically, trade-oriented lands overlay is defined as follows:</i></p> <ul style="list-style-type: none"> • <i>Generally meet the following criteria, either current or intended activities / routes (noting each has multiple aspects):</i> <ul style="list-style-type: none"> ○ <i>Trade / Transportation Activity - import and/or export of goods</i> ○ <i>Sources / Destinations - provincial, national, and international</i> • <i>Generally meet the following criteria, either current or intended facilities / infrastructure:</i> <ul style="list-style-type: none"> ○ <i>Facilities / Infrastructure - terminals / transportation infrastructure, off-dock logistics, inter-modal, trans-loading / cross-docks, distribution centres, container handling, and accessory uses</i> • <i>With 'close' vicinity or 'good' accessibility of the following criteria (which may vary by location, destination, facility, travel mode, or a combination thereof):</i> <ul style="list-style-type: none"> ○ <i>Location / Proximity - straight-line distance or trip travel time to port terminals, rail yards, airport, highway interchanges, inter-modal facilities</i> • <i>With consideration of site / area / district size that ensures reasonable functionality, operational scale, or critical mass for operations:</i> <ul style="list-style-type: none"> ○ <i>Site / Area Size - minimum size, depending on situation</i> • <i>With consideration of the area land attributes in terms of features that accommodate trade-oriented land uses as well as consideration of surrounding uses and interfaces / buffers:</i> <ul style="list-style-type: none"> ○ <i>Land Attributes - topography, water-lot frontage, soil conditions, flood risks, ownership, surrounding uses</i>
c)	include policies for Industrial lands that:	
x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands.	<p><i>There can be a tension between stratification (including small lot subdivision) and trade-oriented lands (generally requiring large, flat sites near the goods movement network). Nevertheless, creative solutions are possible, and a variety of uses and tenures are not mutually exclusive for large sites.</i></p>

			<p><i>For Industrial lands that have a Trade-Oriented Lands Overlay, through supportive policies in the official community plan and zoning bylaw provisions, member jurisdictions may limit stratification tenure of ownership to a minimum size to prevent the further fragmentation of large trade-oriented parcels. Zoning should limit or restrict non-industrial uses and the fragmentation of parcels with an aim to protect these strategically located lands for trade-oriented activity, as these unique and important lands cannot be readily replaced.</i></p>
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FOR EMPLOYMENT LANDS

Strategy 2.2 Protect the supply and enhance the efficient use of industrial land		
Section	Policy Text	Guidance For Member Jurisdictions Responding to Applicable OCP Policies:
Adopt Regional Context Statements that:		
d)	include policies for Employment lands that:	
i)	support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate	<i>Some industrial activities can co-exist with some commercial activities. In situations where there are existing industrial activities in an area, plans and policies should aim to retain these industrial activities while allowing, as may be appropriate, other commercial use to develop in the area. In some cases, this can be mixed-use industrial-commercial developments (e.g. ground floor light industrial, and upper floor offices). For some types of industrial and business functions, intensification may be possible and should be encouraged through appropriate local initiatives.</i>
ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy	<i>The Employment designation allows for a wide variety of employment and commercial uses, acknowledging in some cases pre-existing uses. Larger format retail and other major trip generating uses should be directed to Urban Centres and areas with frequent transit. Any new retail development in Employment areas should not undermine or significantly detract from the commercial viability of Urban Centres or Frequent Transit Development Areas. All efforts should first be made to try to accommodate such larger format retail uses within Urban Centres or Frequent Transit Development Areas.</i> <i>The official community plans and zoning bylaws should control uses accordingly.</i>
iii)	support the objective of concentrating larger- scale	<i>The Employment designation allows for a wide variety of employment and commercial uses, acknowledging pre-existing uses in some instances. Larger forms of commercial and other</i>

	commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	<p><i>major trip generating uses should be directed to Urban Centres and Frequent Transit Development Areas, where possible. Any new commercial or institutional development in Employment areas should not undermine or significantly detract from the commercial viability of Urban Centres or Frequent Transit Development Areas. (Note: TransLink will be developing a definition of ‘Major Trip Generating Uses’ that will provide an additional consideration.)</i></p> <p><i>These uses should still be employment in nature and consistent with the objectives of the Employment designation, and not introduce uses and scales of uses that are inconsistent with the intent of the land use. Residential uses are not intended. The zoning bylaws should restrict uses accordingly.</i></p>
iv)	support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	<p><i>Urban Centres distributed throughout the region provide opportunities for concentrating transit-oriented commercial activities, services, and employment-generating uses close to where people live, and that enable economic and transportation efficiencies. The design of these centres are intended to support a sense of place, a public realm that promotes a positive civic image, and ensure a high quality of life through the provision of amenities and diversity of housing types. Policies and zoning should discourage the dispersal of major employment and Major Trip-Generating uses outside of Urban Centres and Frequent Transit Development Areas.</i></p> <p><i>Metro 2050 contains employment targets for the region’s Urban Centres and Frequent Transit Development Areas as a tool to encourage higher job densities and mixed-uses in transit-oriented locations. (Note: Metro Vancouver will be reviewing and updating employment targets for Urban Centres and Frequent Transit Development Areas.) Regionally designated Employment lands may be located within these areas. In such cases where frequent transit is available, higher density or intensity forms of employment activities are appropriate and encouraged. This may include industrial, office, and retail uses built to higher densities or used at greater intensities.</i></p> <p><i>In areas where there are pre-existing plans and policies for Employment lands which allow for greater development or expansion / intensification, these should be identified. For Employment lands with current or proposed transit service (as identified in TransLink’s approved plans), higher development densities may be appropriate if compatible with surrounding land uses and other context specific considerations.</i></p>

		<p><i>However, it is important to note that these uses are intended to be employment-generating in nature, and consistent with the objectives of the Employment designation, and not uses and scales of uses that are inconsistent or conflict with the intended employment uses. Major Trip Generating uses should be directed to Urban Centres and Frequent Transit Development Areas, where possible. Residential uses are not intended.</i></p>
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RESIDENTIAL USES ON EMPLOYMENT LANDS

Strategy 2.2 Protect the supply and enhance the efficient use of industrial land			
	Section	Policy Text	Guidance For Member Jurisdictions Responding to Applicable OCP Policies:
Policy 2.2.9	Adopt Regional Context Statements that:		
	d)	include policies for Employment lands that:	
	v)	do not permit residential uses, except for: <ul style="list-style-type: none"> • an accessory caretaker unit; or 	<p><i>Allowing residential land uses within employment and industrial areas can create serious land use conflicts as well as result in impacts on land values which can destabilize employment and industrial operations. Member jurisdiction policies and regulations should not permit residential uses on Employment lands. The exceptions are for limited accessory caretaker units where necessary, and for pre-existing residential uses within Employment lands. The zoning bylaw should control uses accordingly.</i></p>
	v)	do not permit residential uses, except for: <ul style="list-style-type: none"> • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of 	<p><i>Residential uses are not intended on Employment lands, with the exception of sites that are located within 200 metres of a rapid transit station and within either an Urban Centre or Frequent Transit Development Area overlay. In those exceptional circumstances, limited residential uses (with an emphasis on affordable, rental housing) are permitted on the upper floors of mid- to high-rise buildings, where appropriate, while commercial and light industrial uses are to be located on the ground or lower floors.</i></p> <p><i>Member jurisdictions may explore mixed-uses including residential on Employment lands immediately proximate to rapid transit stations (within 200 metres) as long as existing industrial space is maintained or expanded, and other Metro 2050 objectives are met (e.g. affordable, rental housing).</i></p>

		municipal objectives and local context.	<i>For the purposes of qualifying for these provisions, 'within' means that the majority of the developable portion of the site must be located within the noted distance of the rapid transit station.</i>
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APPENDIX A: DEFINITION OF INDUSTRIAL USES

The Regional Industrial Lands Strategy includes the following criteria to assist in defining industrial uses, and list of applicable uses by land use category:

Table: Criteria to Assist in Defining Industrial Use and Compatibility

CRITERIA	DESCRIPTION
Compatibility with adjacent uses	Whether a business is an emitter of noise, vibration, odour or visual nuisances that make occupying areas proximate to other land uses (e.g. residential, commercial institutional) challenging
Access (to site and goods movement network)	Whether the business requires access to particular infrastructure or modes of transportation such as water, rail, airport, and highway
Space requirements and scale of business	Whether the business requires large/unique site or building characteristics
Product produced	Whether the business manufactures, distributes or repairs a physical product
Trip generation	Whether the business generates or handles relatively large amounts of truck or client traffic
Client type	Whether the business is geared towards other business or the public
Ancillary/hybrid use	Percentage of the business that is office if a hybrid uses (e.g. bio-tech)

Table: Applicable Uses by Land Use Category

INDUSTRIAL
<ul style="list-style-type: none">• Light and heavy industrial production• Distribution• Repair• Construction materials and equipment• Infrastructure• Outdoor storage• Wholesale
EMPLOYMENT
<ul style="list-style-type: none">• Indoor Storage (e.g. self-storage)• Stand-alone office (e.g. law and financial offices)• Stand-alone recreation (e.g. karate studios, theatres, crossfit and climbing gyms, badminton/tennis facilities)• Retail/wholesale (e.g. big box, car dealerships, furniture, automobile parts)• High tech software development• Consulting services (e.g. engineering, architecture, environmental)
NON-INDUSTRIAL
<ul style="list-style-type: none">• Residential and supportive housing• Artist studios and live/work space• Agriculture (soil based growing)• Places of worship• Institutional uses (e.g. schools, day cares, hospitals)
CONTEXT SPECIFIC
<ul style="list-style-type: none">• Restaurants (i.e. serving adjacent industrial activities versus being a draw for the public)• Retail (i.e. micro-breweries depends on scale and percent retail)• Services (i.e. commercial laundry, bakery, catering depends on scale)• Research and development (i.e. high-tech, bio-tech that require 'industrial' space)• Media production studios (i.e. movie, recording, television and radio)



APPENDIX B: FACTORS INFLUENCING INDUSTRIAL LAND INTENSIFICATION / DENSIFICATION POTENTIAL


There are many factors that influence industrial intensification / densification potential and form / utilization. Broadly, intensification / densification can be advanced through improvements in the following areas:

- **Business Processes** - modifying processes to improve efficiency (e.g. equipment improvements or automation that improve output/throughput)
- **Building Designs** - modifying building design to intensify production (e.g. higher site coverage, higher bay ceilings, or underground parking)
- **Land Uses** - modifying uses to increase efficiency (e.g. co-locating related industrial uses or multi-level buildings, or additional related accessory uses)

Not all industrial lands are of equal value or capacity. The following figure conceptually identifies the potential form(s) or type(s) of intensification / densification, applicable intensity measure(s), applicable sectors, and possible locations.

Figure: Factors Influencing Industrial Intensification Potential

	Forms of Intensification	Intensity Measure	Applicable Sectors	Most Viable Locations
Business Processes Modifying processes to improve efficiency 	Equipment / automation / technology	Throughput / Value of production	<ul style="list-style-type: none"> • Production/Distribution/Repair (PDR) • Warehousing/Logistics • Manufacturing • Port 	Anywhere
	More shift workers	Throughput / Value of production	<ul style="list-style-type: none"> • PDR • Manufacturing • Warehousing/Logistics • Port 	Anywhere
	Other efficiencies: Custom or purpose built for specific business	Dependent on sector and form of intensification	<ul style="list-style-type: none"> • PDR • Warehousing/Logistics • Port 	Anywhere
Building Design Modifying design to intensify production 	Larger buildings	Building size / Site coverage	<ul style="list-style-type: none"> • Warehousing/Logistics 	Highway / port / intermodal yard access
	Higher bay ceilings	Building height	<ul style="list-style-type: none"> • Warehousing/Logistics 	Highway / port / intermodal yard access
	Parking above or below grade	Floor Area Ratio	<ul style="list-style-type: none"> • PDR • Warehousing/Logistics 	High value land with frequent transit
	Multi-level industrial buildings	Floor Area Ratio	<ul style="list-style-type: none"> • PDR 	High value land with frequent transit

Land Uses Modifying uses to increase efficiency 	Co-locating related industrial uses	Throughput / Value of production	<ul style="list-style-type: none"> • PDR • Manufacturing • Warehousing/Logistics 	Anywhere
	Multi-level industrial buildings with additional related accessory uses (i.e. same business)	Throughput / Value added / Jobs per area	<ul style="list-style-type: none"> • PDR • Manufacturing • Warehousing/Logistics 	Within 400 m of frequent transit
	Multi-level industrial buildings with additional unrelated accessory uses (i.e. other businesses)	Throughput / Value added / Jobs per area	<ul style="list-style-type: none"> • PDR 	Within 400 m of frequent transit

There are many factors that can influence industrial intensification / densification potential. These include industry sub-sector and business needs, site features, location characteristics, building forms, planning policies, and market forces. Transportation access is also a key consideration in support of industrial functions. This often includes proximity to major roads and highways, as well as port and rail facilities, and frequent transit network for commuting employees.

Redevelopment and intensification may be both in the form of conventional buildings and higher intensify / density buildings. As examples, business processes such as equipment / automation or more shift work for some sectors can increase production, while building designs such as higher ceilings for logistics warehouses can increase through-put. Higher density buildings or parking above or below grade tend to be found only in select higher land value urban areas, often close to frequent transit services and amenities, and mostly lighter industrial sectors.

Intensification can occur in stages over time, with some ongoing incremental densification already occurring in different industries. As available vacant land diminishes and land prices increase, one response will be to utilize land and space more intensely which may mean new and different forms not yet in common practice in the Metro Vancouver region. However, it is recognized that not all industrial activities can intensify, nor are all forms of intensification the same. Accordingly, utilization should be measured in different ways, as prioritizing a singular measure of intensity may lead to unintended results and preclude creative solutions that may not be readily apparent.

To: Regional Planning Committee

From: Agatha Czekajlo, Senior Policy and Planning Analyst
Regional Planning and Housing Services

Date: January 3, 2024 Meeting Date: January 12, 2024

Subject: **Metro Vancouver Resident and Immigrant Behaviour Model: Phase One and Two Report**

RECOMMENDATION

That the MVRD Board receive for information the report, dated January 3, 2024, titled “Metro Vancouver Resident and Immigrant Behaviour Model: Phase One and Two Report”.

EXECUTIVE SUMMARY

The Metro Vancouver Resident and Immigrant Behaviour Model was developed to better understand housing and neighbourhood needs and preferences of long-term residents¹ and immigrants.² The survey found that both cohorts are motivated to live in the region largely due to employment opportunities and a favourable climate. Immigrants are more likely to have move within the region, while long-term residents tend to remain in a single location. Immigrants prefer living in “the city”, while long-term residents prefer living in a suburban neighbourhood. Both cohorts express a preference to live in neighbourhoods with a mix of housing types, shops, and businesses. Both cohorts prefer the housing type they currently live in with immigrants more likely to prefer apartments and multi-attached houses, and long-term residents more likely to prefer single detached houses.

Highlights include:

1. Long-term residents prefer living in the region’s lower density areas
2. Long-term residents and immigrants indicate an overall desire for residential yet “walkable” neighbourhoods, with accessible commercial services and amenities
3. Many long-term residents and immigrants prefer to have at least one additional bedroom
4. Housing affordability is a top priority; and over 50 per cent of respondents strongly feel that they pay too much for current household needs
5. Immigrants and long-term residents agree that living close to nature is important to them, however fewer immigrants report having access, and
6. Immigrants indicate a stronger preference to utilize public transit than residents; they are also more likely to live in their current residence due to its close proximity to public transit.

The outcomes of the survey will form the basis for predictive spatial modelling work as well as assist in the planning of future regional growth, urban design patterns, and infrastructure investment activities — in consideration of Metro Vancouverites’ needs and concerns.

¹ Residents for this study are defined as those who were born in Canada or arrived in Canada before the year 2000.

² Immigrants for this study are defined as those who were not born in Canada and arrived in the year 2000 or after.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the Metro Vancouver Resident and Immigrant Behaviour Model: Phase One and Two Report (Attachment), a component of the Metro Vancouver Social and Community Data Land Use Model project.

BACKGROUND

Metro Vancouver has been leading the multi-year Social and Community Data Land Use Model to better understand housing and neighbourhood needs and preferences of long-term residents and immigrants. The aim of this work is to assist in the planning of future regional growth, urban design patterns, and infrastructure investment activities — in consideration of Metro Vancouverites' needs and concerns. This report presents the results of Phase One and Phase Two.

COMPARISON OF RESIDENTS AND IMMIGRANTS

The Metro Vancouver Resident and Immigrant Behaviour Model is funded by the Sustainability Innovation Fund. Long-term residents for this study are defined as those who were born or arrived in Canada before the year 2000, while Immigrants for this study are defined as those who were not born in Canada or arrived in the year 2000 or after. The Social and Community Data Land Use Model project was initiated in 2022 and to-date comprises of two phases of work (Phase One and Phase Two). Phase One included acquiring and analyzing data about recent relocation patterns using tax filer information, while Phase Two included a survey about current and preferred housing types, living locations, and modes of commuting to work.

identified many common features and desires for living in the region between residents and immigrants. Both residents and immigrants are more likely to live in Metro Vancouver due to employment opportunities (personally or for a family member) and the region's favourable climate, while they report choosing their current residences largely due to safety and affordability (more likely for those with low household incomes or renters). Long-term residents and immigrants of the Boomer/War generation tend to stick to a single location over the long-term, while those with lower incomes (residents and immigrants of any age) are more likely to move to a secondary location or bounce around the region.

Differences between long-term residents and immigrants are also identified. Residents tend to be older, with higher incomes, or homeowners, while immigrants are more likely to be renters, have children or live with additional household members. A greater proportion of immigrants than long-term residents currently live in Urban Centres — including Burnaby's Metrotown area, Surrey's Newton neighbourhood, and Richmond City Centre (based on Phase One tax filer information). Immigrants to Metro Vancouver are also more likely to live in apartments or multi-attached houses, and more immigrants than residents migrate across the region during the study period (2000-2018). In contrast, long-term residents tend to stick to a single location, and live in single detached houses (or to a lesser extent apartments) in lower density, more residential neighbourhoods. A larger proportion of residents compared to immigrants were identified in Delta, Coquitlam, Langley City and Township, Maple Ridge, and White Rock.

Through the Phase Two survey, immigrants report having more bedrooms on average in their current home (two to three bedrooms), however both immigrants and residents desire to have an additional bedroom. Although both long-term residents and immigrants are more likely to desire becoming future homeowners, this preference was more prevalent for surveyed immigrants. Immigrants are also more likely to desire living in an apartment or multi-attached house, while residents are more likely to prefer single detached homes. Living close to friends or family is more often reported as a top three priority for residents than immigrants, while a greater proportion of surveyed immigrants value proximity to public transit. More residents than immigrants report having access to nature — mainly via parks, forests, trails, and gardening space; however, both residents and immigrants report strongly value living in close proximity to nature.

SUMMARY PER JURISDICTION

The Phase Two survey also identifies patterns in housing and transportation choices and desires per member jurisdictions. Long-term residents living in Coquitlam, Delta, or Langley City (or to a lesser extent immigrants living in Surrey, Coquitlam, and Burnaby) are more likely to live in their current location due to proximity to family or friends. More immigrants than long-term residents report choosing their current residence due to its proximity to public transportation, including large proportions living in Burnaby, Richmond, Vancouver, and Coquitlam. Housing affordability was a top three ideal residence characteristic for both long-term residents and immigrants who took the Phase Two survey; those living in Burnaby, Coquitlam, Delta, Langley Township, Maple Ridge, New Westminister, Port Coquitlam, Richmond, Surrey, Vancouver, or White Rock are more likely to desire an affordable home. Safety is a highly valued neighbourhood characteristic for survey respondents across Metro Vancouver; this value is more likely to be held by those living in Burnaby, Coquitlam, Delta, Maple Ridge, Pitt Meadows, Port Moody, Richmond, Tsawwassen First Nation, Vancouver, and West Vancouver. Access to nature is more likely to be important for those living in Coquitlam, Maple Ridge, Port Coquitlam, Port Moody, Richmond, Surrey, Vancouver, or West Vancouver; however, living close to nature is valued by three-quarters of survey respondents across the region.

Survey respondents residing in Burnaby, Coquitlam, Delta, Langley City, City of North Vancouver, Pitt Meadows, Port Coquitlam, or Vancouver are more likely to prefer living in “the city”. Large proportions of survey respondents (more often residents) who desire to live in single detached homes reside in Coquitlam, Delta, Langley Township, Maple Ridge, District of North Vancouver, Port Moody, Richmond, Surrey, or West Vancouver (including Horseshoe Bay). On the other hand, those who desire apartments (more often immigrants) live in Langley City, Port Coquitlam, or Vancouver (or multi-attached homes for those living in Surrey). Relatively more survey respondents who report a desire to become future homeowners live in Richmond, Surrey, or the City of North Vancouver.

IMPLICATIONS FOR METRO 2050

Outcomes of Metro Vancouver Resident and Immigrant Behaviour Model survey are applicable to advancing *Metro 2050*’s goals (Reference 1). Applicable key highlights are outlined below:

Goal 1: Create a Compact Urban Area

Although over half of surveyed Metro Vancouverites (both long-term residents and immigrants) would choose “the city” as their preferred location (56 per cent), this is about five per cent lower than the number of current “city” dwellers. Both residents and immigrants are more likely to prefer

the living location they currently reside in (at rates of 75-91 per cent); long-term residents are more likely to live in and prefer the suburbs, while more surveyed immigrants prefer to live in “the city”. About 12 per cent more surveyed immigrants than long-term residents that are currently living in the suburbs and would prefer to be “city” dwellers.

Long-term residents and immigrants are more likely to desire the same type of house as they currently live in (at rates of 38-79 per cent); however, their secondary preference is more likely to be a single detached house. More residents (41 per cent) than immigrants (21 per cent; 20 per cent less than residents) would prefer single detached housing, as per the Phase Two survey. Metro Vancouverites who prefer single detached homes are more likely to live in Delta, Pitt Meadows, District of North Vancouver, Maple Ridge, Port Moody, West Vancouver (including Horseshoe Bay), or Surrey. A large proportion of survey respondents report a desire to downsize after their children move out (41 per cent total; six per cent more residents than immigrants), but may be deterred due to low housing supply and high associated costs (Reference 2).

Overall, residents prefer living in the region’s lower density areas — a contradiction to the shared vision, goals and targets of *Metro 2050* and the limited existing land supply. This desire opposes current research that has shown that building compact, mixed-use neighbourhoods in transit-oriented locations is the best way to ensure greater housing choices and more equitable communities, while reducing commutes and auto-oriented emissions (Reference 3). However, regardless of their preferred living location, both surveyed long-term residents and immigrants indicate an overall desire for residential yet walkable neighbourhoods with accessible commercial services and amenities. The overarching preference towards living in walkable yet residential areas could be leveraged alongside current research that encourages compact, mixed-use neighbourhoods to combat cardiovascular disease risk and promote overall good health outcomes, enhance social interactions and happiness, and reduce costs associated with long commutes (Reference 4).

Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Phase Two survey respondents identify Metro Vancouver’s nature and landscape as one of the top three reasons for living in the region, and report living in close proximity to nature as a top three ideal neighbourhood characteristic. The majority of surveyed long-term residents and immigrants agree that living close to nature is important to them (72 per cent and 64 per cent, respectively), and desire accessible parks, forests, trails and garden spaces. However, access to nature is inequitably distributed; fewer surveyed immigrants than residents report having accessible garden space (22 per cent difference) and living near parks, forests, and trails (18 per cent difference). Benefits of accessible natural spaces are extensive and well documented (Reference 5 and 6), and are an integral component of Metro Vancouver’s plan for protecting, enhancing, and restoring and connecting ecosystems.

Goal 4: Provide diverse and affordable housing choices

Housing suitability

The desire for at least one additional bedroom is reported by many long-term resident and immigrant survey respondents; the current average bedroom count reported is 2.8, while the ideal average bedroom count is 3.2. However, two-bedroom, followed by one-bedroom, private

dwellings are most common across Metro Vancouver (Reference 7). Immigrants, or those with higher household incomes, are more likely to desire additional bedrooms than residents or those with lower incomes. Phase Two survey results are in alignment with Statistics Canada's 2021 Housing Indicators (Reference 8); unsuitable housing is especially prominent for those that are renters in Metro Vancouver (9 per cent more compared to total; 3.2 per cent more compared to nation-wide renters). Renters with children are even more likely to experience unsuitable housing in Metro Vancouver (7 per cent more than Metro Vancouverites who are renters without children).

Housing affordability

Housing affordability was voted as a top three reason for the current living location of both surveyed long-term residents and immigrants, and over 50 per cent of surveyed Metro Vancouverites (more often residents) strongly feel that they pay too much for current household needs. The results provided in the Metro Vancouver Resident and Immigrant Behaviour Model: Phase One and Two Report are in alignment with a recent survey conducted by Leger Marketing Inc. about housing affordability across Canada — which notes that over half of Canadians worry about mortgage or rent payments (Reference 9). The same report notes that housing affordability is more likely to be concerning for British Columbians (68 per cent) or those who are younger (18 to 34 years of age; 66 per cent). Leger also found that 95 per cent of Canadians agree that the lack of affordable rental homes is a serious national issue, and the majority support the following government-led initiatives: providing incentives for developers (79 per cent), government-supplied affordable housing (79 per cent), and tighter rent controls (77 per cent).

Goal 5: Support Sustainable Transportation Choices

Driving is the primary mode of transportation to work (Reference 10); however, the Phase Two survey identifies a preferential shift away from driving to public transit and more active modes of transportation (e.g., cycling and walking). Immigrants are more likely to report commuting to work via public transit than long-term residents (16 per cent difference); survey respondents with lower incomes, renters, or younger individuals are also more likely to take public transit to work. Surveyed immigrants also note choosing their current residence largely due to its proximity to public transit (29 per cent); this group is more likely to live in New Westminster, Delta, or Surrey — jurisdictions with variable access to rapid transit options. More survey respondents indicate an interest in active commuter modes than the number that currently do so (an increase of nine per cent for walking and two per cent for cycling). Those who would prefer to actively commute to work are more likely to live in Vancouver, City of North Vancouver, Surrey, Delta, Port Coquitlam, or Langley City — jurisdictions with many “highly walkable” areas (i.e., includes high levels of sidewalk completeness, intersection density, residential density, commercial density, and/or land use mix) (References 11 and 12). As identified by the Phase Two survey, those who prefer active commute-to-work modes are more likely to also desire living in “the city”; cycling and walking to work could be encouraged with additional resources and strategic planning to target interested groups, as well as the development of more walkable neighbourhoods (Reference 4).

NEXT STEPS

Staff will be sharing the findings of the Metro Vancouver Resident and Immigrant Behaviour Model: Phase One and Two Report with member jurisdictions and planning practitioners throughout the

region. Additional modelling work using data acquired from Phase One and Two is ongoing; this includes spatially modelling residents' preferences in housing type and neighbourhood location.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

\$60,000 from the 2022-2023 Sustainability Innovation Fund was utilized to support the hiring of Licker Geospatial Consulting Co. for Phase One of the project, and \$95,000 for Leger Marketing Inc. to complete Phase Two of this project.

CONCLUSION

The Metro Vancouver Resident and Immigrant Behaviour Model was conducted with the assistance of Licker Geospatial Consulting Co. (Phase One) and Leger Marketing Inc. (Phase Two). The objective is to better understand housing and neighbourhood needs and preferences of long-term residents and immigrants in the region. The outcomes of the Metro Vancouver Resident and Immigrant Behaviour Model will form the basis for predictive spatial modelling work as well as assist in the planning of future regional growth, urban design patterns, and infrastructure investment activities — in consideration of Metro Vancouverites' needs and concerns. Original consultant's reports and attached staff report will be published on the Metro Vancouver website.

ATTACHMENTS

1. "Metro Vancouver Resident and Immigrant Behaviour Model: Phase One and Two Study Outcomes", dated, October 30, 2023.

REFERENCES

1. [About Metro 2050 | Metro Vancouver](#)
2. [The retirement downsizing myth: No, seniors aren't moving in droves — and that will affect the housing market | Financial Post](#)
3. [Metro Vancouver Housing and Transportation Cost Burden Study \(2015\)](#)
4. [Metro Vancouver Where Matters Policy Brief - Health & Economic Impacts of Where We Live \(May 2019\)](#)
5. [World Health Organization. Regional Office for Europe. \(2016\). Urban green spaces and health. \](#)
6. [Metro Vancouver Nature & Ecosystems Roadmap](#)
7. [Profile table, Census Profile, 2021 Census of Population - Vancouver \[Census metropolitan area\], British Columbia \(statcan.gc.ca\)](#)
8. [Statistics Canada, 2021 Census of Population, Housing Indicators](#)
9. [The Housing Crisis in Canada | Leger \(leger360.com\)](#)
10. [Statistics Canada, 2021 Census of Population](#)
11. [Regional Planning Committee Agenda Package - February 7, 2020 \(metrovancover.org\)](#)
12. [Regional Planning Committee Presentation - February 7, 2020 \(metrovancover.org\)](#)



Metro Vancouver Resident and Immigrant Behaviour Model

Phase One and Two Study Outcomes

January 3, 2024

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- Appendix A – Key Results per Jurisdiction
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- Appendix D – Phase Two Survey Questions

EXECUTIVE SUMMARY

Background

Following recent surveys by others investigating current housing conditions and the motivations of urban and suburban dwellers,^{1,2,3,4} the Metro Vancouver Resident and Immigrant Behaviour Model project aims to compile and evaluate information about housing and neighbourhood for long-term residents⁵ and immigrants.⁶ This project includes acquiring data about recent relocation patterns, as well as current and preferred housing types, living locations, and commuting modes, using tax filer information and a survey. The aim of this work is to assist in the planning of future regional growth, urban design patterns, and infrastructure investment activities — in consideration of Metro Vancouverites' needs and concerns.

Comparison of Long-term Residents and Immigrants

Overall, based on the Phase Two survey, long-term residents and immigrants share many common features and desires for living in the region. Both groups chose to live in Metro Vancouver largely for the employment opportunities (personally or for a family member) and favourable climate, and report choosing their current residences in a large part due to safety and affordability (more likely for those with low household incomes or renters). Based on the Phase One tax-filer data (for the time period of 2000-2018), we found that long-term residents and immigrants of the Boomer/War generation tend to stick to a single location over the long-term, while those with lower incomes (of any age) are more likely to move to a secondary location or bounce around the region. Surveyed Metro Vancouverites are more likely to own a car and prefer to drive to work, even if other modes of transit are available. However, there is a desire by many long-term residents and immigrants to take up more active commuter modes (e.g., cycling or walking), as well as live in more complete and walkable neighbourhoods (i.e., with a multitude of housing types and access to commercial and social amenities) in “the city”.⁷ Both surveyed long-term residents and immigrants indicate a desire for greater access to nature, and having nature close by was one of the top three factors in choosing an ideal neighbourhood for both groups.

As identified through the Phase One analysis, more immigrants than long-term residents live in urban centres — including Burnaby's Metrotown area, Surrey's Newton neighbourhood, and Richmond City Centre. In contrast, lower density areas like Delta, Coquitlam, Langley City and Township, Maple Ridge, and White Rock include relatively more long-term residents than immigrants. Long-term residents tend to be older, with higher incomes, or homeowners, while immigrants are more likely to be renters, have

¹ [National Association of Realtors Community and Transportation Preference Surveys](#)

² [The Housing Crisis in Canada | Leger \(leger360.com\)](#)

³ [Housing Affordability in Canada: 2022 RE/MAX Report \(remax.ca\)](#)

⁴ [Metro Elects: Exploring the Region's Top Issues and Opportunities | Mustel Group \(mustelgroup.com\)](#)

⁵ Residents for this study are defined as those who were born in Canada or arrived in Canada before the year 2000.

⁶ Immigrants for this study are defined as those who were not born in Canada and arrived in the year 2000 or after.

⁷ “The city” refers to: (i) city centres or downtown cores, with a mixture of offices, apartments, and shops, or; (ii) more residential urban neighbourhoods, away from downtown but with accessible amenities.

children, or live with additional household members. Immigrants to Metro Vancouver are more likely to migrate internally, and tend to live in “the city” in apartments or multi-attached houses. On the other hand, long-term residents tend to stick to a single location, living in single detached houses (or to a lesser extent apartments) in the suburbs⁸ or more residential neighbourhoods in “the city”. Through the Phase Two survey, immigrants report having more bedrooms on average in their current home (two to three bedrooms), however both immigrants and long-term residents desire to have an additional bedroom. Although both long-term residents and immigrants are more likely to desire becoming future homeowners, this preference is more prevalent for surveyed immigrants. Immigrants are also more likely to desire living in an apartment or multi-attached house, while long-term residents are more likely to prefer single detached homes. Living close to friends or family is a top priority for more surveyed long-term residents than immigrants, while immigrants are more likely to value proximity to public transit. More long-term residents than immigrants report having access to nature — mainly via parks, forests, trails, and gardening space; however, both long-term residents and immigrants value living close to nature.

Summary per Jurisdictions

Patterns in housing and transportation choices and desires are also evident per member jurisdictions.⁹ Surveyed long-term residents living in Coquitlam, Delta, or Langley City (or to a lesser extent immigrants living in Surrey, Coquitlam, and Burnaby) live in their current location largely due to proximity to family or friends. More immigrants report choosing their current residence due to its proximity to public transportation, including large proportions living in Burnaby, Richmond, Vancouver, and Coquitlam. A substantial amount of surveyed long-term residents and immigrants living in Delta and Surrey prefer to use public transit for their work commutes. Safety is also noted as an important neighbourhood characteristic by surveyed Metro Vancouverites; Burnaby, Coquitlam, Delta, Maple Ridge, Pitt Meadows, Port Moody, Richmond, Tsawwassen First Nation, Vancouver, and West Vancouver (including Horseshoe Bay) included large proportions of survey respondents who prioritize and value neighbourhood safety. Access to nature is more likely to be important for those living in Coquitlam, Maple Ridge, Port Coquitlam, Port Moody, Richmond, Surrey, Vancouver, or West Vancouver (including Horseshoe Bay); however, living close to nature is valued by three-quarters of survey respondents across the region.

Housing affordability is a key value noted by Phase Two survey respondents, particularly by those living in Burnaby, Coquitlam, Delta, Langley Township, Maple Ridge, New Westminster, Port Coquitlam, Richmond, Surrey, Vancouver, or White Rock. “City” living is more often preferred by those currently residing in Burnaby, Coquitlam, Delta, Langley City, City of North Vancouver, Pitt Meadows, Port Coquitlam, or Vancouver. Large proportions of survey respondents (more often long-term residents) who desire to live in single detached homes reside in Coquitlam, Delta, Langley Township, Maple Ridge, District of North Vancouver, Port Moody, Richmond, Surrey, or West Vancouver (including Horseshoe Bay); those who desire apartments (more often immigrants) live in Langley City, Port Coquitlam, or Vancouver (or multi-attached homes for those living in Surrey). Relatively more survey respondents who

⁸ Suburban areas are defined as being further away from city centres, with neighbourhoods that have (i) a mix of houses, apartments, shops and businesses, or; (ii) houses and apartments only.

⁹ Jurisdictions with a low sample size (less than 30 respondents) or unremarkable results are not included.

desire to become future homeowners live in Richmond, Surrey, or the City of North Vancouver. A summary of key Phase Two survey results as reported are provided in Appendix A.

Implications for *Metro 2050*

Outcomes of this study are applicable to advancing *Metro 2050*'s goals¹⁰ — particularly as they relate to (i) creating a compact urban area, (ii) protecting the environment, address climate change, and respond to natural hazards (via access to nature), (iii) providing diverse and affordable housing choices, and (iv) supporting sustainable transportation choices. Applicable key highlights include:

Goal 1: Create a Compact Urban Area

Neighbourhood type

- Over half of surveyed Metro Vancouverites (both long-term residents and immigrants) would choose “the city” as their preferred location. This is about five per cent lower than the amount of current “city” dwellers.
- Both long-term residents and immigrants are more likely to prefer the living location they currently reside in (at rates of 75-91 per cent); long-term residents more likely to live in and prefer the suburbs, while more surveyed immigrants currently and prefer to live in “the city”.
- About 12 per cent more surveyed immigrants than long-term residents that currently live in the suburbs would prefer to be “city” dwellers.

Housing Type

- Long-term residents and immigrants are more likely to desire the same type of house as they currently live in (at rates of 38-79 per cent); however, their secondary preference is most often a single detached house.
- Single detached housing is more likely to be preferred by long-term residents than immigrants (by 20 per cent). Metro Vancouverites who prefer single detached homes are more likely to live in Delta, Pitt Meadows, District of North Vancouver, Maple Ridge, Port Moody, West Vancouver (including Horseshoe Bay), or Surrey.
- A large proportion of survey respondents wish to downsize after their children move out (41 per cent total; six per cent more long-term residents than immigrants) but may be deterred due to low housing supply and high associated costs.¹¹

Implications

- Overall, long-term residents prefer living in the region's lower density areas — a contradiction to the shared vision, goals, and targets of *Metro 2050* and limited existing land supply. This desire opposes current research that has shown that building compact, mixed-use neighbourhoods in

¹⁰ [About Metro 2050 | Metro Vancouver](#)

¹¹ [The retirement downsizing myth: No, seniors aren't moving in droves — and that will affect the housing market | Financial Post](#)

transit-oriented locations is the best way to ensure greater housing choices and more equitable communities, while reducing commutes and auto-oriented emissions.¹²

- However, regardless of their preferred living location, both surveyed long-term residents and immigrants indicate an overall desire for residential yet walkable neighbourhoods with accessible commercial services and amenities.
- The overarching preference towards living in walkable yet residential areas could be leveraged alongside current research that encourages compact, mixed-use neighbourhoods to combat cardiovascular disease risk and promote overall good health outcomes, enhance social interactions and happiness, and reduce costs associated with long commutes.¹³

Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

- Long-term resident and immigrant survey respondents identified Metro Vancouver's nature and landscape as a top three reason for living in the region and living in close proximity to nature as a top three ideal neighbourhood characteristic. The majority of surveyed long-term residents and immigrants agreed that living close to nature is important to them (72 and 64 per cent, respectively) and desire accessible parks, forests, trails and garden spaces.
- However, access to nature is inequitably distributed; fewer surveyed immigrants than long-term residents report having accessible garden space (22 per cent difference) and living near parks, forests, and trails (18 per cent difference).
- Benefits of accessible natural spaces are extensive and well documented,^{14,15} and are an integral component of Metro Vancouver's plan for protecting, enhancing, restoring, and connecting ecosystems.

Goal 4: Provide diverse and affordable housing choices

Housing suitability

- Many long-term residents and immigrants wish to have at least one additional bedroom (an average bedroom increase of 2.8 to 3.2, as per Phase Two survey). However, two-bedroom, followed by one-bedroom, private dwellings are most common across Metro Vancouver.¹⁶
- Immigrants or those with higher household incomes are more likely to desire additional bedrooms than long-term residents or those with lower incomes.
- Phase Two survey results are in alignment with Statistics Canada's 2021 Housing Indicators;¹⁷ unsuitable housing is especially prominent for those that are renters in Metro Vancouver (nine per cent more compared to total; 3.2 per cent more compared to nation-wide renters). Renters

¹² [Metro Vancouver Housing and Transportation Cost Burden Study \(2015\)](#)

¹³ [Metro Vancouver Where Matters Policy Brief - Health & Economic Impacts of Where We Live \(May 2019\)](#)

¹⁴ World Health Organization. Regional Office for Europe. (2016). Urban green spaces and health. World Health Organization. Regional Office for Europe. <https://apps.who.int/iris/handle/10665/345751>

¹⁵ [Metro Vancouver Nature & Ecosystems Roadmap](#)

¹⁶ [Profile table, Census Profile, 2021 Census of Population - Vancouver \[Census metropolitan area\], British Columbia \(statcan.gc.ca\)](#)

¹⁷ [Statistics Canada, 2021 Census of Population, Housing Indicators](#)

with children are even more likely to experience unsuitable housing in Metro Vancouver (seven per cent more than Metro Vancouverites who are renters without children).

Housing affordability

- Housing affordability was voted as a top three reason for the current living location of both surveyed long-term residents and immigrants, and over 50 per cent of surveyed Metro Vancouverites (more often long-term residents) strongly feel that they pay too much for current household needs.
- This project's results are in alignment with a recent survey by Leger about housing affordability across Canada — which noted that over half of Canadians worry about mortgage or rent payments.¹⁸ The same report also noted that housing affordability is more likely to be concerning for British Columbians (68 per cent) or those who are younger (18-34 years of age; 66 per cent).
- The Leger survey report also noted that 95 per cent of Canadians agree that the lack of affordable rental homes is a serious national issue, and the majority support the following government-led initiatives: providing incentives for developers (79 per cent), government-supplied affordable housing (79 per cent), and tighter rent controls (77 per cent).

Goal 5: Support of Sustainable Transportation Choices

- Driving is the primary mode of transportation to work;¹⁹ however, the Phase Two survey identified a preferential shift away from driving to public transit and more active modes of transportation (e.g., cycling and walking).
- Commuting to work via public transit is more likely for immigrants than long-term residents (difference of 16 per cent), as well as those who have lower incomes, renters, or younger individuals. Surveyed immigrants also note choosing their current residence largely due to its proximity to public transit (29 per cent); this group is more likely to live in New Westminster, Delta, or Surrey — jurisdictions with variable access to rapid transit options.
- More survey respondents indicated an interest in active commuter modes than the number that currently do so (an increase of nine percent for walking and two per cent for cycling). Active commute-to-work enthusiasts are more likely to live in Vancouver, City of North Vancouver, Surrey, Delta, Port Coquitlam, or Langley City — jurisdictions with many “highly walkable” areas (i.e., includes high levels of sidewalk completeness, intersection density, residential density, commercial density, and/or land use mix).^{20,21}
- As identified by the Phase Two survey, those who prefer active commuting modes are more likely to also desire living in “the city”. Cycling and walking to work could be encouraged with additional resources and strategic planning to target interested groups, as well as the development of more walkable neighbourhoods.²²

¹⁸ [The Housing Crisis in Canada | Leger \(leger360.com\)](https://www.leger360.com/en/2020/02/10/the-housing-crisis-in-canada/)

¹⁹ Statistics Canada, 2021 Census of Population ([statcan.gc.ca](https://www.statcan.gc.ca))

²⁰ [Regional Planning Committee Agenda Package - February 7, 2020 \(metrovancover.org\)](#)

²¹ [Regional Planning Committee Presentation - February 7, 2020 \(metrovancover.org\)](#)

²² [Metro Vancouver Where Matters Policy Brief - Health & Economic Impacts of Where We Live \(May 2019\)](#)

INTRODUCTION

The motivation for conducting the Metro Vancouver Long-term resident and Immigrant Behaviour Model project follows from other recent work investigating the current housing condition and urban dwellers' motivations and preferences in Canada and the United States of America (USA). In particular, a survey by the USA National Association of Realtors, covered the fifty largest metropolitan areas in the USA and found that the majority of urban dwellers prefer smaller homes and less yard space for more walkable neighbourhoods.²³ This preference exists despite the wake of the COVID-19 pandemic, which briefly made dense urban areas less popular. It is unclear if a similar trend exists in Metro Vancouver; however, it is clear that mounting financial and livability burdens exist for many and could influence recent or near-future decisions. Other local surveys have reiterated the growing unaffordability crisis and quality of life concerns for both renters and homeowners,^{24,25} which have led to increased pressure for many to leave the region.²⁶

The Metro Vancouver Resident and Immigrant Behaviour Model project aims to compile and evaluate information about housing and neighbourhood for long-term residents²⁷ and immigrants²⁸ — including relocation patterns across the region, what triggered current choices, and ideal preferences. The purpose of this project is to better understand current patterns in housing types, living locations and characteristics, and commuting modes, as well as assist in the planning of future regional growth, urban design patterns, and infrastructure investment activities — in consideration of Metro Vancouverites' needs and concerns.

This project was conducted through two phases. Phase One utilizes T1 income tax information to determine the distribution of movement behaviours (i.e., sticker,²⁹ mover,³⁰ bouncer,³¹ emigrant³²) for long-term residents and immigrants. The Longitudinal Administrative Databank (LAD)³³ was used for long-term residents, while immigrants' information was acquired from the Longitudinal Immigration Database (IMDB).³⁴ Both LAD and IMDB based datasets include annual data entries between and including the years 2000 and 2018, summarized at the census Forward Sortation Area (FSA) level.

²³ [National Association of Realtors Community and Transportation Preference Surveys](#)

²⁴ [The Housing Crisis in Canada | Leger \(leger360.com\)](#)

²⁵ [Housing Affordability in Canada: 2022 RE/MAX Report \(remax.ca\)](#)

²⁶ [Metro Elects: Exploring the Region's Top Issues and Opportunities | Mustel Group \(mustelgroup.com\)](#)

²⁷ Residents for this study are defined as those who were born or arrived in Canada before the year 2000.

²⁸ Immigrants for this study are defined as those who were not born in Canada or arrived in the year 2000 or after.

²⁹ "Sticker" — an individual who has remained in the same postal code for at least the last five years of the study period.

³⁰ "Mover" — an individual who has moved to a different postal code (at least two total) within Metro Vancouver during the study period.

³¹ "Bouncer" — an individual who has moved to multiple different postal codes (at least three total) within Metro Vancouver during the study period.

³² "Emigrant" — an individual who was not found in the LAD or IMDB datasets in the final year of the study period or earlier (and does not return before the final year).

³³ [Surveys and statistical programs - Longitudinal Administrative Databank \(LAD\) \(statcan.gc.ca\)](#)

³⁴ [Surveys and statistical programs - Longitudinal Immigration Database \(IMDB\) \(statcan.gc.ca\)](#)

Additional characteristics included age,³⁵ total annual household income³⁶, and household composition.^{37,38} The resulting multi-year data for Phase One includes 34 million individual records for long-term residents and nearly five million individual records for immigrants. Phase One was conducted in collaboration with Licker Geospatial Consulting Co.

Phase Two utilizes a survey with 3,000 long-term resident and 1,547 immigrant respondents (4,547 total; all aged 18 or over), that focuses on questions related to household composition, socioeconomic status, as well as current and ideal values about residence and neighbourhood choices. The survey was developed and conducted by Leger Marketing Inc.; key findings are summarized in a report by the consultant that will be made available and is referenced accordingly throughout this report. Leger also provided Metro Vancouver with select cross-tabulated data for additional, more detailed analysis; details for cross-tabulated results reported in this document are provided in Table A1 (for long-term residents) and Table A2 (for immigrants) in Appendix B. The survey was provided in English, as well as translated and available for all respondents in Chinese (simplified and traditional) and Punjabi. Quotas for sub-regions (as defined by *Metro 2050*, the Regional Growth Strategy), gender, and age were incorporated into the survey. The survey results are weighted to match 2021 Census proportions for age, gender, sub-region, and proportion of immigrants overall, as well as by gender, age, and proportion of immigrants within each sub-region (in conjunction with the sample quotas). Although stringent quality assurance practices were conducted for the Phase Two survey, several limitations may impact results. As the survey was conducted online, it may include potential underrepresentation of those without access to internet — which more often includes people with lower incomes, that are less educated, living in rural areas,³⁹ or those over 65. Additionally, as the survey was conducted in the spring of 2023, impacts due to the COVID-19 pandemic may influence some responses — especially those related to income and commuting to work practices.

³⁵ Age groups include: Millennial or Gen Z (individuals born between 1981-1998; aged 18-42 at the time of study), Gen X (individuals born between 1963-1980; aged 43-60 at the time of study), and Boomer/War generations (individuals born between 1927-1962; aged 61-96 at the time of study).

³⁶ Total annual household incomes were grouped as: low (less than \$35,000), moderate-low (\$35,000-59,999), moderate-high (\$60,000-84,999), and high (\$85,000 or more).

³⁷ Household composition is characterized as: with children or without children; some notes from the Phase Two survey about additional household members is included in the report.

³⁸ Children are defined as individuals under the age of 18 for the purpose of this study, unless mentioned otherwise.

³⁹ Rural areas are defined as areas that are far from city centres and require a car to access most amenities.

PROFILE OF LONG-TERM RESIDENTS

Metro Vancouver long-term residents are more often Millennial or Gen Z (50 per cent; ages 20 to 45 as per the 2021 Census) and make a median total annual household income of about \$47,000 (as per the 2021 Census). The other half of Metro Vancouver long-term residents are split between Generation X (32 per cent) and the Boomer/War Generation (19 per cent). The Phase Two survey identifies the majority (69 per cent) of long-term resident households as consisting of two to four individuals; the remaining quarter of households are more often single-person.⁴⁰ A third of surveyed long-term residents report having children — half of which have one child, while 32 per cent have two children.

Current Living Conditions and Movement Behaviour

As identified through the Phase Two survey, long-term residents are split between living in “the city” (57 per cent) and in the suburbs (41 per cent).⁴¹ However, in both locations, long-term residents tend to live in residential neighbourhoods that have a mixture of home types, businesses, and amenities (66 per cent). Long-term residents are more likely to live in single detached homes or apartments (Figure 1) — typically with two or three bedrooms (average of 2.9 bedrooms).⁴² Long-term residents that live in single detached homes are more likely to live in Delta, the District of North Vancouver, Port Moody, West Vancouver (including Horseshoe Bay), Maple Ridge, or Richmond (see Table A1 in Appendix B for cross-tabulation details). Almost three-quarters of surveyed long-term residents are homeowners,⁴³ and one in ten long-term residents reported having accessibility needs. Over four in five surveyed long-term residents are car owners, and most of those who commute to work report driving (either as driver or passenger; 63 per cent).⁴⁴

Phase One identified most long-term residents as “stickers”, who tend to live in the same location over the long-term (Figure 2). Long-term resident stickers are more likely to be of the Boomer/War generation, with children, or with high household incomes. Through the Phase Two survey we found that sticker long-term residents are more often homeowners (65 per cent), and are more likely to live in

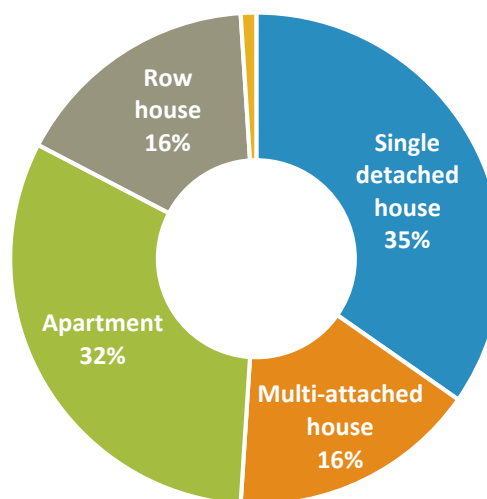


Figure 1. Distribution of preferred housing type (%) for resident survey respondents (Phase Two).

⁴⁰ Leger Phase 2 Survey Report – Household Composition (pg. 11).

⁴¹ Leger Phase 2 Survey Report – Current Living Location (pg. 20).

⁴² Leger Phase 2 Survey Report – Home Description (pg. 21).

⁴³ Leger Phase 2 Survey report – Home Ownership Status (pg. 19).

⁴⁴ Leger Phase 2 Survey report – Commuting in Metro Vancouver (pg. 32).

a single detached home (40 per cent). Sticker long-term residents are also more likely to live in areas of Metro Vancouver that are associated with stable residential neighbourhoods, such as several residential neighbourhoods of Vancouver (e.g., West Point Grey, Hastings Sunrise, Renfrew-Collingwood), and parts of District of North Vancouver, Burnaby, Richmond, Delta, South Surrey, and Langley Township (Figure 3). Few long-term residents emigrate from the region, but those who do are more likely to be of the Boomer/War generation, without children, or low income (Figure 2). A greater proportion of long-term residents who emigrated from the region during the study period were previously living in Richmond or Surrey. A greater proportion of emigrants to stickers was identified around the Point Grey neighbourhood in Vancouver (including parts of the University of British Columbia (UBC) and University Endowment Lands), as well as to a lesser extent, neighbourhoods in Downtown Vancouver and Langley Township (see Figure A1 in Appendix B – Supplemental Materials).

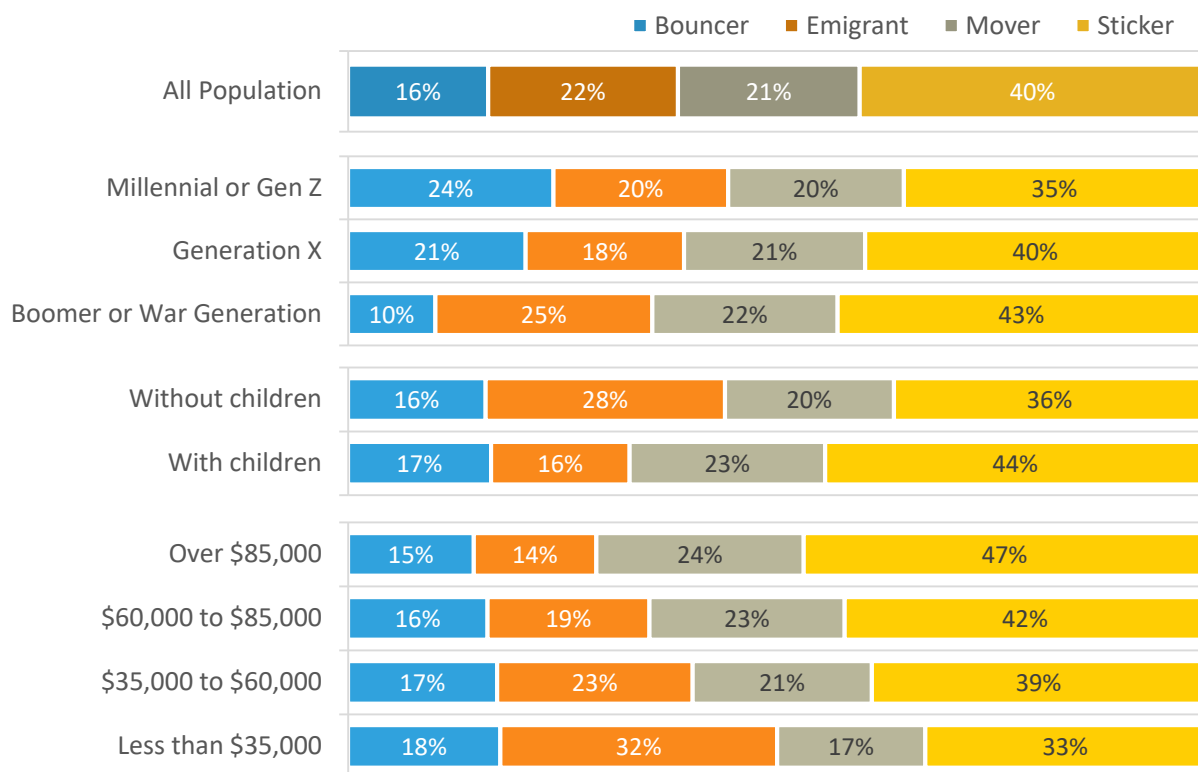


Figure 2. Distribution of Metro Vancouver residents of each behavior type (bouncer, emigrant, mover, sticker) per generation, household composition, and annual household income group. Based on Phase One analysis; income tax records as source data, for which multiple annual records may represent a single person over the study time period.

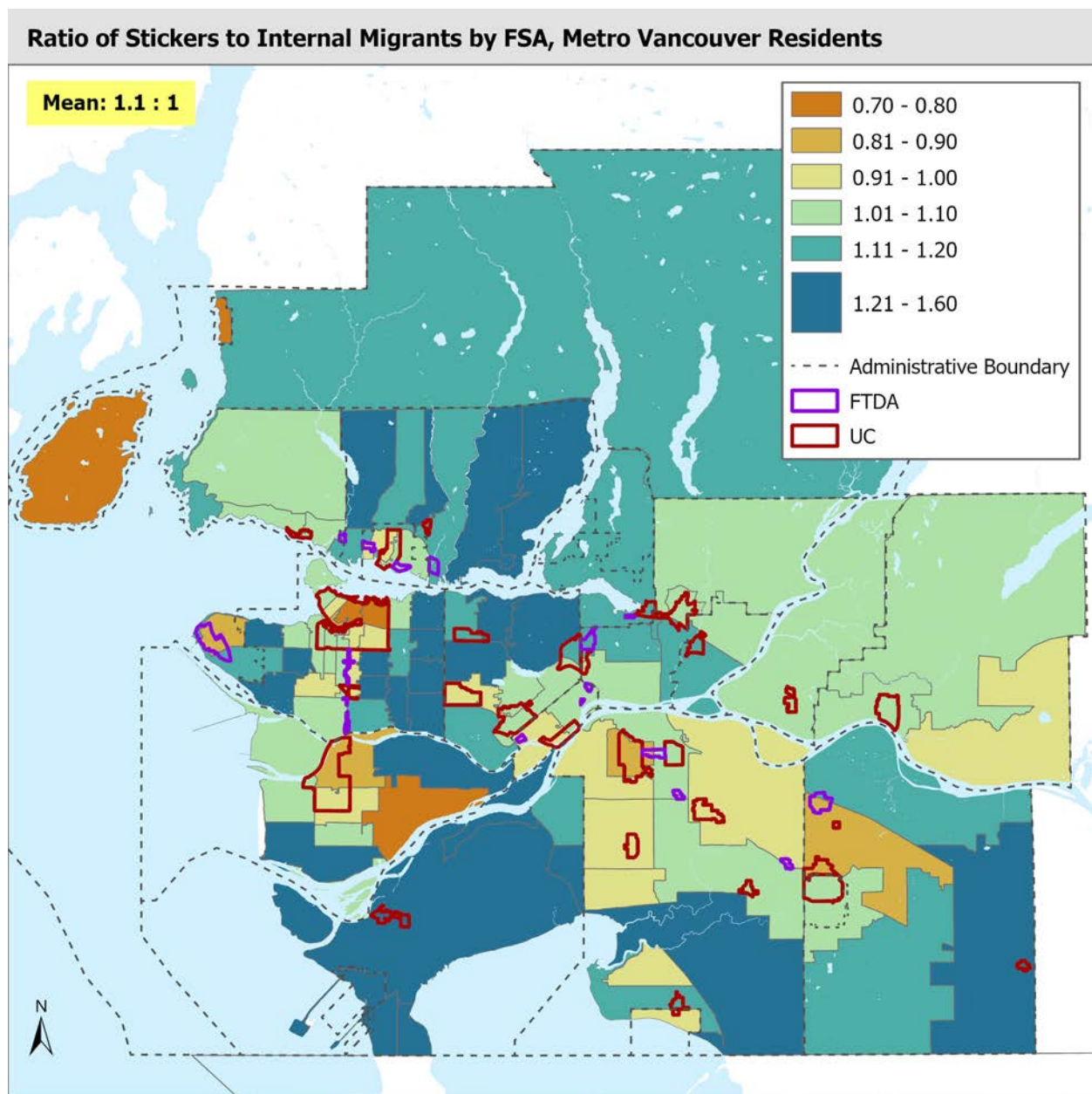


Figure 3. Map of the ratio of residents that stick to a single location (i.e., stickers) versus those that internally migrate within the region (i.e., internal migrants; movers and bouncers), per Forwarding Sortation Area (FSA), in Metro Vancouver, 2000-2018. FTDA refers to Frequent Transit Development Area, and UC refers to Urban Centre. Note that the largest ratio category (i.e., 1.21-1.60) is proportionally larger than the remaining categories by a factor of four. Mean (i.e., average) indicates the central tendency; in this case, there are 1.1 sticker residents for every internal migrant resident. Based on Phase One analysis; income tax records as source data, for which multiple annual records may represent a single person over the study time period.

Although most long-term residents are identified as stickers through the Phase One analysis, almost as many are characterized as internal migrants — who either move to a more long-term location (i.e., “mover”) or bounce around multiple locations (i.e., “bouncer”; see Figure 2). Internal migrant long-term residents are more likely to be younger (Millennial or Gen Z; 43 per cent) or university educated (37 per cent). Like stickers, long-term resident movers are more likely to be homeowners (77 per cent) while surveyed long-term resident bouncers are split between being homeowners (54 per cent) and renters (43 per cent). Both mover and bouncer long-term residents are more likely to live in apartments (35 and 41 per cent, respectively); bouncer long-term residents are more likely to be “city” dwellers (64 per cent) while mover long-term residents are split between living in “the city” (53 per cent) and the suburbs (45 per cent). Although the current number of bedrooms varies substantially, two-bedroom homes are more common for surveyed long-term residents who are movers (average of 2.9 bedrooms) or bouncers (average of 2.5 bedrooms). As per Phase One, a greater proportion of long-term resident bouncers live in Surrey City Centre and South Surrey, as well as Downtown Vancouver and the southern part of Richmond. Long-term resident movers do not exhibit distinct patterns in living location across the region.

Motivations

Living in Metro Vancouver

Phase Two survey respondents were asked to pick their top three reasons for living in Metro Vancouver; long-term residents are most likely to chose proximity to family or friends (Figure 4).⁴⁵ This value is more often a top choice for those living in Delta, Coquitlam, or Port Moody (see Table A1 in Appendix B for cross-tabulation details). Long-term residents of Chinese, Japanese, Caucasian, or Indigenous/First Nations/Métis ethnicity, in a household with children, with a high household income, or car owners are more likely to live in Metro Vancouver due to nearby friends or family. A larger proportion of surveyed long-term residents who live in a home owned or rented by another family member or co-op housing also note proximity to family/friends as a top three reason for living in the region.

Another key motivator for long-term residents to live in the region includes favourable climate — this is more likely for those who identify as Caucasian or Chinese, of the Boomer/War generation, are without

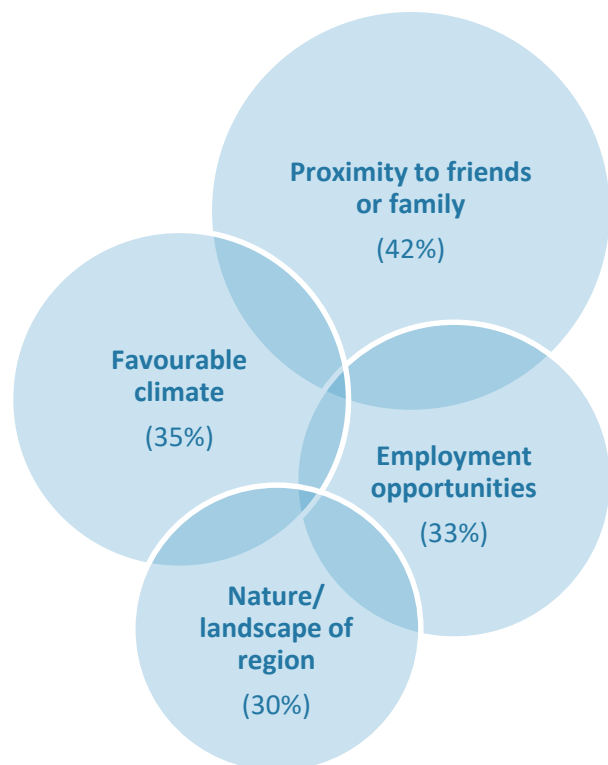


Figure 4. Key motivations to live in Metro Vancouver for resident survey respondents (Phase Two).

⁴⁵ Leger Phase 2 Survey Report – Reasons for Living in Metro Vancouver (pg. 15).

children, live in a row house or apartment, or require accessibility features. Long-term residents who value the region's favourable climate are more likely to live in West Vancouver (including Horseshoe Bay), Delta, or White Rock.

Employment opportunities (personally or for a family member) is the third top reason to live in the region for surveyed long-term residents — a value more likely held by those who self-identify as male/man, have a post secondary, trade, or university level education, have a household income of at least \$60,000, or are of Caucasian, Indigenous/First Nations/Métis, or Japanese descent. This group is also more likely to desire living in a three-bedroom home, and are less likely to downsize when their children move out. Surveyed long-term residents who note employment opportunities as a key reason for living in the region are spread across Metro Vancouver, with a lower proportion living in West Vancouver (including Horseshoe Bay; 18 per cent).

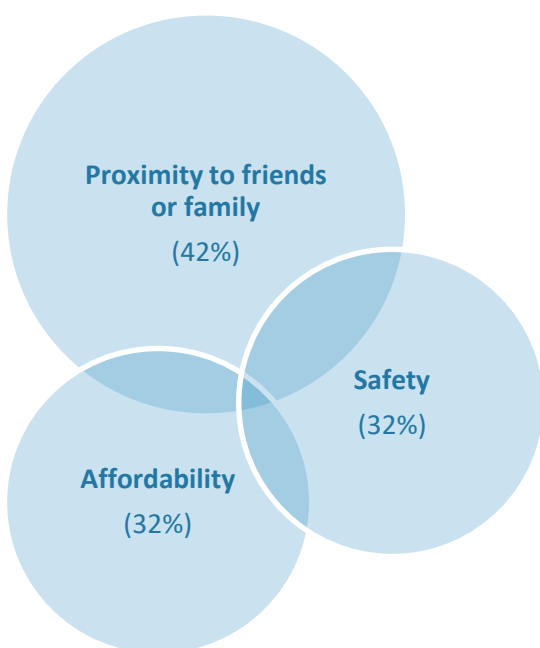


Figure 5. Key motivations to live in their current residence and neighbourhood for resident survey respondents (Phase Two).

Metro Vancouver's nature and landscape is also influential for long-term residents in deciding to live in the region, and is more likely a key factor for those aged 55 or over, of Caucasian or Indigenous/First Nations/Métis ethnicity, with moderate or high household income, with a post secondary, trade, or university level education, those living in co-op housing or homeowners, car owners, or those without children. Those who are highly motivated to live in Metro Vancouver due to its nature and landscape are more likely to currently live in West Vancouver (including Horseshoe Bay), as well as to lesser extents in the District and City of North Vancouver, Port Moody, Delta, Ridge, Langley Township, White Rock, or Port Coquitlam.

Living in Current Residence and Neighbourhood

As per the Phase Two survey, the top three reasons why Metro Vancouver long-term residents chose to live in their current

residence/neighbourhood is proximity to family or friends, safety, and affordability (Figure 5).⁴⁶ Long-term residents who favour their current residence due to having family or friends nearby are more likely of Chinese heritage, have children, or live with other household members. Those who live in homes that are owned or rented by other family members or co-op housing were also more motivated to live near family or friends than those who live in different housing tenures. These long-term residents are more likely to live in Coquitlam, Delta, or Langley City (see Table A1 in Appendix B for cross-tabulation details).

⁴⁶ Leger Phase 2 Survey Report – Top 3 Reasons for Current Residence/Neighbourhood (pg. 23).

Safety and affordability are also strong motivators for long-term residents in choosing their current residence and neighbourhood. Safety is more likely an important factor in choosing a current residence for those of Indigenous/First Nations/Métis, Chinese, or Japanese ancestry, as well as households with children. Long-term residents who chose their current neighbourhood due to safety are also more likely to require accessibility features (35 per cent) or own a car (33 per cent). This group is spread across Metro Vancouver; however, at least half of long-term resident survey respondents who live in West Vancouver (including Horseshoe Bay), Delta, Port Moody, and White Rock report safety as a top reason for their current residence.

Housing affordability is more likely to be an important in choosing current residences/neighbourhoods for long-term residents with Indigenous/First Nations/Métis ethnicity, of the Boomer/War generation, with lower income, or those living in co-op housing or renting. This group is more likely to live in Port Coquitlam, Maple Ridge, or New Westminister — while much fewer survey respondents living in the District of North Vancouver or West Vancouver (including Horseshoe Bay) reported being motivated by housing affordability (see Table A1 in Appendix B for cross-tabulation details).

The majority of surveyed long-term residents note that their current living location is close to nature via parks/trails/forests (70 per cent) and to a lesser extent sports/recreation facilities (51 per cent).⁴⁷ Long-term residents also report relatively high access to their own or shared garden space (56 per cent).

Preferences

Home Location and Type

Half of surveyed long-term residents prefer to live in “the city”;⁴⁸ Millennials or Gen Z, those with a university degree, or those with children are more likely to be city dwellers. However, regardless of preferring “the city” over the suburbs, long-term residents are more likely to desire neighbourhoods that are similar to those they currently live in (i.e., predominantly with a mixture of housing and access to commercial services and amenities; 59 per cent). Surveyed long-term residents living in Vancouver or the City of North Vancouver are more likely to prefer more residential neighbourhoods within “the city”, while those in Langley City are more likely to prefer living in a city’s downtown.⁴⁹ Surveyed long-term residents who prefer suburban neighbourhoods with a mixture of housing and commercial live across Metro Vancouver, but are more likely to live in White Rock, Port Coquitlam, Coquitlam, or Delta (see Table A1 in Appendix B for cross-tabulation details).

Two in five surveyed long-term residents express a desire to live in a single detached home (Figure 6).⁵⁰ This preference is noted by many living across Metro Vancouver; however, larger proportions of long-term residents who express this desire live in Delta, District of North Vancouver, West Vancouver (including Horseshoe Bay), Maple Ridge, Surrey, Port Moody, and Langley Township. This group is more

⁴⁷ Leger Phase 2 Survey Report – Access to Nature and Recreational Areas (pg. 30).

⁴⁸ Leger Phase 2 Survey Report – Preferred Location (pg. 39).

⁴⁹ The downtown core refers to the part of “the city” that includes a mix of offices, apartments, and shops. This is often associated with or is located close to the central business area of a city (i.e., city centre).

⁵⁰ Leger Phase 2 Survey Report – Preferred Home Type (pg. 42).

likely to include stickers, those earning a household income of \$85,000 or more, current homeowners, those who are of Gen X or the Boomer/War generation, or those with children. Long-term residents of Japanese, of Caucasian, Indigenous/First Nations/Métis, Latin American, Chinese, or Southeast Asian descent are also more likely to share this desire (see Table A1 in Appendix B for cross-tabulation details).

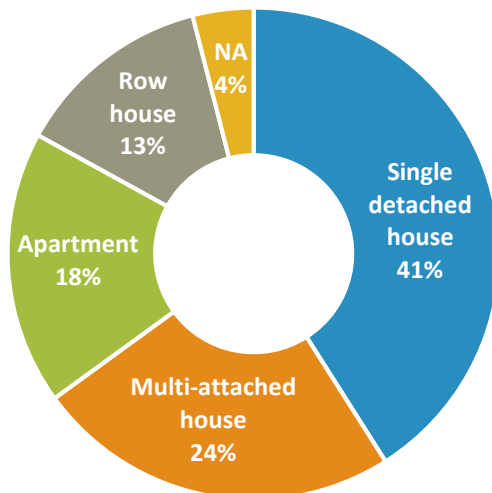


Figure 6. Distribution of preferred housing type (%) for resident survey respondents (Phase Two).

A quarter of long-term residents wish to live in a multi-attached house; this desire is more common for those who already live in multi-attached housing, as well as live in a home owned/rented by another family member or co-op housing. Long-term residents of South or Southeast Asian ethnicity, Gen X or Millennial/Gen Z, with children or living with additional household members, or those who require accessibility features are also more likely to desire a multi-attached home. Compared to those who desire a single detached home, this group includes more surveyed long-term residents that have moderate household incomes. The desire for multi-attached housing was observed across Metro Vancouver jurisdictions (see Table A1 in Appendix B for cross-tabulation details).

Regardless of housing type, two to four bedrooms (average of 3.1) are preferred by over three-quarters of surveyed long-term residents.⁵¹ Two-bedroom homes are more likely to be desired by those currently living in apartments, in the City of North Vancouver, White Rock, or the City of Langley. This group is also more likely to be of lower or moderate income, renters, or those living in co-op housing. On the other hand, three bedrooms are more likely to be preferred by long-term residents living in single detached homes or row houses — more often as owners or as part of co-op housing. Three bedrooms are also more often desired by long-term residents living in Port Moody, Richmond, Delta, West Vancouver (including Horseshoe Bay), or White Rock. Survey respondents of this group mostly noted household incomes of at least \$60,000. Four or more bedrooms are desired more often by long-term residents who are homeowners or living in a home that another family member owns or rents. Single detached or multi-attached homes are the most common housing type for surveyed long-term residents who prefer four or more bedrooms. Long-term residents who want a four-or-more-bedroom home also are more likely to not prefer downsizing when children move out or make a household income of \$85,000 or more. These long-term residents are spread across Metro Vancouver, but are more likely to live in the Township of Langley, Maple Ridge, Burnaby, or Port Moody. Over two in five long-term residents with children would downsize when their children move out. Cross-tabulation details are provided in Table A1 in Appendix B.

⁵¹ Leger Phase 2 Survey Report – Preferred Home Type (pg. 42).

Home Ownership

Many surveyed long-term residents who don't already own a home would like to in the future (63 per cent).⁵² Long-term residents with the desire to be homeowners are more likely to be of Southeast Asian descent, younger (Millennials/Gen Z), with high income, with children, or living with additional household members. Based on the Phase Two survey, those who want to own a home in the future would equally prefer a single detached or multi-attached house — or to a lesser extent, a row house. Long-term residents who wish to be homeowners are more likely to also desire living in more residential suburbs or rural areas. All Metro Vancouver jurisdictions include large proportions of surveyed long-term residents that desire to be future homeowners; those living in Richmond or the City North Vancouver are more likely to wish to own a home.

About a quarter of surveyed long-term residents who are not currently homeowners wish to remain so. These long-term residents are more likely to be of Caucasian ethnicity, older (Boomer/War generation), with low or moderately-low income, or without children. This group also prefers to live in apartments, but does not show a strong preference towards a specific living location (via the Phase Two survey). Long-term residents who don't want to own a home are more likely to live in the Township of Langley or Vancouver. Cross-tabulation details are provided in Table A1 in Appendix B.

Neighbourhood Characteristics and Amenities

Characteristics of ideal living locations generally align with current conditions for surveyed long-term residents; top priorities include safety, affordability, proximity to nature, and proximity to friends or family (based on top three choices in the Phase Two survey; Figure 7; cross-tabulation details are provided in Table A1 in Appendix B.).⁵³ Safety is more likely to be a key ideal neighbourhood preference for long-term residents of Chinese or Southeast Asian ethnicity, or Millennials/Gen Z. Long-term residents who strongly prefer their neighbourhood to be safe are more likely to also desire living in the suburbs or rural areas — and are less likely to want to live in a city's downtown core. These residents are more likely to live in West Vancouver (including Horseshoe Bay), Richmond, or Coquitlam.

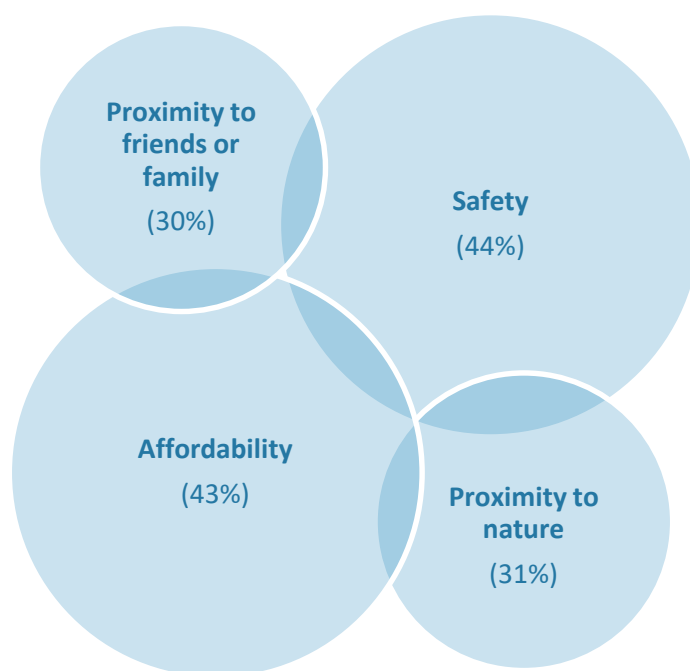


Figure 7. Key characteristics of an ideal residence and neighbourhood for resident survey respondents (Phase Two).

⁵² Leger Phase 2 Survey Report – Future Home Ownership (pg. 38).

⁵³ Leger Phase 2 Survey Report – Ideal Residence/Neighbourhood (pg. 47).

Similar to safety, affordability was also a top characteristic of an ideal residence by surveyed long-term residents. This factor was preferred more often by those that have low or moderately-low household income (i.e., less than \$60,000) or have a post secondary, trade school, or lower level education. Those who highly value affordability for their ideal residence are more likely to live in co-op housing, rent, or live with another family member who owns/rents. Long-term residents of Indigenous/First Nations/Métis descent are more likely to prefer an affordable residence. Long-term residents who wish to have an affordable home are more likely to live in Port Coquitlam, Maple Ridge, Delta, Langley Township, New Westminster, White Rock, or Surrey; their preferred living location is the suburbs or rural areas.

Proximity to nature is also noted by surveyed long-term residents as a top three feature for their ideal residence; more often by those who are older (Boomer/War generation), of Japanese, Caucasian, or Indigenous/First Nations/Métis descent, or without children. This group is more likely to prefer living in a single detached house — in the suburbs or in a rural area. Long-term residents who have a preference towards living close to nature are more likely to live in the District of North Vancouver, West Vancouver (including Horseshoe Bay), Port Moody, Port Coquitlam, or Maple Ridge — jurisdictions with ample natural/park area. Regardless of their top three choices for an ideal residence, the majority of surveyed long-term residents report a preference for accessible nature via parks/forests/trails (75 per cent) and through gardening space (54 per cent).⁵⁴ Also, almost three-quarters of surveyed long-term residents report that living close to nature is very important to them.⁵⁵ This value is held across ethnic groups (but with lower likelihood for those of Chinese descent) and across Metro Vancouver jurisdictions. Those with high household incomes or car owners are more likely to agree that living near nature is important to them.

Additional aspects of an ideal residence/neighbourhood that were noted through the Phase Two survey as somewhat important for long-term residents include proximity to friends and family (30 per cent), access to public transportation (21 per cent), a good investment (20 per cent), as well as residence design, property features, and style (20 per cent). In particular, surveyed long-term residents who wish to live close to friends or family share similar characteristics to those who prefer living close to nature; they are more likely to be older or of Indigenous/First Nations/Métis, Caucasian, Chinese, or South Asian ethnicity. This group is more likely to currently live in Delta, the District of North Vancouver, Port Moody, Surrey, Richmond, or Port Coquitlam; their preference is to live in the suburbs (mixed or more residential) or more residential neighbourhoods in “the city”. Of note, proximity to friends/family is less likely to be a priority for long-term residents in choosing their ideal neighbourhood than it was for their current residence.

Mode of Transportation to Work

Of the surveyed long-term residents who commute to work, about half prefer to drive to work (46 per cent; Figure 8).⁵⁶ This is a 17 per cent decrease from the amount of long-term resident survey respondents that currently drive to work. Many long-term residents who prefer to drive to work report

⁵⁴ Leger Phase 2 Survey Report – Preferred Access to Nature/Recreational Areas (pg. 54).

⁵⁵ Leger Phase 2 Survey Report – Agreement with Views on Housing Preferences Areas (pg. 56).

⁵⁶ Leger Phase 2 Survey Report – Preferred Mode of Transport for Commute to Work (pg. 55).

having other modes of transit available (32 per cent). Driving to work is more likely preferred by long-term residents who are car owners, stickers or movers, those with a post secondary, trade school, or lower education, those of Caucasian, Southeast or South Asian, or Chinese descent, or those who have children (cross-tabulation details are provided in Table A1 in Appendix B). The proportion of long-term resident survey respondents who prefer to drive to work increased with additional household income. Surveyed long-term residents who drive to work are more likely to be homeowners or living in a home that a family member rents/owns. Those who prefer to drive to work despite having other options are more likely to live in Surrey, while those who prefer to drive to work due to limited transit access or a far distance are more likely to live in Port Coquitlam, Maple Ridge, or Langley Township.

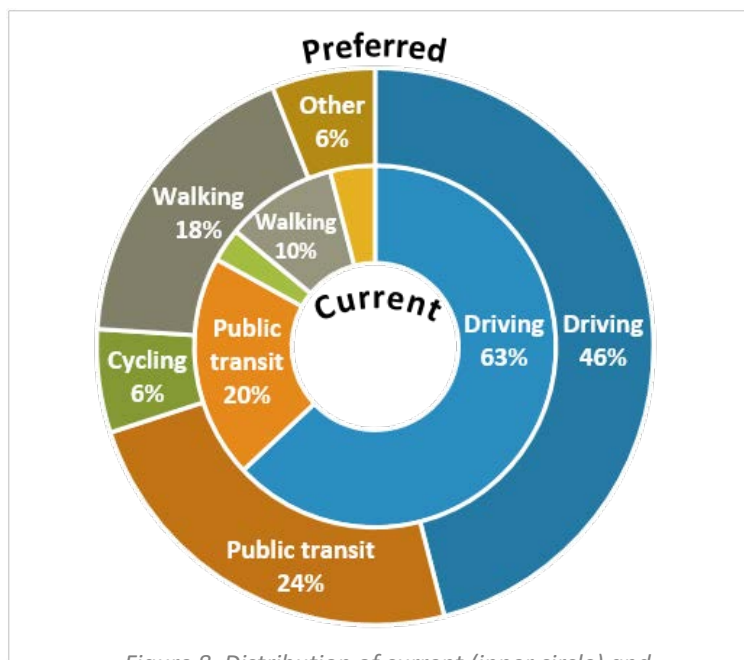


Figure 8. Distribution of current (inner circle) and preferred (outer circle) modes of transportation to work for resident survey respondents (Phase Two).

About a quarter of surveyed long-term residents would rather take public transportation — similar to the proportion who currently do so. In contrast to drivers, those with lower incomes or not car owners are more likely to take public transit to work. Long-term residents who commute to work via public transit are more likely to be renters or living in a home that a family member owns/rents, or of Latin American (or to a lesser extent Southeast Asian) descent. Surveyed long-term residents who would prefer to take public transit are more likely to live in cities with rapid transit access (i.e., Burnaby, New Westminster, City of North Vancouver, or Vancouver).

Almost 10 per cent more surveyed long-term residents would prefer to walk to work than currently do so. Long-term residents who currently walk to work are more likely to be of Indigenous/First Nations/Métis descent, not car owners, or apartment

dwellers. This group is more likely to live in the City of North Vancouver or Vancouver — and are more likely to prefer living in an apartment, in “the city”. In addition, double the amount of long-term survey residents who currently cycle to work would like to do so (primarily using bike lanes). Current cyclists and those who wish to do so are more likely to be middle-aged or younger, male/man (self-identified), Latin American or to lesser extents Caucasian or Southeast Asian, with a moderate or high income, renters, or multi-attached house dwellers. Long-term residents who currently cycle to work and wish to continue doing so are more likely to live in Vancouver or the City of North Vancouver; however, a substantial amount of surveyed long-term residents who would like to cycle to work live in Delta and Langley City (jurisdictions with less cycling infrastructure).⁵⁷

⁵⁷ [Metro Vancouver Regional Cycling Strategy \(translink.ca\)](https://translink.ca/metro-vancouver-regional-cycling-strategy)

PROFILE OF IMMIGRANTS

Metro Vancouver immigrants tend to be younger and lower income (Millennial/Gen Z or Gen X; as per Phase One) — with median total annual household incomes of about \$36,000 (as per 2021 Census). Based on the Phase Two survey, immigrant households are more likely to include two to four persons, with about half of households having at least one child (64 per cent have only one).⁵⁸

Current Living Conditions and Movement Behaviour

As per the Phase Two survey, immigrants are more likely to live in “the city” (76 per cent) — split between the downtown core (36 per cent) and more residential neighbourhoods (40 per cent).⁵⁹ Apartments, and to a lesser extent multi-attached homes, are currently more common dwelling types for surveyed immigrants (Figure 9).⁶⁰ Immigrants that live in apartments are spread across Metro Vancouver; relatively large proportions of immigrant survey respondents who are apartment dwellers live in Vancouver, Richmond, Port Coquitlam, City of Langley, and Burnaby. Immigrants who live in multi-attached houses are more likely to live in Surrey, or to lesser extents Delta, City of Langley, Pitt Meadows, or City of North Vancouver. Cross-tabulation details are provided in Table A1 in Appendix B.

Regardless of dwelling type, surveyed immigrants most often report having two bedrooms (average of 2.7 bedrooms).⁶¹ Many surveyed immigrants are homeowners, but immigrants are more likely to be renters than long-term residents (increase of 14 per cent; 39 per cent).⁶² Immigrants are also more likely to require accessibility needs compared to long-term residents (increase of eight per cent; 18 per cent).⁶³ Three out of four surveyed immigrants are car owners,⁶⁴ and those who commute to work are more likely to drive (either as a driver or passenger; 48 per cent).⁶⁵ About a third of surveyed immigrants use public transit as their main mode of transportation to work.

Many immigrants tend to either move to a secondary, more stable location (i.e., “mover”)

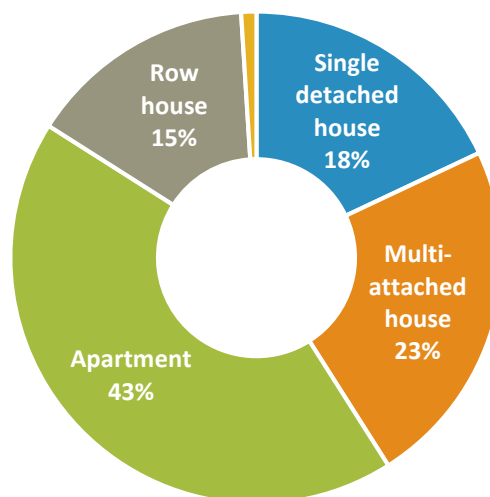


Figure 9. Distribution of preferred housing type (%) for resident survey respondents (Phase Two).

⁵⁸ Leger Phase 2 Survey Report – Household Composition (pg. 11).

⁵⁹ Leger Phase 2 Survey Report – Current Living Location (pg. 20).

⁶⁰ Leger Phase 2 Survey Report – Home Description (pg. 21).

⁶¹ Leger Phase 2 Survey Report – Home Description (pg. 21).

⁶² Leger Phase 2 Survey Report – Home Ownership Status (pg. 19).

⁶³ Leger Phase 2 Survey Report – Home Accessibility (pg. 22).

⁶⁴ Leger Phase 2 Survey Report – Car Ownership and Parking (pg. 31).

⁶⁵ Leger Phase 2 Survey Report – Commuting in Metro Vancouver (pg. 32).

or bounce around the region, living at multiple locations (Figure 10; as per Phase One). Immigrant movers and bouncers (i.e., “internal migrants”) are more often residing in areas close to employment centres, including Downtown Vancouver, UBC and University Endowment Lands, as well as urban centres in North Burnaby, Surrey, Richmond, and Langley City, as well as parts of the District of North Vancouver (Figure 11). Immigrant bouncers are more likely to live in the downtown core or eastern portion of Vancouver, Richmond City Centre, parts of North and Central Burnaby, or South Surrey. On the other hand, immigrant movers are more likely to reside in UBC and University Endowment Lands, Capilano area of the District of North Vancouver, New Westminster, Surrey’s Newton neighbourhood, Langley City, or Port Coquitlam (see Figure A2 in Appendix B – Supplemental Materials). Many of the areas where internal migrants live are also have prevalent agricultural operations, including Delta and Maple Ridge. Immigrant movers and bouncers are more likely to be Gen X; however, many bouncers are also Millennial or Gen Z. Having children is more common for immigrant movers (58 per cent); about half of immigrant bouncers have children (53 per cent). Movers are also more likely to have moderate or higher incomes (greater than \$35,000), while more bouncers are lower income.

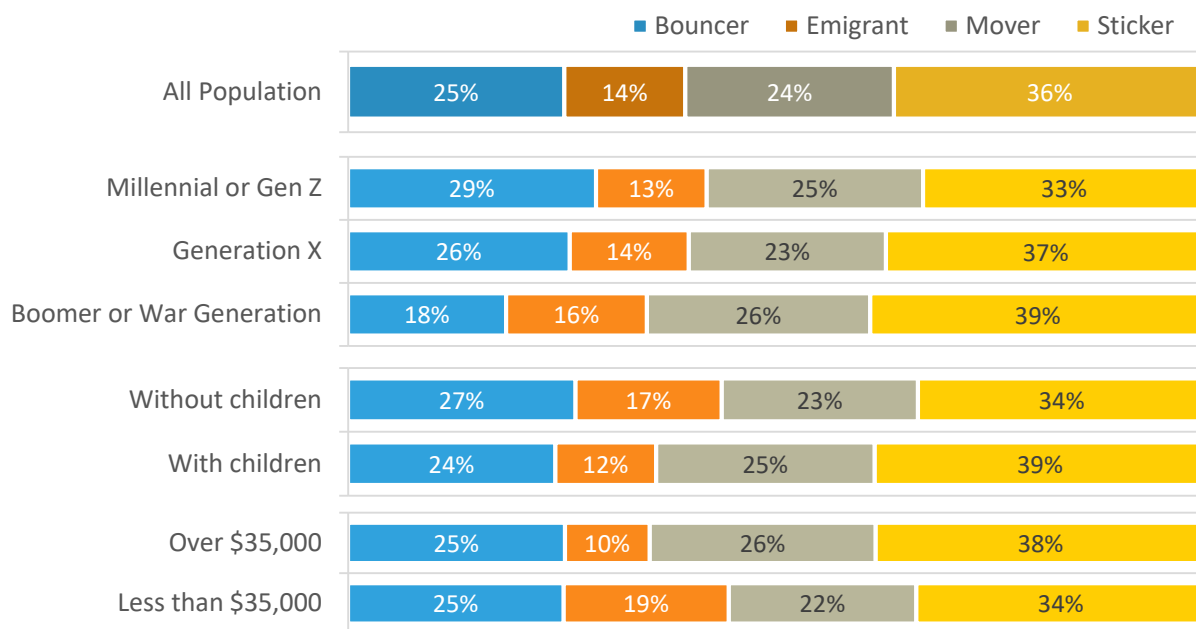


Figure 10. Distribution of Metro Vancouver immigrants of each behavior type (bouncer, emigrant, mover, sticker) per generation, household composition, and household income groups. Based on Phase One analysis; income tax records as source data, for which multiple annual records may represent a single person over the study time period.

Many immigrants are also considered stickers for the study period; this group is more likely to be of Gen X, with children, or with incomes over \$35,000 (as per Phase One). Sticker immigrants are more likely to live further from city centres or in the suburbs, such as in South Surrey, East Vancouver, Central Burnaby, East and South Richmond (including Steveston neighbourhood), Tsawwassen, North Surrey (Guildford and Cloverdale neighbourhoods), and Pitt Meadows (Figure 11). Areas that have more prevalent agricultural operations also have a large proportion of immigrant stickers, including Richmond, East Delta, and South Surrey.

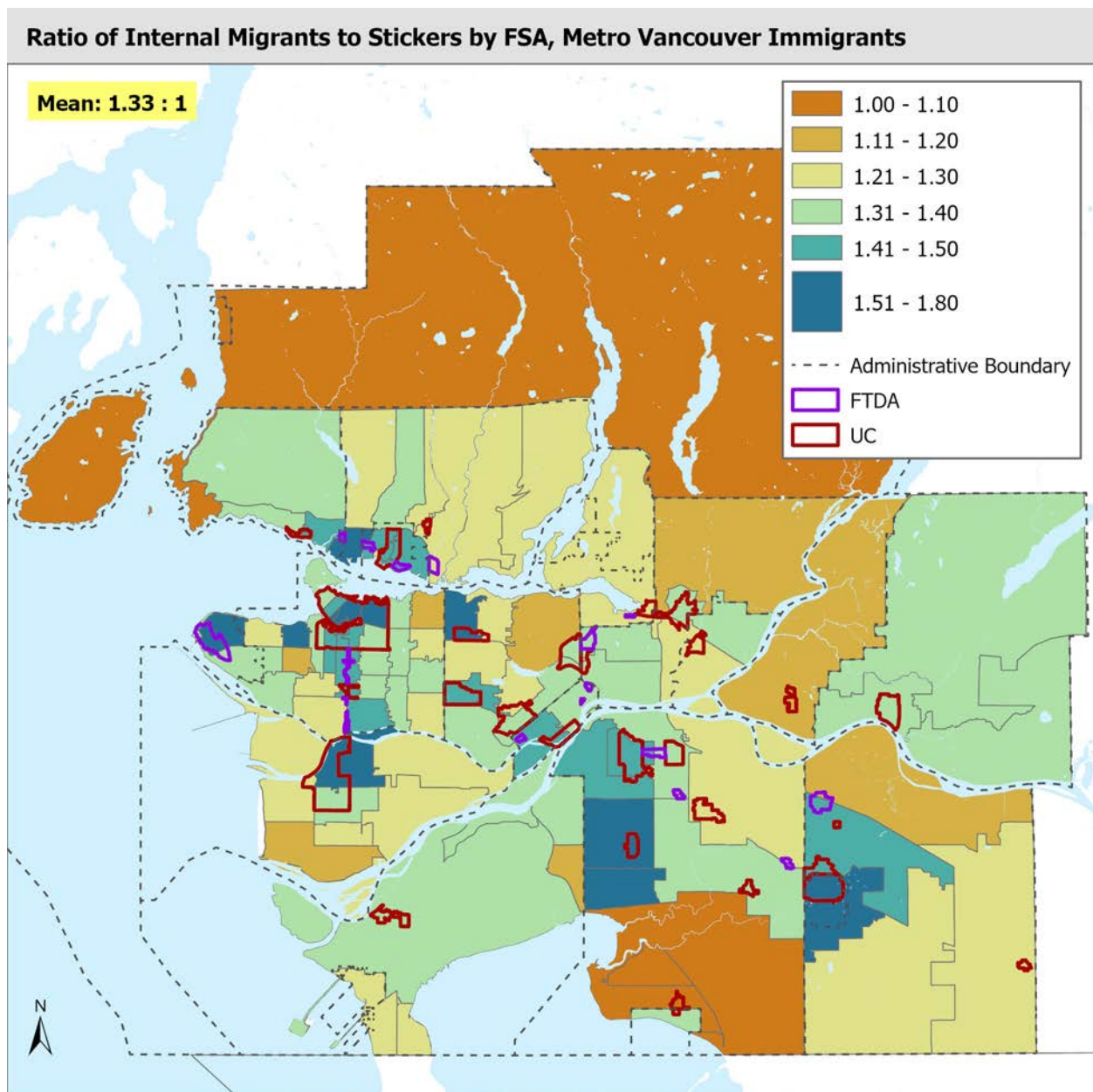


Figure 11. Map of the ratio of immigrants that stick to a single location (i.e., stickers) versus those that internally migrate within the region (i.e., internal migrants; movers and bouncers), per Forwarding Sortation Area (FSA), in Metro Vancouver, 2000-2018. FTDA refers to Frequent Transit Development Area, and UC refers to Urban Centre. Note that the greatest ratio category (i.e., 1.51-1.80) is proportionally larger than the remaining categories by a factor of three. Mean (i.e., average) indicates the central tendency; in this case, there are 1.33 internal migrant immigrants for every sticker immigrant. Based on Phase One analysis; income tax records as source data, for which multiple annual records may represent a single person over the study time period.

Few immigrants left the region during the study period (i.e., “emigrant”); immigrants that emigrate from Metro Vancouver are more likely to be low income, without children, or Gen X.

Motivations

Living in Metro Vancouver

Similar to long-term residents, immigrants taking the Phase Two survey were asked to pick their top three reasons for living in Metro Vancouver. Results indicate that immigrants are highly motivated to live in the region due to employment opportunities (personally or for a family member), safety, and favourable climate (Figure 12; cross-tabulation details are provided in Table A2 in Appendix B).⁶⁶ Employment opportunities are more often a top choice for those of Southeast Asian ethnicity, with a university degree, or car owners. This group of immigrants is also equally likely to be renters or homeowners (36 per cent and 35 per cent, respectively). Immigrants that moved to Metro Vancouver for employment reasons are more likely to live in Langley City or Pitt Meadows.

Safety is also a strong motivator for immigrants to live in Metro Vancouver; this group is more likely to live in Langley City or Vancouver, or to lesser extents Port Coquitlam, City of North Vancouver, Pitt Meadows, or Coquitlam. Immigrants of Chinese, South Asian, Southeast Asian, or Caucasian ethnicity, as well as homeowners or those with children, are more likely to be motivated by safety to live in the region. Favourable climate is as likely a factor as safety for surveyed immigrants choosing to live in Metro Vancouver. This group is more likely to live in Port Coquitlam, or to lesser extents the Cities of Langley or Vancouver. Immigrants who report the region’s favourable climate as a top three reason for living in Metro Vancouver are more likely to be of Southeast Asian heritage or homeowners.

Proximity to friends or family, as well as the nature and landscape of the region, are also highly rated reasons to live in the region for surveyed immigrants. Immigrants that were motivated to live in the region due to nearby friends or family are more likely to have Chinese or Southeast Asian ethnicity, have a high school level or lower education, or live in City of Langley and Surrey. Metro Vancouver’s nature

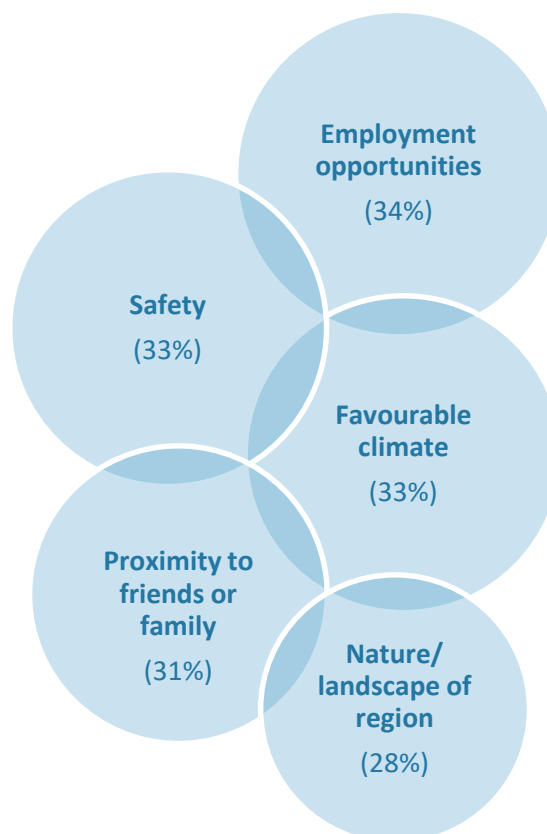


Figure 12. Key motivations to live in Metro Vancouver for immigrant survey respondents (Phase Two).

⁶⁶ Leger Phase 2 Survey Report – Reasons for Living in Metro Vancouver (pg. 15).

and landscape was a more likely a reason to live in the region for surveyed immigrants that do not have accessibility needs, homeowners, or apartment dwellers. This group is more likely to live in Port Coquitlam, or to lesser extents Burnaby, Pitt Meadows, Coquitlam, City of North Vancouver, or Vancouver.

Current Residence and Neighbourhood

Based on the Phase Two survey, immigrants indicate that their top three reasons for living in their current residence and neighbourhood are safety, proximity to public transportation, and affordability (Figure 13; cross-tabulation details are provided in Table A2 in Appendix B).⁶⁷ Safe neighbourhoods are more likely to be favoured by immigrants that are older (i.e., Boomer/War generation), of Latin American descent, or renters. This group is also more likely to live in Coquitlam or Richmond, or to lesser extents Burnaby, Port Coquitlam, Vancouver, City of North Vancouver, or Pitt Meadows. Access to public transportation is an important factor in choosing current residences for surveyed immigrants that are low income, without children, renters, or not car owners. This group is more likely to be of Southeast Asian decent, or to lesser extents Black, Latin American, or South Asian. Immigrants who value their

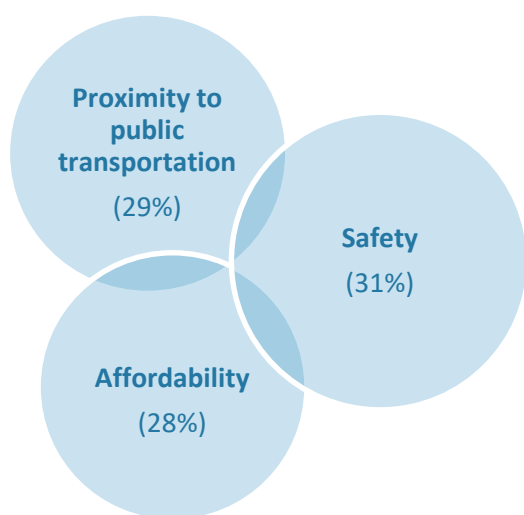


Figure 13. Key motivations (and percentage of immigrant survey respondents) to live in their current residence and neighbourhood for

neighbourhood's transit accessibility are more likely to live in Burnaby, or to lesser extents Richmond, Vancouver, or Coquitlam — all areas that include rapid transit (e.g., SkyTrain). Housing affordability is also a key factor in determining the current residence of surveyed immigrants. This is more likely to be a key factor for those of Southeast Asian ethnicity, low income, living with additional household members, renters, or those who live with a family member who is the owner/renter. Immigrants who chose their current residence based on affordability are more likely to live in Burnaby, Surrey, Coquitlam, or Port Coquitlam — a decision likely also influenced by access to public transit. About half of surveyed immigrants note that they live near nature via parks/trails/forests (52 per cent), while much fewer report having access to sports/recreation facilities (36 per cent) or gardening space (34 per cent).⁶⁸

⁶⁷ Leger Phase 2 Survey Report – Top 3 Reasons for Current Residence/Neighbourhood (pg. 23).

⁶⁸ Leger Phase 2 Survey Report – Access to Nature and Recreational Areas (pg. 30).

Preferences

Home Location and Type

Immigrants are more likely to prefer living in “the city” (72 per cent) — split between the downtown core (36 per cent) and more residential neighbourhoods (37 per cent; as per Phase Two survey).⁶⁹ Both choices include a strong preference towards living in a neighbourhood that is close to restaurants, retail stores, and other amenities (58 per cent). Those of Chinese or Latin American descent are more likely to want to live in “the city” than other ethnic groups — in line with their reported current living location. Living in “the city” is more likely to be preferred by immigrants with post secondary, trade school, or university level education, or current homeowners. Immigrants who prefer to live in more residential neighbourhoods of “the city” are more likely to currently live in Port Coquitlam, Coquitlam, Delta, Burnaby, Richmond, or Vancouver — while those who prefer the downtown core currently reside in Pitt Meadows, City of Langley, Delta, or Vancouver. Cross-tabulation details are provided in Table A2 in Appendix B.

Immigrants report a mix of desired home types; multi-attached homes or apartments are preferred, while single detached homes are less likely to be desired by immigrants than long-term residents (Figure 14; cross-tabulation details are provided in Table A2 in Appendix B).⁷⁰ Immigrants that are more likely to prefer multi-attached homes include those with South Asian, Southeast Asian, or Black ethnicity, who are younger (i.e., Gen X, Millennial or Gen Z), or who currently live in multi-attached homes. This group is more likely to currently live in Surrey, Delta, or the City of North Vancouver.

Immigrants who desire apartment-dwelling are more likely to be stickers (30 per cent) or movers (27 per cent); immigrants of Chinese or Black ethnicity, of the Boomer/War generation, with higher levels of education (i.e., post secondary, trade school, or university), or with moderate-low household incomes are also more likely to prefer apartments. This group is more likely to live in Port Coquitlam, Vancouver, or Langley City. Also, of the surveyed immigrants who do not want to downsize in the future (35 per cent), half currently (and prefer to) live in apartments.

Surveyed immigrants who wish to live in single detached are more likely to already do so (45 per cent). However, almost 75 per cent of immigrants that prefer to live in a single detached home would also like

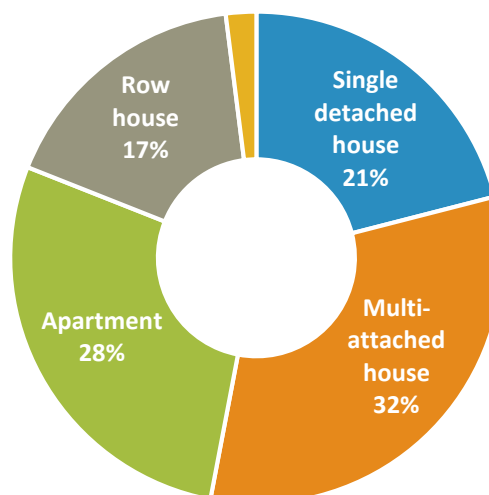


Figure 14. Distribution of preferred housing type (%) for immigrant survey respondents (Phase Two).

⁶⁹ Leger Phase 2 Survey Report – Preferred Location (pg. 39).

⁷⁰ Leger Phase 2 Survey Report – Preferred Home Type (pg. 42).

to live in “the city” (downtown = 33 per cent; residential = 33 per cent). This group is more likely to currently live in Delta, Coquitlam, or Pitt Meadows.

Many surveyed immigrants note a desire for at least one additional bedroom; three-quarters prefer two to four bedrooms (average of 3.4 bedrooms).⁷¹ Two-bedroom homes are more likely to be preferred by those living in the City of North Vancouver, while those living in Port Coquitlam, City of Langley, Richmond, or Vancouver are more likely to desire three bedrooms. Surveyed immigrants living in Pitt Meadows or Coquitlam, or to lesser extents Surrey, Delta, Burnaby, City of Langley, or Richmond, are more likely to prefer a home with four or more bedrooms. More than half of surveyed immigrants with children do not wish to downsize when their children move out;⁷² many report preferring to make their home accessible (23 per cent) or adaptable (38 per cent) in the future.⁷³

Home Ownership

Many surveyed immigrants who currently do not own a home (39 per cent) would like to be homeowners in the future (71 per cent).⁷⁴ This desire is more likely to be held by immigrants who are younger (Millennial or Gen Z; cross-tabulation details are provided in Table A2 in Appendix B). Those who wish to buy a home would prefer to live in a single detached, multi-attached, or row house. Immigrants that wish to be future homeowners are more likely to live in Surrey, Burnaby, or Vancouver, while those who do not share this desire are more likely to live in the City of Langley.

Neighbourhood Characteristics and Amenities

Characteristics of an ideal residence and neighbourhood generally align with current conditions for surveyed immigrants; top priorities include safety, affordability, and proximity to nature (based on immigrant respondents’ top three choices via the Phase Two survey; Figure 15; cross-tabulation details are provided in Table A2 in Appendix B).⁷⁵ Safety is more likely to be a top characteristic of an ideal neighbourhood for immigrants of Southeast Asian descent, those that are of Gen X or the Boomer/War generation, and renters. Immigrants who would prioritize safety for their ideal neighbourhood are also more likely to have a moderately-low or low household income (i.e., less than \$60,000), or to a lesser extent those making over \$85,000. This group is more likely to live in Burnaby, Richmond, Coquitlam, and Vancouver — similarly to those that noted safety as a top reason for choosing their current residence.

Affordable housing is more likely to be preferred by immigrants that are bouncers as well as those that currently live in Burnaby, Surrey, Vancouver, Coquitlam, and Richmond. This value is also more likely a top neighbourhood characteristic for immigrants that have moderate or low household incomes (i.e., less than \$60,000) and to a lesser extent those making over \$85,000; renters and those who do not own a car are also more likely to prioritize affordability for their ideal residence. Immigrants that are of

⁷¹ Leger Phase 2 Survey Report – Preferred Home Type (pg. 42).

⁷² Leger Phase 2 Survey Report – Downsizing Preference (pg. 45).

⁷³ Leger Phase 2 Survey Report – Accessibility and Adaptability Needs (pg. 46).

⁷⁴ Leger Phase 2 Survey Report – Future Home Ownership (pg. 38).

⁷⁵ Leger Phase 2 Survey Report – Ideal Residence/Neighbourhood (pg. 47).

Southeast Asian, Black, or South Asian ethnicity, as well as households with additional members or without children, are also more likely to prefer ideal residences based on affordability.

Proximity to nature via parks, walking trails/paths, and forests is a characteristic that surveyed immigrants are more likely to value for their ideal than current residence. This ideal residence preference is more likely for immigrants that are older (i.e., Boomer/War generation) or those with Latin American ethnicity. This group is more likely to currently live in Pitt Meadows, City of North Vancouver, and Port Coquitlam — and prefer living in the suburbs, in neighbourhoods that are more residential (41 per cent) or mixed (i.e., various housing types and commercial amenities; 32 per cent). Immigrants are more likely to prefer accessing nature via parks/forests/trails (59 per cent), and to a lesser extent through gardening space (49 per cent).⁷⁶ Overall, the majority of surveyed immigrants (64 per cent) agree that living close to nature is valuable to them.⁷⁷ Valuing nature is more likely for immigrants of South or Southeast Asian, Latin American, or Caucasian descent, with either a low or high household income, and renters or those who live in a home that is owned/rented by a family member. Surveyed immigrants who value living close to nature also report a preference towards downsizing their home after their children move out and requiring accessibility features in the future. Immigrants living in the City of North Vancouver, Surrey, Coquitlam, Pitt Meadows, and Burnaby are more likely to value living close to nature.

Additional characteristics of an ideal residence that are highly valued for immigrants include access to public transportation, good investment, and proximity to facilities/amenities that serve their culture.⁷⁸ In particular, immigrants value access to public transit less for an ideal neighbourhood (22 per cent; see Figure 15) than in choosing their current residence (29 per cent). Proximity to public transit is more likely an ideal residence value for immigrants with low income or not car owners. This group is more likely to currently live in Richmond, Vancouver, or Burnaby — the same jurisdictions that are more likely to have immigrants chose their current residence due largely because of its proximity to public transit.

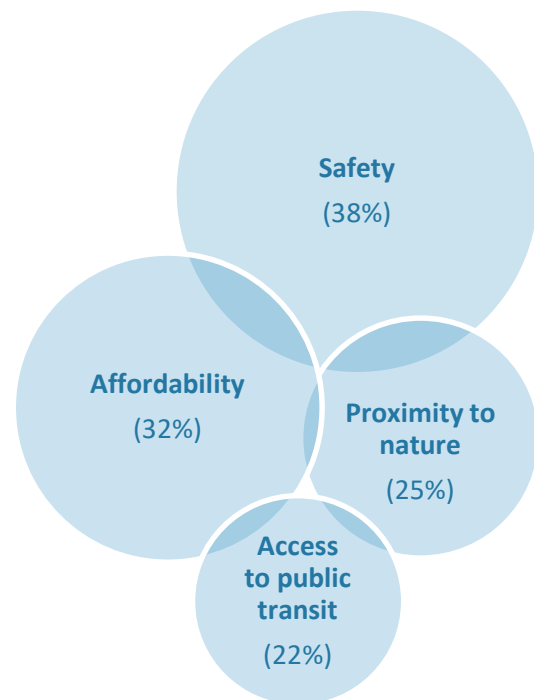


Figure 15. Key characteristics of an ideal residence and neighbourhood for immigrant survey respondents (Phase Two).

⁷⁶ Leger Phase 2 Survey Report – Preferred Access to Nature/Recreational Areas (pg. 54).

⁷⁷ Leger Phase 2 Survey Report – Agreement with Views on Housing Preferences (pg. 56).

⁷⁸ Leger Phase 2 Survey Report – Ideal Residence/Neighbourhood (pg. 47).

Mode of Transportation to Work

Although almost half of work-commuting immigrants that were surveyed drive, almost 10 per cent of this group would prefer not to do so (Figure 16; cross-tabulation details are provided in Table A2 in Appendix B).⁷⁹ Immigrants that would like to commute to work by driving are more likely to include those who have a car, and would drive to work even if other options are accessible (32 per cent). This group is more likely to be of Chinese, Southeast Asian, Caucasian, or South Asian ethnicity, with children, have a university degree, or make a high income (over \$85,000) or moderate income (at least \$35,000). Surveyed immigrants that prefer to drive to work (even if other options are available) are also more likely to be homeowners, as well as living in Vancouver, City of Langley, Pitt Meadows, or Richmond.

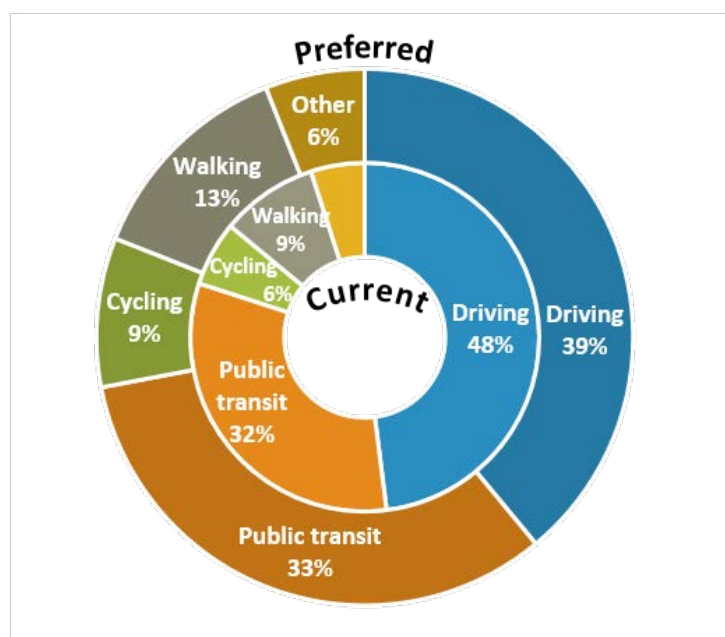


Figure 16. Distribution of current (inner circle) and preferred (outer circle) modes of transportation to work for immigrant survey respondents (Phase Two).

About a third of immigrant survey respondents report commuting to work via public transit, and about the same amount would prefer to continue doing so. Immigrants who prefer to take public transit to work are more likely to not own a car, are low income, with a high school or equivalent level of education, or require accessibility features. This group is also more likely to live without children or with additional household members, as well as rent their home or live with a family member who owns/rents. More immigrant survey respondents who are of Southeast Asian or Latin American ethnicity note a preference towards commuting to work using public transit. The preference to commute to work via public transit is more likely to be held by immigrants living in Burnaby, Delta, or Surrey — jurisdictions with variable amounts of accessible and rapid transit options.

Few immigrants who completed the Phase Two survey report cycling as their current mode of transportation to work (six per cent); however, 50 per cent more surveyed immigrants would prefer to cycle to work than currently do so (an additional three per cent of total immigrant survey respondents). Surveyed immigrants who currently and prefer to cycle to work share similar characteristics; this group is more likely to be of Caucasian or Chinese descent, or with moderate-high income. Immigrants who currently cycle to work are more likely to live in Vancouver, Port Coquitlam, Pitt Meadows, City of North Vancouver, or Delta — while those who would like to do so are more likely to live in Port Coquitlam,

⁷⁹ Leger Phase 2 Survey Report – Preferred Mode of Transport for Commute to Work (pg. 55).

Delta, Richmond, Pitt Meadows, or the City of North Vancouver (jurisdictions with variable bike infrastructure).⁸⁰

Similar to cycling, walking to work is preferred by more surveyed immigrants than the amount that report currently doing so. Immigrants that currently walk to work are more likely to live in the City of North Vancouver, City of Langley, or Delta; this group is also more likely to be Caucasian or Black, or without children. On the other hand, immigrants that desire to walk to work are more likely to be female/women (self-identified) or renters. Immigrants that would prefer to walk to work are more likely to live in cities that already include a larger proportion of walkers (based on Phase Two survey results; i.e., City of Langley or City of North Vancouver) as well as Vancouver, Port Coquitlam, or Pitt Meadows.

⁸⁰ [Metro Vancouver Regional Cycling Strategy \(translink.ca\)](https://translink.ca/metro-vancouver-regional-cycling-strategy)

COMPARISON OF LONG-TERM RESIDENTS AND IMMIGRANTS

Through Phase One (tax-filer based dataset) of this project, we found that immigrants to Metro Vancouver are more likely to migrate internally throughout the region. On the other hand, we found that long-term residents are more likely to stick to a single location, or to a lesser extent emigrate out of the region (Figure 17). The Phase Two survey results identified patterns in demographics, as well as choices and preferences related to housing and commuting to work, for long-term residents and immigrants. Overall, we found that Metro Vancouver's long-term residents are more likely to be older or with higher household incomes, while immigrants are more likely to have children or live with additional household members. Key differences in current and preferred conditions of long-term residents and immigrants in Metro Vancouver are summarized in Table 1.

Homeownership was higher among surveyed long-term residents (73 per cent) than immigrants (60 per cent), while almost 15 per cent more surveyed immigrants than long-term residents are renters. However, for those that aren't already homeowners (38 per cent), 11 per cent more surveyed immigrants than long-term residents desire to own a home in the future. Bouncers (which are more likely to be immigrants, as identified through the Phase One analysis) are more likely to be renters (46 per cent) — almost twice as many renters are bouncers than stickers (27 per cent; more long-term residents) or movers (25 per cent; similar proportions of long-term residents and immigrants).

Almost twice as many surveyed immigrants currently live in "the city" compared to long-term residents; in contrast, the suburbs have nearly five surveyed long-term residents per immigrant. Immigrants are more likely to live in apartments, while long-term residents are more likely to live in single detached homes.

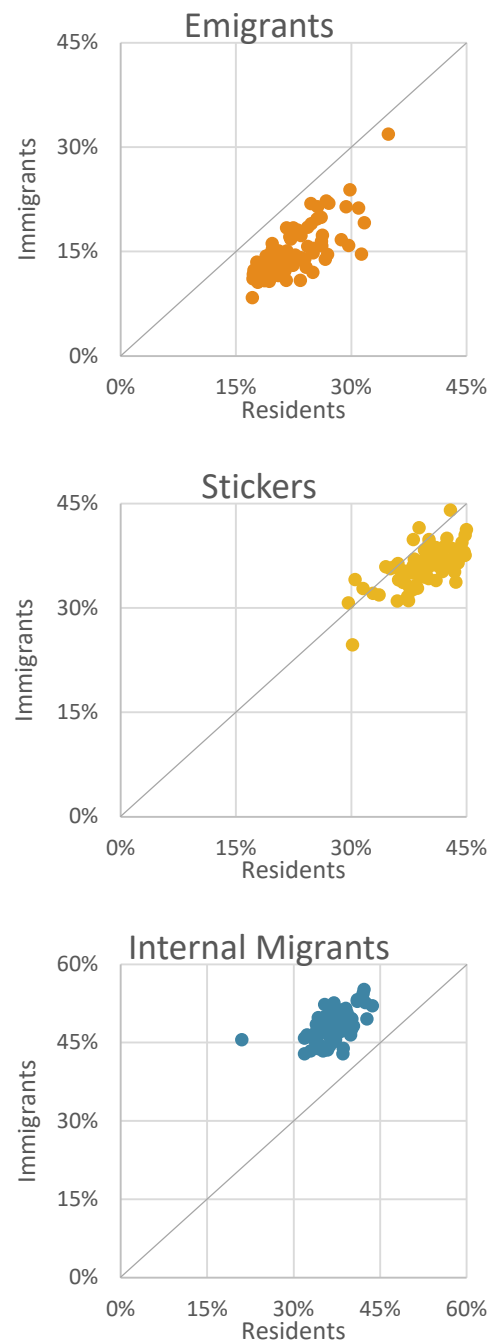


Figure 17. Proportion of residents to immigrants, per movement behaviour group. Unit is FSA. Based on Phase One analysis.

Over half of all survey respondents would choose “the city” as their preferred location — about five per cent fewer than those who currently do so. Immigrants are more likely to prefer living in “the city”, in either the downtown core or in more residential neighbourhoods. Surveyed long-term residents are split between preferring “the city” versus suburbs. For either living location preference, the preferred type of neighbourhood is more residential-focused but with accessible amenities for both long-term residents and immigrants. For those with children, about 15 per cent more surveyed immigrants than long-term residents do not wish to downsize when their children move out. Instead, more surveyed immigrants than long-term residents would prefer to make their homes more accessible (increase of five per cent) or adaptable (increase of 14 per cent) in the future.

Table 1. Differences in current and ideal conditions of long-term residents and immigrants, based on the Phase Two survey. NA refers to ‘not applicable’.

Theme	Long-term residents		Immigrants	
	Current	Preference	Current	Preference
Individual/ Household Characteristics	Older	NA	Younger	NA
	More likely to have higher income		More likely to have lower income	
	Fewer children or additional household members		More children or additional household members	
Location	More stickers	NA	More movers or bouncers	NA
	“The city” or suburbs		“The city”	More prefer “the city”
	Close to friends or family	Greater preference for proximity to nature	Close to public transit	Greater preference for proximity to nature
Housing	Apartment or single detached house	Single detached house	Apartment or multi-attached house	
	More homeowners	Fewer non-homeowners desire to own a home	More renters	More non-homeowners desire to own a home
	1-2 bedrooms	Prefer 1 extra bedroom (2-3)	2-3 bedrooms	Prefer 1 extra bedroom (3-4)
Access to Nature/ Garden Space	More have access to nature (overall)	More prefer accessible nature via parks/forests/trails and garden space	Fewer have access to nature (overall)	More prefer accessible nature via parks/forests/trails and garden space
Commute to Work	Drive, even if other options available		Drive, even if other options available	More prefer to use public transit

The Phase Two survey also identified long-term residents' and immigrants' preferences related to their residence and neighbourhood. Living close to friends or family is the top reason for long-term residents in choosing their current living location; in contrast, immigrants' motivations are split across more factors, including proximity to public transportation. Immigrants are also more likely to prefer taking public transit to work compared to long-term residents (increase of nine per cent). More surveyed long-term residents than immigrants report living near parks, forests, or trails (increase of 18 per cent; 70 per cent long-term residents total), having a personal or shared yard/garden space (increase of 22 per cent; 56 per cent long-term residents total), and living near sports and recreational facilities (increase of 15 per cent; 51 per cent long-term residents total). Additionally, long-term residents are more likely to prefer accessible nature via parks/forests/trails (increase of 16 per cent; 75 per cent long-term residents total) than currently do so. Likewise, more immigrants report wanting better access to nature than the proportion that currently do so, ideally via parks/forests/trails (increase of seven per cent; 59 per cent immigrants total) and to a lesser extent through gardening space (increase of 15 per cent; 49 per cent immigrants total).

Long-term residents and immigrants of Metro Vancouver are also similar in many aspects. Both groups consider employment opportunities and favourable climate as key reasons for living in the region. Safe neighbourhoods and affordable housing are within the top three reasons for choosing current residences for both immigrants and long-term residents (via the Phase Two survey). Affordable housing is also a key value of an ideal residence for survey respondents (both long-term residents and immigrants), particularly by those with lower household incomes or renters. Living close to nature is also considered important for both long-term residents and immigrants (72 and 64 per cent, respectively). Survey respondents also share their desire to live in a residential-focused neighbourhood with accessible commercial services and amenities; this is the case irrespective of whether they prefer to live in "the city" or suburbs, or their housing type preference. Additionally, Metro Vancouverites are more likely to prefer an additional bedroom compared to their current conditions. We found that long-term residents and immigrants of the Boomer/War generation are more likely to be stickers, while those with lower income (of any age) are likely to move or bounce around the region. High rates of car ownership are reported by both long-term residents (85 per cent) and immigrants (74 per cent), and about a third of each group would prefer to drive to work even if other modes of transit are available.

Spatial distributions of long-term residents and immigrants across the region are influenced by a multitude of intersectional factors, including but not limited to income, age, household composition, ethnic group, needs, and preferences. Figure 18 illustrates the distribution of long-term residents relative to immigrants (as per Phase One tax-based data) per census FSA. A greater proportion of immigrants than long-term residents live in urban centres of Burnaby (Metrotown neighbourhood), Surrey (Newton neighbourhood), and Richmond City Centre for the 2000-2018 study period. In contrast, a greater proportion of long-term residents than immigrants live in more low density areas (e.g., Delta, Coquitlam, Langley City and Langley Township, Maple Ridge, and White Rock).

Distribution of Residents (%) versus Immigrants (%) by FSA, Metro Vancouver

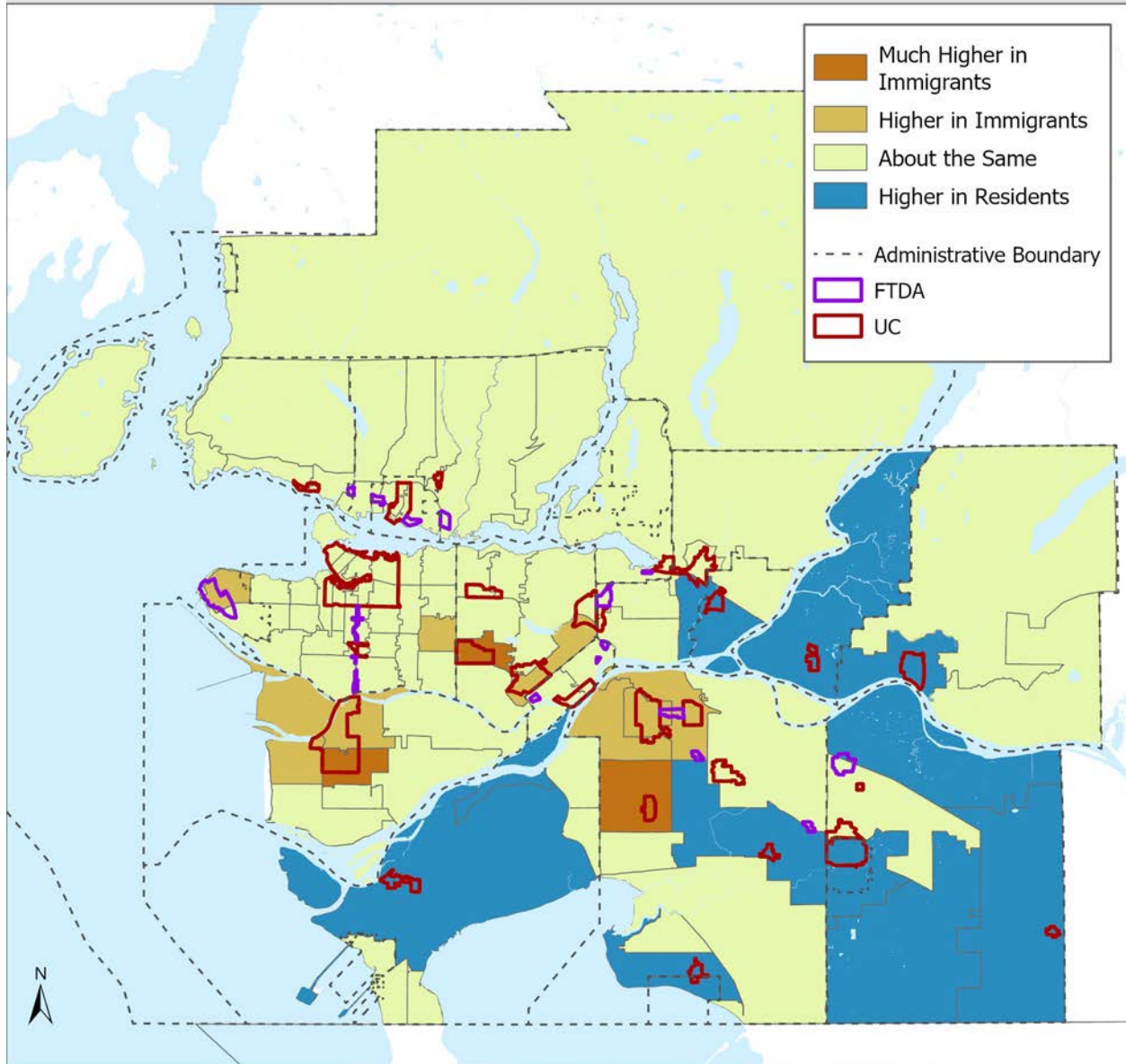


Figure 18. Map of the level of residents to immigrants, per Forwarding Sortation Area (FSA), in Metro Vancouver, 2000-2018. FTDA refers to Frequent Transit Development Area, and UC refers to Urban Centre. The relative amount of residents to immigrants was calculated using the difference between residents (%) and immigrants (%) per FSA, and categorized based on ranges of one unit of standard deviation. Based on Phase One analysis.

Income Disparities Between Immigrant Status, Movement Behaviour, and Generation Groups

In Metro Vancouver, income and affordability are important factors in determining the behaviour of long-term residents and immigrants across generational groups. Figure 19 shows how the level of total annual household income varies by movement behaviour and generational subgroups of long-term residents and immigrants (via Phase One). Most notably, more long-term residents than immigrants earn over \$35,000 (i.e., moderate or high income) across all age and movement behaviour groups. Long-term residents that are emigrants, or long-term resident bouncers that are of the Boomer/War generation, tend to have lower incomes than other long-term resident subgroups during the 2000-2018 study time period.⁸¹ In contrast, more immigrants across movement behaviour and generational subgroups (but especially those of the Boomer/War generation) are part of low income households.

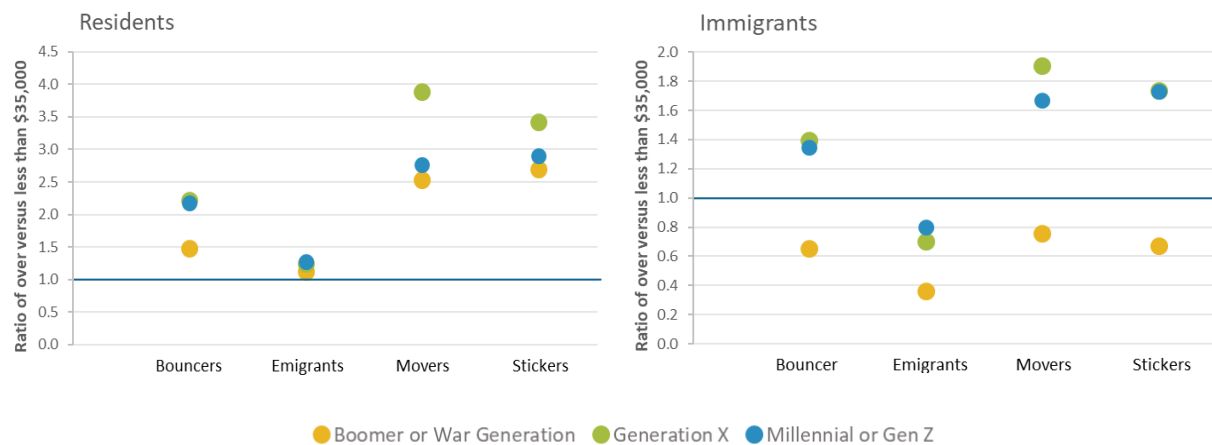


Figure 19. Ratio of moderate/high income (over or equal to \$35,000) to low income (less than \$35,000) for residents and immigrants per movement behaviour and generation subgroups. A ratio of 1.0 (indicated by the thick blue line) indicates the same proportion of incomes over/equal to and less than \$35,000; values above 1 indicate a greater proportion of moderate/high income households. Note the different y-axes between resident and immigrant charts. Based on Phase One analysis, uses total annual household income acquired from income tax records.

⁸¹ Lower incomes for those of the Boomer/War generation should be considered against pension rates and assets (e.g., property) for a better understanding of this group's financial state.

POLICY IMPLICATIONS

Phase One and Two outcomes of the Project may provide insight that may be instructive for reaching *Metro 2050's* Goals and strategies (Table 2). Implications of this research for each *Metro 2050* Goal is outlined further in separate sections below. More details about *Metro 2050* and its goals are available at <https://metrovanancouver.org/services/regional-planning/metro-2050-the-regional-growth-strategy>.

Table 2. *Metro 2050 goals and how they relate to findings and policy implications of the Behaviour Model Project.*

Metro 2050 Goal	Project Result	Policy Implications
Goal 1: Create a Compact Urban Area	Current versus preferred proximity-related variables (e.g., attractive architecture/neighbourhood, amenities, greenspace, schools and playgrounds)	Inform development and planning priorities related to complete neighbourhoods (including recreational areas)
	Current versus preferred housing characteristics (location, type, bedrooms)	Inform development, housing type, and planning priorities related to new, suitable housing
Goal 2: Support of Sustainable Economy	Current spatial demographics related to employment, including: education, income, movement pattern, reasons for living in Metro Vancouver, current and preferred neighbourhood	Assess perceived local economy and accessible workforce
Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards	Current access to nature indicators (e.g., reason for living in location due to nature nearby, and level of access to nature and recreational areas)	Provide information about perceived current and preferred access to nature
	Current versus preferred access to nature indicators	Assess gaps in accessibility of natural areas
Goal 4: Provide diverse and affordable housing choices	Current housing characteristics (location, type, bedrooms) — related to household demographics (age, income, education, ownership, children, accessibility features, satisfaction of current household costs)	Assess perceived satisfaction of household needs in relation to affordability and supply by housing type
	Preferred housing characteristics (location, type, bedrooms) — related to household demographics (age, income, education, ownership, children, accessibility features, satisfaction of current household costs)	Inform development and planning priorities related to household needs and affordability
Goal 5: Support of Sustainable Transportation Choices	Current versus preferred modes of transit to work, car ownership, and access to parking	Inform development and planning priorities related to public transportation, road networks, parking, and industrial/employment zones

Goal 1: Create a Compact Urban Area

Overall, fewer surveyed Metro Vancouverites prefer to live in “the city” than currently do so; this preference is more likely for long-term residents across all member jurisdictions that currently have a large proportion of city dwellers (e.g., Vancouver, City of North Vancouver, and City of Langley). On the other hand, 33 per cent more surveyed immigrants than long-term residents currently live in “the city”, while 40 per cent more immigrants desire to do so. Immigrants that wish to live in “the city” are more likely to currently reside in Delta, Langley City, Pitt Meadows, or Port Coquitlam.

Preferences in living location may be connected to housing type desires. Surveyed long-term residents and immigrants noted a preference for living in the same type of house as they currently reside in (Figure 20). Single detached housing is most often selected as the current and preferred housing type across survey respondents (71 per cent) — a trend driven mostly by long-term residents. Additionally, for those that currently live in housing other than single detached, single detached housing is the second most popular housing type. For both long-term residents and immigrants, stickers are more likely to live in single detached houses and less likely to live in apartments (compared to movers and bouncers). Although apartments are only the preferred choice for one in five survey respondents (20 per cent), they are the most common housing type in Metro Vancouver (34 per cent).

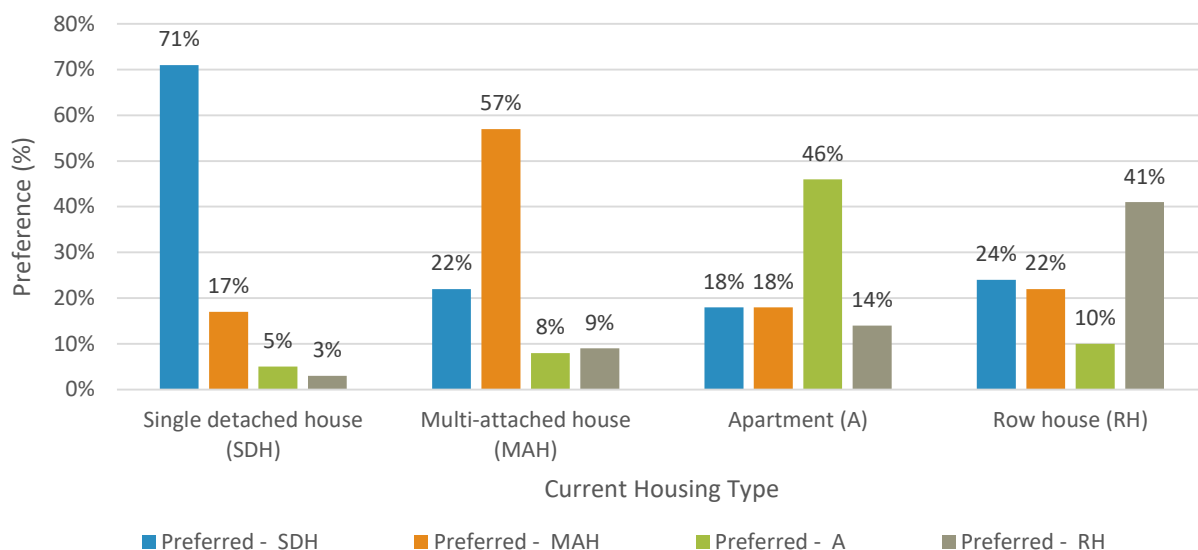


Figure 20. Percentage of preferred housing type (total – residents and immigrants) per current housing type. Housing types include: single detached house (SDH), multi-attached house (MAH), apartment (A), and row house (RH). Percentages indicate the percentage per current housing type; some do not sum to 100% because of excluded categories with low response rates. Based on Phase Two survey.

As Metro Vancouver is expecting an additional 440,000 people by 2030 (about 15% increase since 2020) and over a million more people by 2050 (about 40% increase since 2020),^{82,83} strategic housing plans and policies are crucial to accommodate the growing population. Additionally, 30,000 to 40,000 new immigrants are expected to move to Metro Vancouver every year (projected until 2050), which would account for almost 70% of the region's population growth. Accounting for and addressing the housing and transportation needs and preferences of immigrants in particular will aid in accommodating the increasing immigrant population and growing demands of the region. For example, immigrants are more likely to prefer apartments and multi-family housing in "the city", with accessible public transit.

The preference towards living in lower-density areas (especially by long-term residents), as identified through the Phase Two survey, is contradictory to the region's development vision set out in *Metro 2050* and the region's limited existing land supply. Shifts in housing type preferences could be leveraged using existing desires of long-term residents and immigrants. For example, regardless of current and preferred living locations, both long-term residents and immigrants are more likely to desire a residential-focused neighbourhood (58-59 per cent) but also wish to have accessible commercial services and amenities (58-64 per cent). These results correspond with those of the US National Association of Realtors survey, specifying that urban dwellers generally prefer more "walkable" (i.e., compact and mixed use) neighbourhoods over large yards.⁸⁴ Additionally, research has shown that walkable neighbourhoods reduce cardiovascular and other chronic disease risk⁸⁵ and promote overall good health,⁸⁶ enhance social interactions and happiness,^{87,88} and reduce costs associated with infrastructure and long commutes;⁸⁹ these factors could be leveraged to shift preferences. Building more compact, mixed-use neighbourhoods in transit-oriented locations has been identified as a favourable solution to combat unaffordability in the region, as well as reduce household transportation costs, longer commutes, and auto-oriented emissions.⁹⁰

The Phase Two survey also found that households with children are more likely to have chosen their current residence because of proximity to schools and playgrounds and sports; they are less likely to consider affordability compared to other household types. However, proximity to schools and playgrounds is not a strong preference for survey respondents when considering their ideal residence, which could be due to other, higher rated priorities (e.g., safety, affordability, proximity to friends/family). However, this could also be influenced by current school commuting habits — as

⁸² [Metro Vancouver Growth Projections Table](#)

⁸³ [Metro Vancouver Growth Projections Methodology Report](#)

⁸⁴ [National Association of Realtors Community and Transportation Preference Surveys](#)

⁸⁵ Howell, N.A., Tu, J.V., Moineddin, R., Chu, A., and Booth, G.L. (2019). Association Between Neighborhood Walkability and Predicted 10-Year Cardiovascular Disease Risk: The CANHEART (Cardiovascular Health in Ambulatory Care Research Team) Cohort. *Journal of the American Heart Association*, 8(21): e013146. <https://doi.org/10.1161/JAHA.119.013146>

⁸⁶ [Metro Vancouver Where Matters Policy Brief - Health & Economic Impacts of Where We Live \(May 2019\)](#)

⁸⁷ Leyden, K.M., Hogan, M.J., D'Arcy, L., Bunting, B., and Bierema, S. (2023). Walkable Neighborhoods. *Journal of the American Planning Association*. <https://doi.org/10.1080/01944363.2022.2123382>

⁸⁸ Wood, L., Frank, L.D., and Giles-Corti, B. (2010). Sense of community and its relationship with walking and neighborhood design. *Social Science & Medicine*, 70(9): 1381-1390. <https://doi.org/10.1016/j.socscimed.2010.01.021>

⁸⁹ [Neighbourhood Design, Travel, and Health in Metro Vancouver: Using a Walkability Index – Executive Summary \(October 2010\)](#)

⁹⁰ [Metro Vancouver Housing and Transportation Cost Burden Study \(2015\)](#)

TransLink has reported that over half of children in Metro Vancouver currently get driven to school every day.⁹¹ In the same report, previous engagement research indicates that children in Metro Vancouver are more likely to prefer to walk, cycle, roll, or take public transit to and from school. Creating more walkable neighbourhoods could also encourage Metro Vancouver families to choose to live in more compact urban areas as well as take up more active modes of commuting to school.⁹²

A compact urban area can in part be facilitated through downsizing and redevelopment to increase density; 41 per cent of survey respondents indicate a desire to downsize after children move out. However, potential barriers for long-time, older homeowners to downsize may involve low housing supply and high associated costs, as seen in the Toronto Metropolitan Area⁹³ and other metropolitan areas across Canada.⁹⁴ The trend of increasingly fewer bedrooms and overall smaller apartment units may also deter some to downsize.^{95,96} Other initiatives, such as the BC property tax deferment program,⁹⁷ could also be contributing to a resistance to downsizing.⁹⁸ Potential solutions to the housing crisis could involve encouraging aging homeowners in large homes to rent their extra, underutilized space — as 14 per cent of British Columbians have the capacity to do so (as identified through a recent survey by Leger).⁹⁹

Goal 2: Support of Sustainable Economy

Available employment opportunities are noted as a top three reason for living in Metro Vancouver by both long-term residents and immigrants. This motivation is more likely to be a top reason for those who are bouncers, have high household incomes, or those with higher-level educations.¹⁰⁰ Living close to work (personally or for a family member) is also an important factor for choosing current residences. Those who value their current residence due to its close proximity to work are more likely to be bouncers, high income earners, those with higher-level educations, or those of younger generations (Gen X or Millennial/Gen Z).¹⁰¹ This group is spread across many Metro Vancouver jurisdictions, but is more likely to live in New Westminster (40 per cent of total survey respondents), Pitt Meadows (30 per cent), City of North Vancouver (29 per cent), Richmond (28 per cent), Vancouver (27 per cent), Burnaby (26 per cent), or the District of North Vancouver (25 per cent).

Many survey respondents who want their ideal residence to be close to work report already doing so; this is more likely for long-term residents who are younger (Millennial or Gen Z), of moderate-high or high household income, of higher-level education, renters, or those living in housing owned or rented by

⁹¹ [TravelSmart for Kids Strategy | TransLink](#)

⁹² [Designing walkable cities and neighborhoods in the era of urban big data \(harvard.edu\)](#)

⁹³ [Baby boomers struggle to downsize as housing construction lags behind growth \(citynews.ca\)](#)

⁹⁴ [The retirement downsizing myth: No, seniors aren't moving in droves — and that will affect the housing market | Financial Post](#)

⁹⁵ [Toronto Condos Are Shrinking In Size Much Faster Than Vancouver | Better Dwelling](#)

⁹⁶ [Vancouver's condos are getting smaller and smaller: StatsCan | Urbanized \(dailyhive.com\)](#)

⁹⁷ [Property tax deferment annual renewal and Statement of Account | Province of British Columbia \(gov.bc.ca\)](#)

⁹⁸ [Vancouver homeowners owe \\$36.8 million in property taxes | CBC News](#)

⁹⁹ [The Housing Crisis in Canada | Leger \(leger360.com\)](#)

¹⁰⁰ Leger Phase 2 Survey Report – Reasons for Living in Metro Vancouver (by subgroups) (pg. 17-18)

¹⁰¹ Leger Phase 2 Survey Report – Top 3 Reasons for Current Neighbourhood (by subgroups) (pg. 25-26)

another family member.¹⁰² Immigrants with higher level educations are also more likely to prefer living close to work.¹⁰³ Long-term residents who value living in close proximity to work are more likely to live in the Cities of North Vancouver, Langley, or Vancouver, while immigrants who hold the same value are more likely to live in Delta, the City of North Vancouver, or the City of Langley. Developing various employment opportunities, as well as increasing connection via accessible and frequent transit options, for these jurisdictions may benefit employment and economic growth of the region.

Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

The benefits of accessible natural spaces are extensive and well documented,^{104,105} and are an integral component of Metro Vancouver's plan for protecting, enhancing, and restoring and connecting ecosystems. The nature and landscape of the region are reported by long-term resident survey respondents as strong motivators for living in Metro Vancouver. Long-term residents as well as immigrants also note a desire for having access to nature via parks/forests/trails and garden spaces, and proximity to nature is a top three ideal neighbourhood characteristic for both groups. Three in four long-term residents report having relatively high access to parks, trails, or forests, while over half report having garden space. Conversely, much fewer surveyed immigrants indicate that they currently have accessible nature; only half of immigrants are likely to live near parks/trails/forests, while one in three report having access to their own or shared garden space. Investments into parks, natural and garden spaces, and recreational trails, with a focus on areas with greater immigrant populations, may enable more equitable access to nature. Increasing public and active (including cycling) transportation options to select regional parks could also improve accessibility, ameliorate parking and traffic concerns, and reduce GHG emissions.¹⁰⁶

Both long-term residents and immigrants who took the Phase Two survey note that living close to nature was important to them; 72 per cent of long-term resident respondents and 64 per cent of immigrant respondents. Overall, this value is more likely to be important to those who self-identify as female/woman (72 per cent of total survey respondents), Caucasian (78 per cent), with high household incomes (75 per cent), renters (74 per cent), prefer to live in suburban (mixed = 74 per cent; residential = 77 per cent) or rural areas (93 per cent), or prefer to downsize once children move out (74 per cent). Metro Vancouverites who value living close to nature are more likely to live in Port Moody (83 per cent), the District of North Vancouver (82 per cent), Maple Ridge (80 per cent), Pitt Meadows (80 per cent), Coquitlam (79 per cent), the Township of Langley (79 per cent), or West Vancouver (including Horseshoe Bay; 76 per cent). These results support increased investment into urban forestry and green infrastructure initiatives across the region.¹⁰⁷

¹⁰² Cross-tabulation details are provided in Table A1 in Appendix B.

¹⁰³ Cross-tabulation details are provided in Table A2 in Appendix B.

¹⁰⁴ World Health Organization. Regional Office for Europe. (2016). Urban green spaces and health. World Health Organization. Regional Office for Europe. <https://apps.who.int/iris/handle/10665/345751>.

¹⁰⁵ [Metro Vancouver Nature & Ecosystems Roadmap](#)

¹⁰⁶ [Factors influencing travel mode decisions to access regional parks in Metro Vancouver \(ubc.ca\)](#)

¹⁰⁷ [Metro Vancouver Nature & Ecosystems Roadmap](#)

Goal 4: Provide Diverse and Affordable Housing Choices

Housing Suitability

Over half of surveyed long-term residents and almost three-quarters of surveyed immigrants would choose “the city” as their preferred living location. However, these proportions are lower than those who reported currently living in “the city” (decrease of 6 per cent for long-term residents; decrease of 4 per cent for immigrants). This inclination to leave “the city” may be linked with unmet household needs, affordability, and existing housing options. Many survey respondents indicate a desire for at least one additional bedroom than their current residence has (average increase of 0.2 bedrooms for long-term residents; average increase of 0.6 bedrooms for immigrants). Those with higher incomes are more likely to desire an increase in bedrooms. However, two-bedroom homes are most common across Metro Vancouver (28 per cent), followed equally by one-bedroom (22 per cent) and three-bedroom (22 per cent) private dwellings.¹⁰⁸

The disconnect between the current and desired number of bedrooms for surveyed Metro Vancouverites aligns with reported housing suitability indicators. Suitable housing, as defined by Statistics Canada, is a dwelling that includes enough bedrooms for the size and composition of the residing household.¹⁰⁹ Recent census data indicates that current housing conditions in Metro Vancouver are not suitable for 13 per cent of households in 2021 (Figure 21; increase of 3.4 per cent compared to national level). Additionally, Metro Vancouver renters are more likely to experience unsuitable housing (increase of nine per cent compared to total for Metro Vancouver; increase of 3.2 per cent compared to renters at national level). Renters with children are even more likely to be impacted by unsuitable housing in Metro Vancouver (increase of seven per cent compared to Metro Vancouver renters without children; Figure 22).

Housing for renters in Metro Vancouver has also remained consistently unsuitable over the past 10 years; meanwhile, the same extent of unsuitability was not observed for homeowner households.¹¹⁰ As immigrants were identified as the primary rental group in Metro Vancouver through the Phase Two survey, they are at greater risk of experiencing housing unsuitability. Altogether — the desire to have additional bedrooms and live closer to city centres, alongside current housing unsuitability for renters — emphasizes the regional presentation of a “missing middle” (i.e., the lack of various types of medium density housing)^{111,112} and profitability via condominium apartment units.¹¹³

¹⁰⁸ [Profile table, Census Profile, 2021 Census of Population - Vancouver \[Census metropolitan area\], British Columbia \(statcan.gc.ca\)](https://www150.statcan.gc.ca/n1/pub/92-62-001/article/00001-eng.htm)

¹⁰⁹ [Statistics Canada, 2021 Census of Population, Housing Indicators](https://www150.statcan.gc.ca/n1/pub/92-62-001/article/00001-eng.htm)

¹¹⁰ Statistics Canada, 2021 Census of Population, Housing Indicators (updated May 10, 2023; available from [Housing indicators, 2021 Census \(statcan.gc.ca\)](https://www150.statcan.gc.ca/n1/pub/92-62-001/article/00001-eng.htm))

¹¹¹ Wegmann, J. (2020). Death to Single-Family Zoning...and New Life to the Missing Middle. *Journal of the American Planning Association*, 86:1, 113-119. <https://doi.org/10.1080/01944363.2019.1651217>

¹¹² [The Missing Middle Mystery - YouTube](#).

¹¹³ Fontaine, J. & Gordon, J. (2023, February 3). Residential real estate investors and investment properties in 2020 (No. 46280001). Housing Statistics in Canada, Statistics Canada. <https://www150.statcan.gc.ca/n1/pub/46-28-0001/2023001/article/00001-eng.htm>.

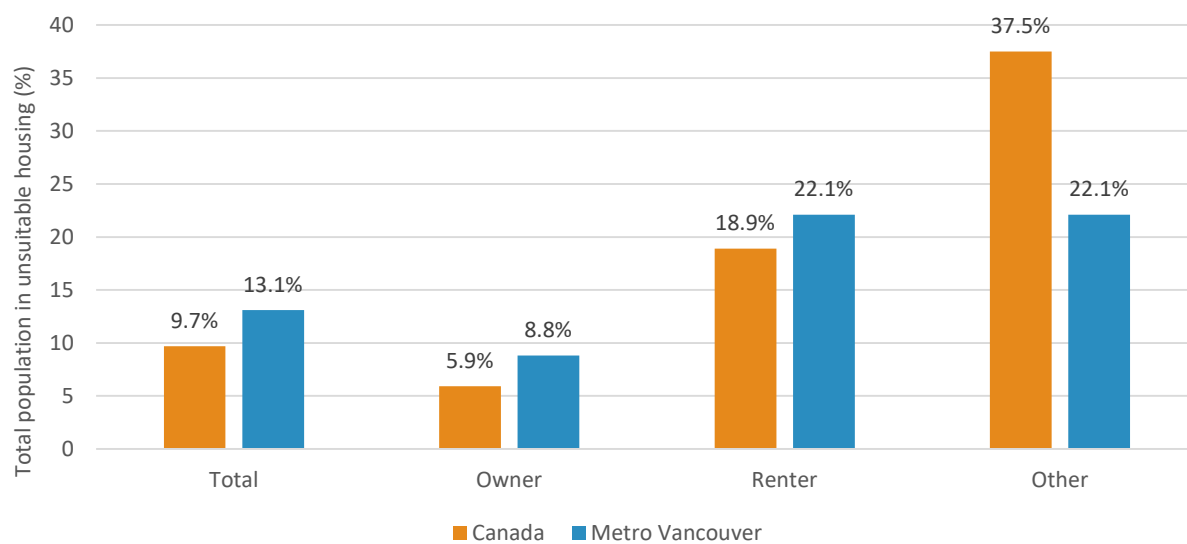


Figure 21. 2021 population (%), per household tenure, in Canada and Metro Vancouver. Other refers to dwellings provided by local government, First Nation or Indian band. Source: Statistics Canada, 2021 Census of Population, Housing Indicators (updated May 10, 2023; available from [statcan.gc.ca](https://www.statcan.gc.ca)).

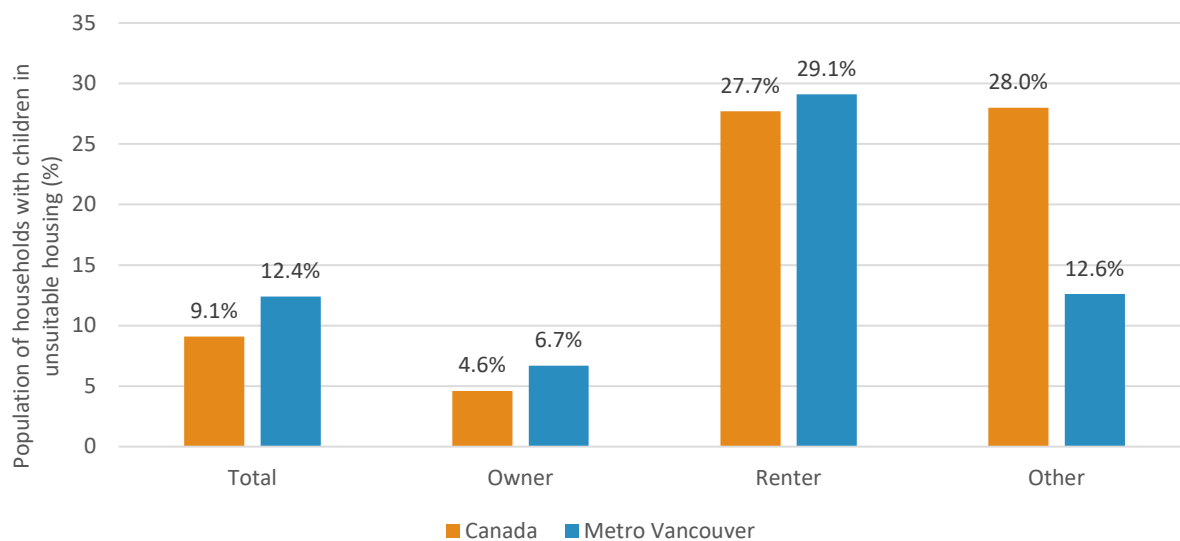


Figure 22. 2021 population (%) of households with children, per household tenure, in Canada and Metro Vancouver. Other refers to dwellings provided by local government, First Nation or Indian band. Source: Statistics Canada, 2021 Census of Population, Housing Indicators (updated May 10, 2023; available from [statcan.gc.ca](https://www.statcan.gc.ca)).

Housing Affordability

Affordability is rated as a top three motivator for survey respondents to live in their current location. Additionally, over 50 per cent of surveyed Metro Vancouverites strongly feel that they pay too much for current household needs; long-term residents are more likely to be in agreement about this (56 per cent) compared to immigrants (44 per cent). These results are in alignment with a recent Leger survey that indicates an overall high concern about housing affordability and high rent/mortgage payments across Canada.¹¹⁴ Those who express the greatest personal concern for housing affordability are more likely to be British Columbians (68 per cent) as well as those aged 18 to 34 (66 per cent). Our survey results indicate some difference — with middle-aged (i.e., Gen X; 62 per cent) Metro Vancouverites expressing greater personal concern over housing affordability than younger and older counterparts (difference of 12 per cent for each group). Surveyed long-term residents who are Millennial or Gen Z also expressed strong concern over the high cost of living (55 per cent), while many immigrants of all ages feel that they pay too much for current household costs (ranges of 40-52 per cent). The most significant factors impacting housing affordability for Metro Vancouverites, as reported through a national survey by RE/MAX, include high cost of living, inflation, and housing supply shortage (also further compounded by new-home construction delays).¹¹⁵

The Phase One analysis of this project identifies long-term residents and immigrants who are lower income or without children are more likely to leave the region. These results are supported by a recent survey by the Mustel Group that notes unaffordable housing as an important factor for those considering emigration from the region — including large proportions of survey respondents who are aged 18-34 (71 per cent) as well as those living in the City of Vancouver (61 per cent).¹¹⁶ Potential government-led initiatives to address the unaffordable rental market, which are supported by the majority of surveyed Canadians (77-79 per cent), include: providing incentives for developers, government-supplied affordable housing, and tighter rent controls.¹¹⁷

Through the Phase Two survey we also found that one in 10 homeowners report being low income — all of which are younger (Gen X or Millennial/Gen Z) and most of which hold a post secondary, trade, or university degree/certificate. These results highlight research from UBC that found Vancouver luxury homeowners pay substantially lower taxes.^{118,119} As this study was conducted prior to the enactment of the Prohibition on the Purchase of Residential Property by Non-Canadians Act,¹²⁰ which includes exemptions for those with temporary work permits and international students (given specific criteria),^{121,122} future impacts on Metro Vancouver housing affordability will need to be reevaluated.

¹¹⁴ [The Housing Crisis in Canada | Leger \(leger360.com\)](https://www.leger360.com/en/2022/04/the-housing-crisis-in-canada/)

¹¹⁵ [Housing Affordability in Canada: 2022 RE/MAX Report \(remax.ca\)](https://remax.ca/research/housing-affordability-in-canada-2022-remax-report/)

¹¹⁶ [Metro Elects: Exploring the Region's Top Issues and Opportunities | Mustel Group \(mustelgroup.com\)](https://mustelgroup.com/en/2022/04/metro-elects-exploring-the-region-s-top-issues-and-opportunities/)

¹¹⁷ [The Housing Crisis in Canada | Leger \(leger360.com\)](https://www.leger360.com/en/2022/04/the-housing-crisis-in-canada/)

¹¹⁸ Davidoff, T., Boniface Akaabre, P., & Jones, C. (2022). Policy Forum: The Prevalence of Low Income Tax Payments Among Owners of Expensive Homes in Vancouver and Toronto. *Canadian tax journal*, 70:4, 843-59. <https://doi.org/10.32721/ctj.2022.70.4.pf.davidof>.

¹¹⁹ [UBC study finds owners of pricey Vancouver homes pay very little income tax | UBC Magazine](https://www.ubc.ca/magazine/2022/04/ubc-study-finds-owners-of-pricey-vancouver-homes-pay-very-little-income-tax/)

¹²⁰ [Prohibition on the Purchase of Residential Property by Non-Canadians Act | CMHC \(cmhc-schl.gc.ca\)](https://cmhc-schl.gc.ca/en/2022/04/prohibition-on-the-purchase-of-residential-property-by-non-canadians-act/)

¹²¹ [Canada's housing ban on foreign buyers: What to know | CTV News](https://www.ctvnews.ca/canada/housing-ban-on-foreign-buyers-what-to-know/1.6544444)

¹²² [Canada's ban on foreign property buyers won't apply to many workers, international students | CBC News](https://www.cbc.ca/news/canada/vancouver/housing-ban-foreign-property-buyers-wont-apply-to-many-workers-international-students-1.6544444)

Goal 5: Support of Sustainable Transportation Choices

Public Transportation

Through the Phase Two survey, public transit was identified as the most popular mode of transportation to work for those who are not car owners (61 per cent), lower income (47 per cent), renters (37 per cent), or younger (18-34 year olds; 32 per cent). Immigrants are more likely to take advantage of public transportation (32 per cent; increase of 12 per cent compared to long-term residents) and are more likely to be influenced by proximity to public transportation in choosing their current and ideal residence. As per the 2021 Census, the Metro Vancouver jurisdictions with the largest proportions of public transit work-commuters are: Vancouver (23 per cent), New Westminister (23 per cent), Burnaby (22 per cent) — and to lesser extents Metro Vancouver A (includes UBC and University Endowment Lands; 17 per cent) and the City of North Vancouver (15 per cent). These jurisdictions meet or exceed the regional rate (15 per cent), likely related to their ample and accessible transit options (e.g., multiple SkyTrain stations, several rapid and regular bus routes). Meanwhile, based on the Phase Two survey, those who would like to commute to work via public transit are more likely to live in New Westminister, Delta, or Surrey — jurisdictions with variable access to rapid transit options. All survey respondents who would prefer to commute to work via public transit are more likely to be similar to those who already do so (i.e., not car owners, lower income, renters, or younger). However, we also observed an increase in survey respondents who are older (i.e., of the Boomer/War generation; 30 per cent) or without children (37 per cent) that would prefer to commute to work using public transit.

Driving

Despite a high preference for public transportation, driving to work is still high among Metro Vancouverites. Our results are supported by the 2021 Census, which indicates that 75 per cent of Metro Vancouverites drive to work (68 per cent as drivers).¹²³ This trend is reinforced by high car ownership as per the Phase Two survey results (83 per cent), and those who own a car are more likely to drive to work as either a driver or passenger (68 per cent). Based on the 2021 Census, Metro Vancouver jurisdictions that have the largest proportion (at least 80 per cent) of commuters who drive to work are: Anmore, Belcarra, District of Langley, Maple Ridge, Pitt Meadows, City of Langley, Lions Bay, Tsawwassen First Nation, Port Coquitlam, Delta, White Rock, Surrey, Port Moody, Coquitlam, and the District of North Vancouver.¹²⁴ Most of these listed jurisdictions currently have limited rapid transit options. Also, Phase Two survey respondents living in Maple Ridge, Langley Township, or Port Coquitlam are more likely to prefer driving to work because of poor public transit access or a far distance to their workplace. However, many survey respondents who do live in public transit accessible jurisdictions (i.e., Richmond, Maple Ridge, Coquitlam, Langley Township, District of North Vancouver, Surrey, and New Westminister) would prefer to drive to work even if other options are available.

¹²³ Statistics Canada, 2021 Census of Population ([statcan.gc.ca](https://www150.statcan.gc.ca/n1/pub/92-62-001/2021001/article/00001-eng.htm)).

¹²⁴ Statistics Canada, 2021 Census of Population ([statcan.gc.ca](https://www150.statcan.gc.ca/n1/pub/92-62-001/2021001/article/00001-eng.htm)).

Active Commuting

Active commuter modes like, walking and cycling, could also be encouraged and greater resourced as there is a desire for their use. For example, nine per cent of Phase Two survey respondents who don't already walk to work would like to do so. This preference is more likely for those who do not own a car (20 per cent), live in an apartment (22 per cent), or wish to live in "the city" (20 per cent). Metro Vancouver A (includes UBC and University Endowment Lands; 24 per cent), and to lesser extents Vancouver (13 per cent) and the City of North Vancouver (12 per cent), include the largest proportions of commuters that walk to work in Metro Vancouver.¹²⁵ These jurisdictions include areas that were identified as highly walkable, and include high levels of sidewalk completeness, intersection density, residential density, commercial density, and/or land use mix.^{126,127} Phase Two survey respondents who live in Vancouver or the City of North Vancouver indicate a desire to continue walking to work (22 per cent of commuters in each jurisdiction); those that express a desire to walk to work live in the District of North Vancouver (27 per cent) as well as Langley City and Township (18 per cent respectively).

Cycling to work was reported via the 2021 Census at only two per cent across Metro Vancouver,¹²⁸ similar to our Phase Two survey results (four per cent). Like for walking to work, Metro Vancouver A (includes UBC and University Endowment Lands; eight per cent) and Vancouver (five per cent) include the greatest proportions of commuters who cycle to work. Vancouver and UBC are considered very cycle-friendly (compared to other Metro Vancouver jurisdictions) — thanks to the ongoing development of their cycling routes, including quieter neighbourhood streets adjacent to arterial roads.¹²⁹ An additional two per cent of survey respondents who don't cycle to work indicate that they prefer to do so — especially using bike lanes (five per cent). This desire is more likely held by those who are younger (8 per cent) or middle-aged (7 per cent), renters (9 per cent), or without children (8 per cent). Phase Two survey respondents who don't already cycle to work but would prefer to are more likely to live in Delta (seven per cent increase from current cyclists), City of North Vancouver (increase of five per cent), or Pitt Meadows (8 per cent increase). However, these proportions are likely a fraction of those who are interested in cycling to work but are concerned about safety (primarily due to the lack of cycling-specific infrastructure and sharing the road with cars).¹³⁰ Additionally, those who share a desire for cycling or walking to work are more likely to prefer living in "the city"; therefore, active commuting could be encouraged with additional resources and strategic planning to target interested groups, as well as the development of more walkable neighbourhoods.¹³¹

¹²⁵ Statistics Canada, 2021 Census of Population ([statcan.gc.ca](https://www150.statcan.gc.ca/n1/pub/92-62-001/2021001/article/00001-eng.htm)).

¹²⁶ [Regional Planning Committee Agenda Package - February 7, 2020 \(metrovanancouver.org\)](#)

¹²⁷ [Regional Planning Committee Presentation - February 7, 2020 \(metrovanancouver.org\)](#)

¹²⁸ Statistics Canada, 2021 Census of Population ([statcan.gc.ca](https://www150.statcan.gc.ca/n1/pub/92-62-001/2021001/article/00001-eng.htm)).

¹²⁹ [Benchmarking the State of Cycling in Metro Vancouver \(2019\) | TransLink](#)

¹³⁰ Hosford, K., Laberee, K., Fuller, D., Kestens, Y., Winters, M. (2020). Are they really interested but concerned? A mixed methods exploration of the Geller bicyclist typology. *Transportation Research Part F: Traffic Psychology and Behaviour*, 75: 26-36. <https://doi.org/10.1016/j.trf.2020.09.018>. (<https://www.sciencedirect.com/science/article/pii/S1369847820305374>)

¹³¹ [Metro Vancouver Where Matters Policy Brief - Health & Economic Impacts of Where We Live \(May 2019\)](#)

APPENDIX A – KEY RESULTS PER JURISDICTION

Jurisdiction	Key Results	
	Long-term residents	Immigrants
Anmore	NA ¹³²	NA
Belcarra	NA	NA
Bowen Island	NA	NA
Burnaby	<ul style="list-style-type: none"> • Value living close to nature • More likely to prefer four or more bedrooms • More likely to prefer taking public transit to work 	<ul style="list-style-type: none"> • Motivated to live in region largely due to proximity to friends/family • Motivated to live in current residence largely due to safety, affordability, & proximity to public transit • Want ideal neighbourhood to be safe, affordable, close to public transit • Value living close to nature • More likely to prefer living in city (residential neighbourhood) • More likely to prefer four or more bedrooms • More likely to desire homeownership • More likely to prefer taking public transit to work
Coquitlam	<ul style="list-style-type: none"> • Motivated to live in the region largely due to proximity to friends/family • Motivated to live in the current residence largely due to proximity to friends/family • Want ideal neighbourhood to be safe • Value living close to nature • More likely to prefer living in suburbs (mixed neighbourhood) 	<ul style="list-style-type: none"> • Motivated to live in region largely due to safety, & nature and landscape • Motivated to live in current residence largely due to safety, affordability, & proximity to public transit • Want ideal neighbourhood to be safe, & affordable • Value living close to nature • More likely to prefer living in city (residential neighbourhood) • More likely to prefer single detached homes • More likely to prefer four or more bedrooms
Delta	<ul style="list-style-type: none"> • Motivated to live in the region largely due to proximity to friends/family, favourable climate, & nature and landscape 	<ul style="list-style-type: none"> • Prefer to live in city (residential neighbourhood or downtown) • Value living close to nature • More likely to prefer multi-attached or single detached homes

¹³² NA (not applicable) refers to jurisdictions with low sample size (less than 30 respondents) or unremarkable results.

	<ul style="list-style-type: none"> • Motivated to live in current residence largely due to proximity to friends/family, & safety • Want ideal neighbourhood to be safe, affordable, & close to friends/family • Value living close to nature • More likely to prefer living in suburbs (mixed neighbourhood) • More likely to prefer single detached homes • More likely to prefer three bedrooms • Many would prefer to cycle to work 	<ul style="list-style-type: none"> • More likely to prefer four or more bedrooms • More likely to prefer taking public transit to work; many would prefer to cycle or walk to work
Langley City	<ul style="list-style-type: none"> • Motivated to live in current residence largely due to proximity to friends/family • Value living close to nature • More likely to prefer living in city (downtown) • More likely to prefer two bedrooms • Many would prefer to cycle to work 	<ul style="list-style-type: none"> • Motivated to live in the region largely due to employment opportunities, safety, favourable climate, & proximity to friends/family • Value living close to nature • More likely to prefer living in city (downtown) • More likely to prefer apartments • More likely to prefer two or three bedrooms • More likely to not desire homeownership • More likely to prefer driving to work, even if other options available; many would prefer to walk to work
Langley Township	<ul style="list-style-type: none"> • Motivated to live in the region largely due to nature and landscape • Want ideal neighbourhood to be affordable • Value living close to nature • More likely to prefer single detached homes • More likely to prefer four or more bedrooms • More likely to not desire homeownership • More likely to prefer driving to work, due to limited transit access and/or far distance 	NA
Lions Bay	NA	NA
Maple Ridge	<ul style="list-style-type: none"> • Motivated to live in current residence largely due to affordability • Want ideal neighbourhood to be affordable 	NA

	<ul style="list-style-type: none"> • Value living close to nature • More likely to prefer single detached homes • More likely to prefer four or more bedrooms • More likely to prefer driving to work, due to limited transit access and/or far distance 	
New Westminster	<ul style="list-style-type: none"> • Motivated to live in current residence largely due to affordability • Want ideal neighbourhood to be affordable • Value living close to nature • More likely to prefer taking public transit to work 	NA
North Vancouver (City)	<ul style="list-style-type: none"> • Motivated to live in the region largely due to nature and landscape • Value living close to nature • More likely to prefer living in city (residential neighbourhood) • More likely to prefer two bedrooms • More likely to desire homeownership • More likely to prefer taking public transit to work; many would prefer to cycle or walk to work 	<ul style="list-style-type: none"> • Motivated to live in region largely due to safety, & nature and landscape • Motivated to live in current residence largely due to safety • Value living close to nature • Want ideal neighbourhood to be close to nature • More likely to prefer multi-attached homes • More likely to prefer two bedrooms • Many would prefer to cycle or walk to work
North Vancouver (District)	<ul style="list-style-type: none"> • Motivated to live in current residence largely due to affordability • Want ideal neighbourhood to be close to nature, & close to friends/family • Value living close to nature • More likely to prefer single detached homes 	NA
Pitt Meadows	NA	<ul style="list-style-type: none"> • Motivated to live in the region largely due to employment opportunities, safety, & nature and landscape • Motivated to live in current residence largely due to safety • Want ideal neighbourhood to be close to nature • Value living close to nature • More likely to prefer living in city (downtown) • More likely to prefer single detached homes

		<ul style="list-style-type: none"> • More likely to prefer four or more bedrooms • More likely to prefer driving to work, even if other options available; many would prefer to cycle or walk to work
Port Coquitlam	<ul style="list-style-type: none"> • Motivated to live in the region largely due to nature and landscape • Motivated to live in current residence largely due to affordability • Want ideal neighbourhood to be affordable, close to nature, & close to friends/family • Value living close to nature • More likely to prefer living in suburbs (mixed neighbourhood) • More likely to prefer driving to work, due to limited transit access and/or far distance 	<ul style="list-style-type: none"> • Motivated to live in the region largely due to safety, favourable climate, & nature and landscape • Motivated to live in current residence largely due to safety, & affordability • Want ideal neighbourhood to be close to nature • Value living close to nature • More likely to prefer living in city (residential neighbourhood) • More likely to prefer in apartments • More likely to prefer two bedrooms • Many would prefer to cycle or walk to work
Port Moody	<ul style="list-style-type: none"> • Motivated to live in the region largely due to proximity to friends/family, & nature and landscape • Motivated to live in current residence largely due to safety • Want ideal neighbourhood to be close to nature, & close to friends/family • Value living close to nature • More likely to prefer single detached homes • More likely to prefer three or more bedrooms 	NA
Richmond	<ul style="list-style-type: none"> • Want ideal neighbourhood to be affordable, close to nature, & close to friends/family • Value living close to nature • More likely to prefer three bedrooms • More likely to desire homeownership 	<ul style="list-style-type: none"> • Motivated to live in current residence largely due to safety & access to public transit • Want ideal neighbourhood to be safe, affordable, & close to public transit • Value living close to nature • More likely to prefer living in city (residential neighbourhood) • More likely to prefer two bedrooms or more • More likely to prefer driving to work, even if other options available; many would prefer to cycle to work
Surrey	<ul style="list-style-type: none"> • Want ideal neighbourhood to be affordable & close to friends/family 	<ul style="list-style-type: none"> • Motivated to live in the region largely due to proximity to friends/family

	<ul style="list-style-type: none"> • Value living close to nature • More likely to prefer single detached homes • More likely to prefer driving to work, even if other options available 	<ul style="list-style-type: none"> • Motivated to live in current residence largely due to affordability • Want ideal neighbourhood to be affordable • Value living close to nature • More likely to prefer multi-attached homes • More likely to prefer four or more bedrooms • More likely to desire homeownership • More likely to prefer taking public transit to work
Tsawwassen First Nation	NA	NA
University of British Columbia/ University Endowment Lands	NA	NA
Vancouver	<ul style="list-style-type: none"> • More likely to prefer living in city (residential neighbourhood) • Value living close to nature • More likely to desire homeownership, but many do not want to be homeowners • More likely to prefer taking public transit to work; many would prefer to walk or cycle to work 	<ul style="list-style-type: none"> • Motivated to live in the region largely due to safety, favourable climate, & nature and landscape • Motivated to live in current residence largely due to safety & access to public transit • Want ideal neighbourhood to be safe, affordable, close to nature, & close to public transit • Value living close to nature • More likely to prefer living in city (residential or downtown) • More likely to prefer apartments • More likely to prefer two bedrooms • More likely to desire homeownership • More likely to prefer driving to work, even if other options available; many would prefer to cycle or walk to work
West Vancouver (including Horseshoe Bay)	<ul style="list-style-type: none"> • Motivated to live in the region largely due to favourable climate, employment opportunities, & nature and landscape • Motivated to live in current residence largely due to safety & affordability • Want ideal neighbourhood to be safe & close to nature • Value living close to nature 	NA

	<ul style="list-style-type: none"> • More likely to prefer single detached homes • More likely to prefer three bedrooms 	
White Rock	<ul style="list-style-type: none"> • Motivated to live in the region largely due to favourable climate, & nature and landscape • Motivated to live in current residence largely due to safety • Want ideal neighbourhood to be affordable • Value living close to nature • More likely to prefer living in suburbs (mixed neighbourhood) • More likely to prefer two or three bedrooms 	NA
Other First Nations / Indian Reserve	NA	NA

APPENDIX B – SUPPLEMENTAL MATERIALS

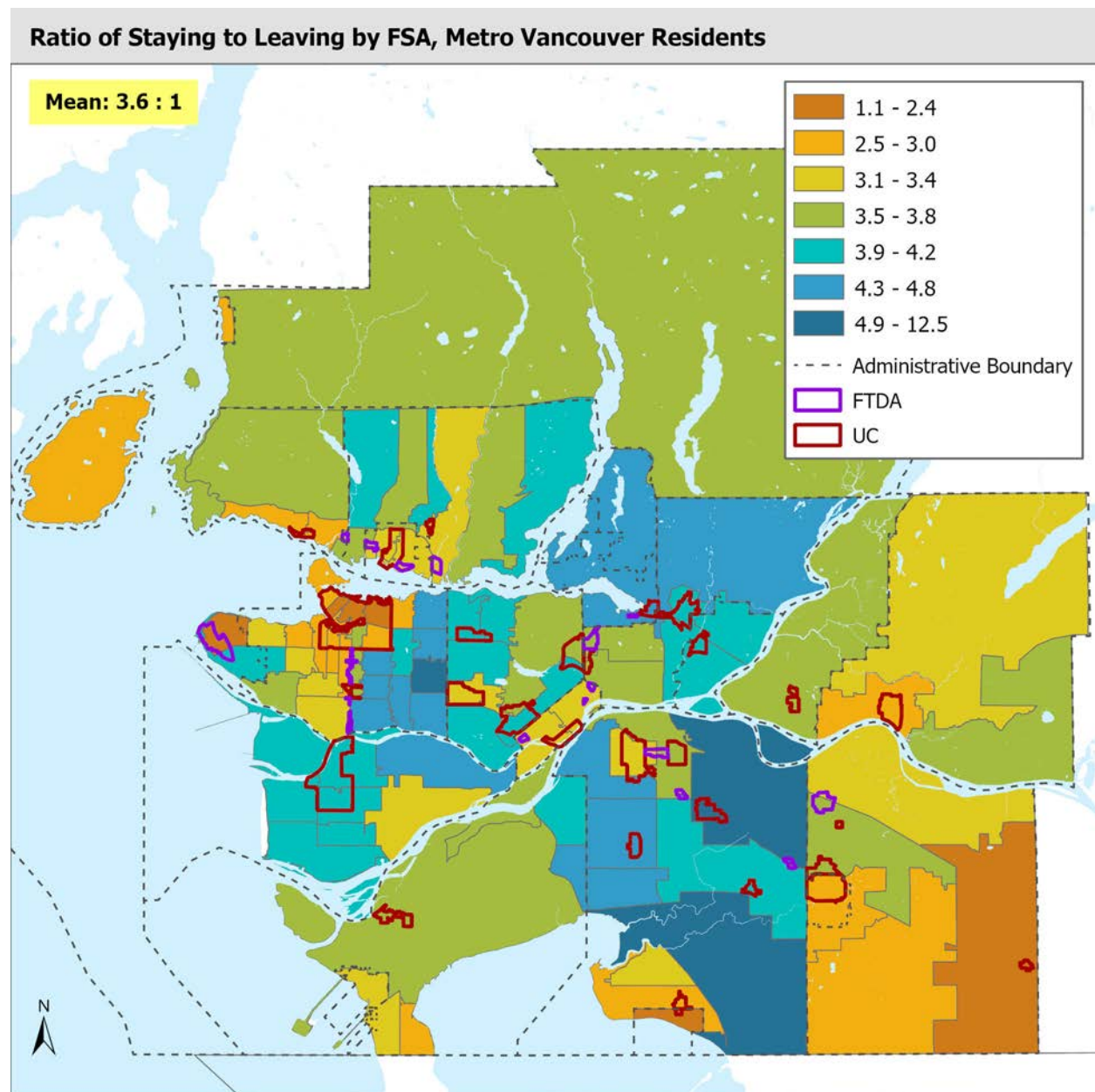


Figure A1. Map of the ratio of residents that stay (i.e., stickers, movers, bouncers) versus leave (i.e., emigrants), per Forwarding Sortation Area (FSA), in Metro Vancouver, 2000-2018. FTDA refers to Frequent Transit Development Area, and UC refers to Urban Centre. Mean (i.e., average) indicates the central tendency; in this case, there are 3.6 residents that stay in the region (as stickers, movers, or bouncers) for every resident that leaves (i.e., emigrates). Data was acquired through the Phase One analysis.

Table A1. Summary of cross-tabulation results from the Phase Two survey, for long-term residents.

Main variable	Cross-tabulated results ¹³³
Current single detached house dwellers	<u>Percentage of respondents per jurisdiction:</u> Burnaby (24%), Coquitlam (38%), Delta (60%) , Langley City (26%), Langley Township (38%), Maple Ridge (45%) , New Westminster (13%), City of North Vancouver (26%), District of North Vancouver (58%) , Port Coquitlam (27%), Port Moody (49%) , Richmond (42%) , Surrey (38%), Vancouver (26%), West Vancouver (including Horseshoe Bay; 47%) , White Rock (12%).
Top three reason for living in Metro Vancouver – Proximity to friends or family	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (44%), Coquitlam (58%), Delta (57%), Langley City (49%), Langley Township (45%), Maple Ridge (43%), New Westminster (48%), City of North Vancouver (45%), District of North Vancouver (49%), Port Coquitlam (45%), Port Moody (56%), Richmond (49%), Surrey (51%), Vancouver (43%), West Vancouver (including Horseshoe Bay; 53%), White Rock (46%).</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (48%), Indigenous/First Nations/Métis (49%), Latin American (35%), South Asian (47%), Chinese (54%), Japanese (51%), Southeast Asian (41%), Other (32%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (45%), With children (53%), Other (50%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (40%), \$35,000-59,999 (45%), \$60,000-84,999 (45%), \$85,000 or over (50%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (50%), Rent (42%), Other family member owns/rents (60%), Co-op housing (53%)</p> <p><u>Percentage of respondents per car ownership:</u> Yes (49%), No (38%)</p>
Top three reason for living in Metro Vancouver – Favourable climate	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (31%), Coquitlam (32%), Delta (44%), Langley City (33%), Langley Township (33%), Maple Ridge (24%), New Westminster (40%), City of North Vancouver (36%), District of North Vancouver (38%), Port Coquitlam (39%), Port Moody (33%), Richmond (40%), Surrey (32%), Vancouver (36%), West Vancouver (including Horseshoe Bay; 51%), White Rock (42%).</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (36%), Indigenous/First Nations/Métis (26%), Latin American (29%), South Asian (25%), Chinese (36%), Japanese (32%), Southeast Asian (31%), Other (41%)</p> <p><u>Percentage of respondents per generation:</u> Boomer/War (44%), Gen X (33%), Millennial or Gen Z (27%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (38%), With children (30%), Other (32%)</p> <p><u>Percentage of respondents per current housing type:</u> Single detached house (33%), Multi-attached house (30%), Row house (37%), Apartment (38%)</p> <p><u>Percentage of respondents per current accessibility needs:</u> Yes (40%), No (33%)</p>
Top three reason for living in Metro Vancouver – Employment opportunities	<u>Percentage of respondents per jurisdiction:</u> Burnaby (33%), Coquitlam (34%), Delta (26%), Langley City (36%) , Langley Township (35%) , Maple Ridge (28%), New Westminster (35%) , City of North Vancouver (35%) , District of North Vancouver (36%) , Port Coquitlam (35%) , Port Moody (32%), Richmond (37%) , Surrey (34%), Vancouver (32%), West Vancouver (including Horseshoe Bay; 18%), White Rock (25%).

¹³³ Jurisdictions with insignificant results due to low sample size (less than 30 respondents) were not included.

	<p>Percentage of respondents per ethnicity: Caucasian (37%), Indigenous/First Nations/Métis (38%), Latin American (31%), South Asian (34%), Chinese (26%), Japanese (38%), Southeast Asian (33%), Other (23%)</p> <p>Percentage of respondents per total annual household income group: Below \$35,000 (25%), \$35,000-59,999 (27%), \$60,000-84,999 (34%), \$85,000 or over (38%)</p> <p>Percentage of respondents per education level: High school or lower (25%), Post secondary or trade school (32%), University (35%)</p> <p>Percentage of respondents per sex/gender (self-identified): Male/Man (37%), Female/Woman (30%)</p> <p>Percentage of respondents per preferred number of bedrooms: One (25%), Two (33%), Three (38%), Four (32%)</p> <p>Percentage of respondents per preference to downsize: Yes (30%), No (38%)</p>
Top three reason for living in Metro Vancouver – Nature and landscape of the region	<p>Percentage of respondents per jurisdiction: Burnaby (25%), Coquitlam (28%), Delta (42%), Langley City (26%), Langley Township (34%), Maple Ridge (36%), New Westminister (22%), City of North Vancouver (40%), District of North Vancouver (48%), Port Coquitlam (32%), Port Moody (44%), Richmond (26%), Surrey (23%), Vancouver (29%), West Vancouver (including Horseshoe Bay; 59%), White Rock (33%).</p> <p>Percentage of respondents per ethnicity: Caucasian (34%), Indigenous/First Nations/Métis (30%), Latin American (17%), South Asian (26%), Chinese (25%), Japanese (21%), Southeast Asian (19%), Other (35%)</p> <p>Percentage of respondents per total annual household income group: Below \$35,000 (24%), \$35,000-59,999 (25%), \$60,000-84,999 (31%), \$85,000 or over (32%)</p> <p>Percentage of respondents per education level: High school or lower (22%), Post secondary or trade school (28%), University (32%)</p> <p>Percentage of respondents per generation: Boomer/War (38%), Gen X (28%), Millennial or Gen Z (24%)</p> <p>Percentage of respondents per household composition: Without children (33%), With children (26%), Other (26%)</p> <p>Percentage of respondents per home ownership: Own (33%), Rent (26%), Other family member owns/rents (20%), Co-op housing (42%)</p> <p>Percentage of respondents per car ownership: Yes (30%), No (25%)</p>
Top three reasons to living in current residence/ neighbourhood – Proximity to friends or family	<p>Percentage of respondents per jurisdiction: Burnaby (35%), Coquitlam (43%), Delta (42%), Langley City (41%), Langley Township (32%), Maple Ridge (31%), New Westminister (24%), City of North Vancouver (33%), District of North Vancouver (37%), Port Coquitlam (34%), Port Moody (28%), Richmond (33%), Surrey (39%), Vancouver (30%), West Vancouver (including Horseshoe Bay; 35%), White Rock (26%).</p> <p>Percentage of respondents per ethnicity: Caucasian (34%), Indigenous/First Nations/Métis (35%), Latin American (29%), South Asian (35%), Chinese (41%), Japanese (34%), Southeast Asian (30%), Other (25%)</p> <p>Percentage of respondents per household composition: Without children (31%), With children (38%), Other (39%)</p> <p>Percentage of respondents per home ownership: Own (33%), Rent (32%), Other family member owns/rents (48%), Co-op housing (39%)</p>
Top three reasons to living in current residence/	<p>Percentage of respondents per jurisdiction: Burnaby (35%), Coquitlam (37%), Delta (51%), Langley City (22%), Langley Township (36%), Maple Ridge (32%), New Westminister (24%), City of North Vancouver (44%), District of North Vancouver (46%),</p>

neighbourhood – Safety	<p>Port Coquitlam (39%), Port Moody (51%), Richmond (38%), Surrey (24%), Vancouver (25%), West Vancouver (including Horseshoe Bay; 52%), White Rock (51%).</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (30%), Indigenous/First Nations/Métis (37%), Latin American (19%), South Asian (34%), Chinese (37%), Japanese (36%), Southeast Asian (28%), Other (39%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (30%), With children (36%), Other (31%)</p> <p><u>Percentage of respondents per current accessibility needs:</u> Yes (29%), No (35%)</p> <p><u>Percentage of respondents per car ownership:</u> Yes (33%), No (26%)</p>
Top three reasons to living in current residence/ neighbourhood – Affordability	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (31%), Coquitlam (32%), Delta (43%), Langley City (34%), Langley Township (41%), Maple Ridge (48%), New Westminster (46%), City of North Vancouver (27%), District of North Vancouver (14%), Port Coquitlam (52%), Port Moody (25%), Richmond (34%), Surrey (40%), Vancouver (21%), West Vancouver (including Horseshoe Bay; 19%), White Rock (23%).</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (35%), Indigenous/First Nations/Métis (49%), Latin American (23%), South Asian (26%), Chinese (24%), Japanese (29%), Southeast Asian (33%), Other (49%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (43%), \$35,000-59,999 (39%), \$60,000-84,999 (33%), \$85,000 or over (27%)</p> <p><u>Percentage of respondents per generation:</u> Boomer/War (41%), Gen X (30%), Millennial or Gen Z (26%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (30%), Rent (41%), Other family member owns/rents (21%), Co-op housing (79%)</p>
Preference for living in more residential neighbourhoods in “the city”	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (40%), Coquitlam (25%), Delta (11%), Langley City (22%), Langley Township (20%), Maple Ridge (19%), New Westminster (27%), City of North Vancouver (43%), District of North Vancouver (28%), Port Coquitlam (8%), Port Moody (23%), Richmond (36%), Surrey (24%), Vancouver (53%), West Vancouver (including Horseshoe Bay; 22%), White Rock (11%).</p>
Preference for living in the downtown of “the city”	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (13%), Coquitlam (3%), Delta (10%), Langley City (45%), Langley Township (8%), Maple Ridge (8%), New Westminster (16%), City of North Vancouver (18%), District of North Vancouver (7%), Port Coquitlam (11%), Port Moody (2%), Richmond (21%), Surrey (14%), Vancouver (28%), West Vancouver (including Horseshoe Bay; 12%), White Rock (9%).</p>
Preference for living in the suburbs (mix of housing and commercial)	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (29%), Coquitlam (53%), Delta (53%), Langley City (19%), Langley Township (40%), Maple Ridge (28%), New Westminster (34%), City of North Vancouver (32%), District of North Vancouver (43%), Port Coquitlam (65%), Port Moody (47%), Richmond (30%), Surrey (39%), Vancouver (11%), West Vancouver (including Horseshoe Bay; 40%), White Rock (68%).</p>
Preference for living in a single detached house	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (31%), Coquitlam (42%), Delta (65%), Langley City (31%), Langley Township (47%), Maple Ridge (50%), New Westminster (33%), City of North Vancouver (35%), District of North Vancouver (59%), Port Coquitlam (43%), Port Moody (49%), Richmond (41%), Surrey (49%), Vancouver (31%), West Vancouver (including Horseshoe Bay; 51%), White Rock (39%).</p> <p><u>Percentage of respondents per behaviour type:</u> Sticker (43%), Mover (36%), Bouncer (33%)</p>

	<p>Percentage of respondents per ethnicity: Caucasian (43%), Indigenous/First Nations/Métis (41%), Latin American (39%), South Asian (33%), Chinese (38%), Japanese (49%), Southeast Asian (41%), Other (36%)</p> <p>Percentage of respondents per total annual household income group: Below \$35,000 (32%), \$35,000-59,999 (33%), \$60,000-84,999 (33%), \$85,000 or over (47%)</p> <p>Percentage of respondents per generation: Boomer/War (44%), Gen X (45%), Millennial or Gen Z (35%)</p> <p>Percentage of respondents per household composition: Without children (39%), With children (45%), Other (41%)</p> <p>Percentage of respondents per home ownership: Own (47%), Rent (31%), Other family member owns/rents (28%), Co-op housing (17%)</p> <p>Percentage of respondents per current housing type: Single detached house (74%), Multi-attached house (24%), Row house (27%), Apartment (21%)</p>
Preference for living in a multi-attached house	<p>Percentage of respondents per jurisdiction: Burnaby (31%), Coquitlam (26%), Delta (18%), Langley City (29%), Langley Township (20%), Maple Ridge (27%), New Westminister (23%), City of North Vancouver (27%), District of North Vancouver (10%), Port Coquitlam (20%), Port Moody (23%), Richmond (22%), Surrey (21%), Vancouver (25%), West Vancouver (including Horseshoe Bay; 20%), White Rock (24%).</p> <p>Percentage of respondents per ethnicity: Caucasian (21%), Indigenous/First Nations/Métis (19%), Latin American (23%), South Asian (33%), Chinese (27%), Japanese (16%), Southeast Asian (35%), Other (34%)</p> <p>Percentage of respondents per total annual household income group: Below \$35,000 (15%), \$35,000-59,999 (23%), \$60,000-84,999 (23%), \$85,000 or over (26%)</p> <p>Percentage of respondents per generation: Boomer/War (15%), Gen X (26%), Millennial or Gen Z (30%)</p> <p>Percentage of respondents per household composition: Without children (17%), With children (32%), Other (30%)</p> <p>Percentage of respondents per home ownership: Own (22%), Rent (23%), Other family member owns/rents (33%), Co-op housing (30%)</p> <p>Percentage of respondents per current accessibility needs: Yes (30%), No (21%)</p> <p>Percentage of respondents per current housing type: Single detached house (15%), Multi-attached house (58%), Row house (19%), Apartment (17%)</p>
Preferred number of bedrooms – Two bedrooms	<p>Percentage of respondents per jurisdiction: Burnaby (23%), Coquitlam (27%), Delta (22%), Langley City (38%), Langley Township (19%), Maple Ridge (14%), New Westminister (31%), City of North Vancouver (40%), District of North Vancouver (19%), Port Coquitlam (26%), Port Moody (13%), Richmond (17%), Surrey (17%), Vancouver (30%), West Vancouver (including Horseshoe Bay; 33%), White Rock (39%)</p> <p>Percentage of respondents per current housing type: Single detached house (11%), Multi-attached house (16%), Row house (25%), Apartment (41%)</p> <p>Percentage of respondents per total annual household income group: Below \$35,000 (38%), \$35,000-59,999 (35%), \$60,000-84,999 (28%), \$85,000 or over (17%)</p> <p>Percentage of respondents per home ownership: Own (20%), Rent (36%), Other family member owns/rents (18%), Co-op housing (34%)</p>
Preferred number of bedrooms – Three bedrooms	<p>Percentage of respondents per jurisdiction: Burnaby (29%), Coquitlam (30%), Delta (42%), Langley City (36%), Langley Township (33%), Maple Ridge (36%), New Westminister (27%), City of North Vancouver (29%), District of North Vancouver (31%),</p>

	<p>Port Coquitlam (38%), Port Moody (48%), Richmond (42%), Surrey (40%), Vancouver (25%), West Vancouver (including Horseshoe Bay; 41%), White Rock (41%)</p> <p><u>Percentage of respondents per current housing type:</u> Single detached house (37%), Multi-attached house (29%), Row house (41%), Apartment (32%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (22%), \$35,000-59,999 (30%), \$60,000-84,999 (38%), \$85,000 or over (37%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (38%), Rent (29%), Other family member owns/rents (24%), Co-op housing (39%)</p>
Preferred number of bedrooms – Four or more bedrooms	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (36%), Coquitlam (33%), Delta (26%), Langley City (22%), Langley Township (37%), Maple Ridge (37%), New Westminster (28%), City of North Vancouver (25%), District of North Vancouver (34%), Port Coquitlam (32%), Port Moody (36%), Richmond (31%), Surrey (32%), Vancouver (27%), West Vancouver (including Horseshoe Bay; 19%), White Rock (10%)</p> <p><u>Percentage of respondents per current housing type:</u> Single detached house (41%), Multi-attached house (42%), Row house (29%), Apartment (13%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (19%), \$35,000-59,999 (20%), \$60,000-84,999 (22%), \$85,000 or over (40%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (34%), Rent (19%), Other family member owns/rents (35%), Co-op housing (16%)</p> <p><u>Percentage of respondents per preference to downsize:</u> Yes (41%), No (53%)</p>
Preference for home ownership – Yes	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (57%), Coquitlam (68%), Delta (55%), Langley Township (59%), City of North Vancouver (70%), Richmond (72%), Surrey (66%), Vancouver (57%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (59%), Indigenous/First Nations/Métis (51%), South Asian (68%), Chinese (68%), Southeast Asian (75%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (54%), \$35,000-59,999 (59%), \$60,000-84,999 (65%), \$85,000 or over (73%)</p> <p><u>Percentage of respondents per generation:</u> Boomer/War (35%), Gen X (60%), Millennial or Gen Z (74%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (54%), With children (75%), Other (71%)</p> <p><u>Percentage of respondents per preferred housing type:</u> Single detached house (74%), Multi-attached house (73%), Row house (64%), Apartment (49%)</p> <p><u>Percentage of respondents per preferring living location:</u> City - downtown (61%), City – residential (63%), Suburbs - mix (66%), Suburbs - residential (75%), Rural (75%)</p>
Preference for home ownership – No	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (22%), Coquitlam (21%), Delta (33%), Langley Township (27%), City of North Vancouver (22%), Richmond (21%), Surrey (20%), Vancouver (26%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (27%), Indigenous/First Nations/Métis (24%), South Asian (20%), Chinese (15%), Southeast Asian (19%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (31%), \$35,000-59,999 (30%), \$60,000-84,999 (22%), \$85,000 or over (15%)</p> <p><u>Percentage of respondents per generation:</u> Boomer/War (46%), Gen X (22%), Millennial or Gen Z (14%)</p>

	<p><u>Percentage of respondents per household composition</u>: Without children (30%), With children (12%), Other (17%)</p> <p><u>Percentage of respondents per preferred housing type</u>: Single detached house (13%), Multi-attached house (17%), Row house (20%), Apartment (40%)</p> <p><u>Percentage of respondents per preferring living location</u>: City - downtown (25%), City – residential (25%), Suburbs - mix (22%), Suburbs - residential (17%), Rural (13%)</p>
Top three preferences in choosing an ideal residence/ neighbourhood – Safety	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (48%), Coquitlam (52%), Delta (54%), Langley City (31%), Langley Township (44%), Maple Ridge (49%), New Westminster (36%), City of North Vancouver (46%), District of North Vancouver (46%), Port Coquitlam (49%), Port Moody (48%), Richmond (54%), Surrey (42%), Vancouver (38%), West Vancouver (including Horseshoe Bay; 56%), White Rock (43%)</p> <p><u>Percentage of respondents per ethnicity</u>: Caucasian (41%), Indigenous/First Nations/ Métis (42%), Latin American (31%), South Asian (45%), Chinese (52%), Japanese (38%), Southeast Asian (51%), Other (54%)</p> <p><u>Percentage of respondents per total annual household income group</u>: Below \$35,000 (43%), \$35,000-59,999 (39%), \$60,000-84,999 (44%), \$85,000 or over (44%)</p> <p><u>Percentage of respondents per education level</u>: High school or lower (49%), Post secondary or trade school (47%), University (42%)</p> <p><u>Percentage of respondents per generation</u>: Boomer/War (48%), Gen X (49%), Millennial or Gen Z (37%)</p> <p><u>Percentage of respondents per household composition</u>: Without children (42%), With children (47%), Other (43%)</p> <p><u>Percentage of respondents per home ownership</u>: Own (46%), Rent (38%), Other family member owns/rents (47%), Co-op housing (48%)</p> <p><u>Percentage of respondents per preferred housing type</u>: Single detached house (48%), Multi-attached house (45%), Row house (40%), Apartment (37%)</p> <p><u>Percentage of respondents per preferred living location</u>: City - downtown (29%), City – residential (45%), Suburbs - mix (47%), Suburbs - residential (62%), Rural (42%)</p>
Top three preferences in choosing an ideal residence/ neighbourhood – Affordability	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (43%), Coquitlam (40%), Delta (50%), Langley City (35%), Langley Township (48%), Maple Ridge (52%), New Westminster (48%), City of North Vancouver (46%), District of North Vancouver (27%), Port Coquitlam (65%), Port Moody (42%), Richmond (43%), Surrey (46%), Vancouver (37%), West Vancouver (including Horseshoe Bay; 30%), White Rock (47%)</p> <p><u>Percentage of respondents per ethnicity</u>: Caucasian (44%), Indigenous/First Nations/ Métis (59%), Latin American (22%), South Asian (40%), Chinese (38%), Japanese (41%), Southeast Asian (42%), Other (53%)</p> <p><u>Percentage of respondents per total annual household income group</u>: Below \$35,000 (57%), \$35,000-59,999 (53%), \$60,000-84,999 (44%), \$85,000 or over (36%)</p> <p><u>Percentage of respondents per education level</u>: High school or lower (55%), Post secondary or trade school (50%), University (37%)</p> <p><u>Percentage of respondents per generation</u>: Boomer/War (47%), Gen X (41%), Millennial or Gen Z (40%)</p> <p><u>Percentage of respondents per household composition</u>: Without children (44%), With children (38%), Other (45%)</p> <p><u>Percentage of respondents per home ownership</u>: Own (36%), Rent (56%), Other family member owns/rents (48%), Co-op housing (82%)</p>

	<p><u>Percentage of respondents per preferred housing type</u>: Single detached house (40%), Multi-attached house (45%), Row house (41%), Apartment (42%)</p> <p><u>Percentage of respondents per preferred living location</u>: City - downtown (35%), City – residential (41%), Suburbs - mix (47%), Suburbs - residential (42%), Rural (55%)</p>
Top three preferences in choosing an ideal residence/ neighbourhood – Proximity to nature	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (30%), Coquitlam (30%), Delta (30%), Langley City (24%), Langley Township (35%), Maple Ridge (39%), New Westminster (33%), City of North Vancouver (34%), District of North Vancouver (61%), Port Coquitlam (41%), Port Moody (43%), Richmond (27%), Surrey (29%), Vancouver (27%), West Vancouver (including Horseshoe Bay; 48%), White Rock (32%)</p> <p><u>Percentage of respondents per behaviour type</u>: Sticker (32%), Mover (32%), Bouncer (28%)</p> <p><u>Percentage of respondents per ethnicity</u>: Caucasian (36%), Indigenous/First Nations/ Métis (31%), Latin American (27%), South Asian (22%), Chinese (21%), Japanese (42%), Southeast Asian (16%), Other (35%)</p> <p><u>Percentage of respondents per total annual household income group</u>: Below \$35,000 (27%), \$35,000-59,999 (31%), \$60,000-84,999 (31%), \$85,000 or over (33%)</p> <p><u>Percentage of respondents per education level</u>: High school or lower (28%), Post secondary or trade school (33%), University (31%)</p> <p><u>Percentage of respondents per generation</u>: Boomer/War (38%), Gen X (32%), Millennial or Gen Z (25%)</p> <p><u>Percentage of respondents per household composition</u>: Without children (34%), With children (28%), Other (27%)</p> <p><u>Percentage of respondents per home ownership</u>: Own (32%), Rent (33%), Other family member owns/rents (23%), Co-op housing (28%)</p> <p><u>Percentage of respondents per preferred housing type</u>: Single detached house (35%), Multi-attached house (29%), Row house (26%), Apartment (32%)</p> <p><u>Percentage of respondents per preferred living location</u>: City - downtown (24%), City – residential (27%), Suburbs - mix (33%), Suburbs - residential (40%), Rural (62%)</p>
Level of agreement – “Living near nature is very important to me”	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (63%), Coquitlam (80%), Delta (77%), Langley City (88%), Langley Township (80%), Maple Ridge (82%), New Westminster (71%), City of North Vancouver (69%), District of North Vancouver (79%), Port Coquitlam (78%), Port Moody (83%), Richmond (58%), Surrey (73%), Vancouver (67%), West Vancouver (including Horseshoe Bay; 82%), White Rock (91%)</p> <p><u>Percentage of respondents per ethnicity</u>: Caucasian (79%), Indigenous/First Nations/ Métis (72%), Latin American (81%), South Asian (69%), Chinese (55%), Japanese (69%), Southeast Asian (65%), Other (78%)</p> <p><u>Percentage of respondents per total annual household income group</u>: Below \$35,000 (69%), \$35,000-59,999 (69%), \$60,000-84,999 (69%), \$85,000 or over (76%)</p> <p><u>Percentage of respondents per home ownership</u>: Own (73%), Rent (73%), Other family member owns/rents (63%), Co-op housing (67%)</p> <p><u>Percentage of respondents per car ownership</u>: Yes (73%), No (66%)</p>
Top three preferences in choosing an ideal residence/ neighbourhood –	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (30%), Coquitlam (30%), Delta (30%), Langley City (24%), Langley Township (35%), Maple Ridge (39%), New Westminster (33%), City of North Vancouver (34%), District of North Vancouver (61%), Port Coquitlam (41%), Port Moody (43%), Richmond (27%), Surrey (29%), Vancouver (27%), West Vancouver (including Horseshoe Bay; 48%), White Rock (32%)</p>

Proximity to friends or family	<p>Percentage of respondents per ethnicity: Caucasian (33%), Indigenous/First Nations/Métis (34%), Latin American (25%), South Asian (29%), Chinese (30%), Japanese (26%), Southeast Asian (24%), Other (18%)</p> <p>Percentage of respondents per total annual household income group: Below \$35,000 (32%), \$35,000-59,999 (31%), \$60,000-84,999 (29%), \$85,000 or over (30%)</p> <p>Percentage of respondents per education level: High school or lower (32%), Post secondary or trade school (35%), University (28%)</p> <p>Percentage of respondents per generation: Boomer/War (35%), Gen X (30%), Millennial or Gen Z (27%)</p> <p>Percentage of respondents per household composition: Without children (30%), With children (31%), Other (30%)</p> <p>Percentage of respondents per home ownership: Own (32%), Rent (26%), Other family member owns/rents (30%), Co-op housing (37%)</p> <p>Percentage of respondents per preferred housing type: Single detached house (34%), Multi-attached house (31%), Row house (29%), Apartment (24%)</p> <p>Percentage of respondents per preferred living location: City - downtown (19%), City – residential (30%), Suburbs - mix (35%), Suburbs - residential (39%), Rural (29%)</p>
Top three preferences in choosing an ideal residence/ neighbourhood – Proximity to workplace (personally or for family member)	<p>Percentage of respondents per jurisdiction: Burnaby (15%), Coquitlam (16%), Delta (12%), Langley City (23%), Langley Township (10%), Maple Ridge (11%), New Westminster (15%), City of North Vancouver (23%), District of North Vancouver (5%), Port Coquitlam (12%), Port Moody (13%), Richmond (14%), Surrey (19%), Vancouver (19%), West Vancouver (including Horseshoe Bay; 2%), White Rock (3%)</p> <p>Percentage of respondents per total annual household income group: Below \$35,000 (11%), \$35,000-59,999 (14%), \$60,000-84,999 (21%), \$85,000 or over (17%)</p> <p>Percentage of respondents per education level: High school or lower (11%), Post secondary or trade school (17%), University (17%)</p> <p>Percentage of respondents per generation: Boomer/War (6%), Gen X (18%), Millennial or Gen Z (23%)</p> <p>Percentage of respondents per home ownership: Own (13%), Rent (19%), Other family member owns/rents (25%), Co-op housing (16%)</p>
Commute to work preference – Driving	<p>Percentage of respondents per jurisdiction: Burnaby (41%), Coquitlam (49%), Delta (51%), Langley City (31%), Langley Township (67%), Maple Ridge (68%), New Westminster (43%), City of North Vancouver (29%), Port Coquitlam (57%), Richmond (62%), Surrey (56%), Vancouver (32%)</p> <p>Percentage of respondents per behaviour type: Sticker (48%), Mover (45%), Bouncer (39%)</p> <p>Percentage of respondents per ethnicity: Caucasian (48%), Indigenous/First Nations/Métis (27%), Latin American (25%), South Asian (40%), Chinese (45%), Southeast Asian (45%)</p> <p>Percentage of respondents per total annual household income group: Below \$35,000 (35%), \$35,000-59,999 (37%), \$60,000-84,999 (43%), \$85,000 or over (51%)</p> <p>Percentage of respondents per education level: High school or lower (58%), Post secondary or trade school (53%), University (42%)</p> <p>Percentage of respondents per household composition: Without children (42%), With children (51%), Other (44%)</p> <p>Percentage of respondents per car ownership: Yes (35%), No (8%)</p>

Commute to work preference – Public transit	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (34%), Coquitlam (23%), Delta (28%), Langley City (15%), Langley Township (10%), Maple Ridge (16%), New Westminster (33%), City of North Vancouver (31%), Port Coquitlam (13%), Richmond (17%), Surrey (21%), Vancouver (29%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (20%), Indigenous/First Nations/Métis (25%), Latin American (45%), South Asian (29%), Chinese (30%), Southeast Asian (33%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (43%), \$35,000-59,999 (33%), \$60,000-84,999 (22%), \$85,000 or over (20%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (21%), Rent (29%), Other family member owns/rents (29%)</p> <p><u>Percentage of respondents per car ownership:</u> Yes (20%), No (52%)</p>
Commute to work preference – Walking	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (16%), Coquitlam (14%), Delta (12%), Langley City (19%), Langley Township (19%), Maple Ridge (10%), New Westminister (20%), City of North Vancouver (26%), Port Coquitlam (15%), Richmond (16%), Surrey (11%), Vancouver (24%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (19%), Indigenous/First Nations/Métis (23%), Latin American (12%), South Asian (21%), Chinese (17%), Southeast Asian (12%)</p> <p><u>Percentage of respondents per car ownership:</u> Yes (16%), No (27%)</p> <p><u>Percentage of respondents per current housing type:</u> Single detached house (14%), Multi-attached house (15%), Row house (14%), Apartment (26%)</p> <p><u>Percentage of respondents per preferred housing type:</u> Single detached house (14%), Multi-attached house (17%), Row house (22%), Apartment (25%)</p> <p><u>Percentage of respondents per preferred living location:</u> City - downtown (25%), City – residential (19%), Suburbs - mix (14%), Suburbs - residential (11%), Rural (9%)</p>
Commute to work preference – Cycling	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (6%), Coquitlam (8%), Delta (8%), Langley City (10%), Langley Township (1%), Maple Ridge (2%), New Westminister (2%), City of North Vancouver (11%), Port Coquitlam (3%), Richmond (3%), Surrey (5%), Vancouver (9%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (7%), Indigenous/First Nations/Métis (2%), Latin American (12%), South Asian (2%), Chinese (4%), Southeast Asian (7%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (3%), \$35,000-59,999 (7%), \$60,000-84,999 (7%), \$85,000 or over (7%)</p> <p><u>Percentage of respondents per education level:</u> High school or lower (3%), Post secondary or trade school (6%), University (7%)</p> <p><u>Percentage of respondents per generation:</u> Boomer/War (3%), Gen X (6%), Millennial or Gen Z (7%)</p> <p><u>Percentage of respondents per sex/gender (self-identified):</u> Male/Man (8%), Female/Woman (4%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (8%), With children (5%), Other (5%)</p> <p><u>Percentage of respondents per current housing type:</u> Single detached house (5%), Multi-attached house (9%), Row house (5%), Apartment (7%)</p>

Distribution of Movers (%) versus Bouncers (%) by FSA, Metro Vancouver Immigrants

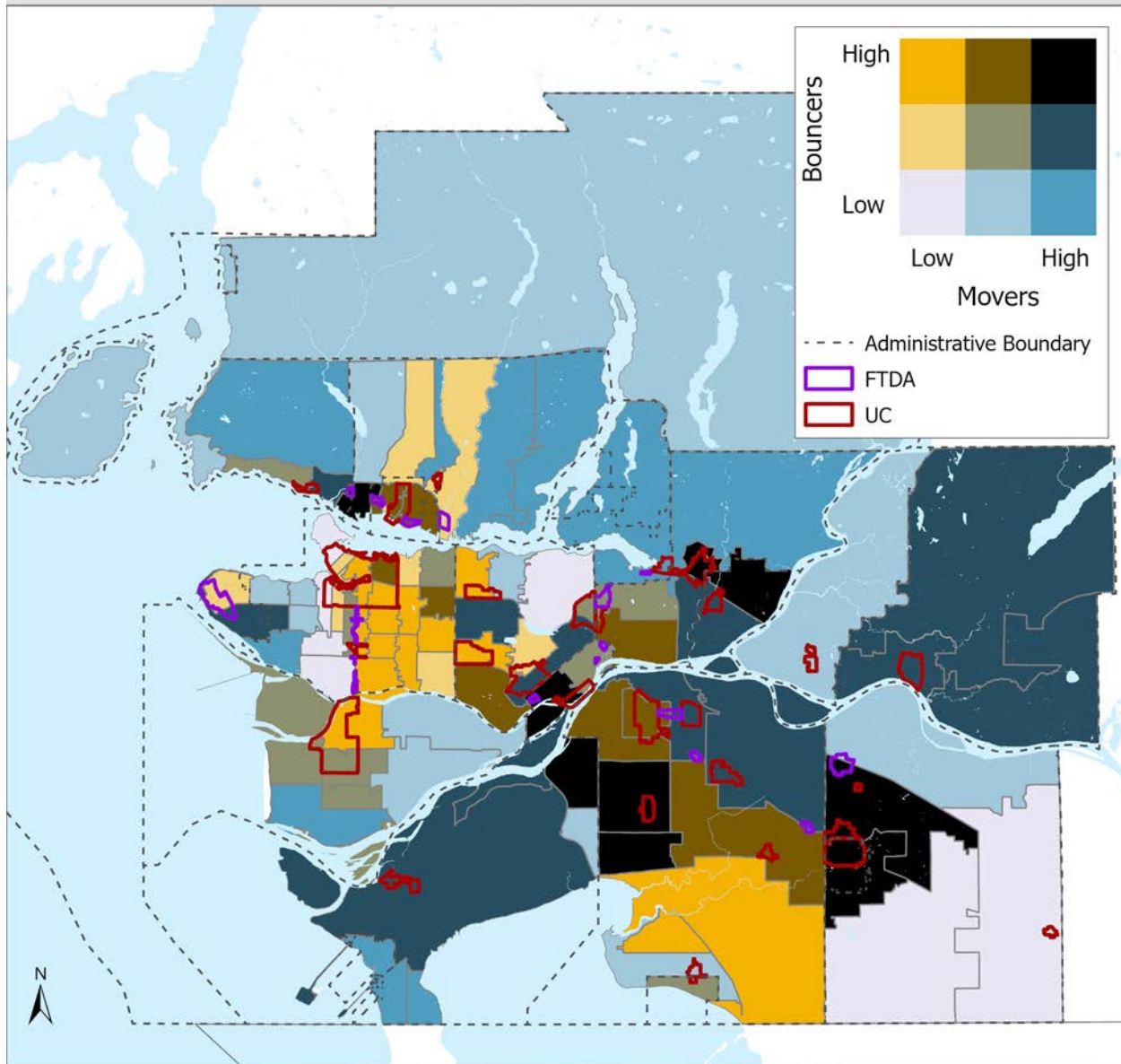


Figure A2. Map of immigrants that are bouncers (i.e., have lived in at least two locations) compared to those that are movers (i.e., relocated to a secondary location), per Forwarding Sortation Area (FSA), in Metro Vancouver, 2000-2018. FTDA refers to Frequent Transit Development Area, and UC refers to Urban Centre. Bi-variate categorization is based on quantiles. The darker orange colour indicates a large proportion of bouncers, while a darker blue colour indicates a large proportion of movers; the presence of both dark orange and blue indicates a large proportion of both bouncers and movers. Data was acquired through the Phase One analysis.

Table A2. Summary of cross-tabulation results from the Phase Two survey, for immigrants.

Main variable	Cross-tabulated results ¹³⁴
Current apartment dwellers	<u>Percentage of respondents per jurisdiction:</u> Burnaby (52%) , Coquitlam (47%), Delta (6%), Langley City (53%) , City of North Vancouver (44%), Pitt Meadows (35%), Port Coquitlam (53%) , Richmond (53%) , Surrey (22%), Vancouver (53%)
Current multi-attached house dwellers	<u>Percentage of respondents per jurisdiction:</u> Burnaby (17%), Coquitlam (19%), Delta (33%) , Langley City (30%) , City of North Vancouver (27%) , Pitt Meadows (29%) , Port Coquitlam (17%), Richmond (15%), Surrey (37%) , Vancouver (19%)
Top three reason for living in Metro Vancouver – Employment opportunities	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (32%), Coquitlam (22%), Delta (24%), Langley City (43%), City of North Vancouver (35%), Pitt Meadows (41%), Port Coquitlam (37%), Richmond (38%), Surrey (30%), Vancouver (38%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (36%), Latin American (31%), Black (28%), South Asian (31%), Chinese (32%), Southeast Asian (46%)</p> <p><u>Percentage of respondents per education level:</u> High school or lower (21%), Post secondary or trade school (26%), University (36%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (32%), With children (36%), Other (31%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (35%), Rent (36%), Other family member owns/rents (16%)</p> <p><u>Percentage of respondents per car ownership:</u> Yes (37%), No (26%)</p>
Top three reason for living in Metro Vancouver – Safety	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (22%), Coquitlam (35%), Delta (22%), Langley City (49%), City of North Vancouver (37%), Pitt Meadows (37%), Port Coquitlam (38%), Richmond (25%), Surrey (24%), Vancouver (42%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (34%), Latin American (28%), Black (19%), South Asian (35%), Chinese (36%), Southeast Asian (34%)</p> <p><u>Percentage of respondents per education level:</u> High school or lower (27%), Post secondary or trade school (29%), University (35%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (29%), With children (38%), Other (27%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (38%), Rent (28%), Other family member owns/rents (28%)</p> <p><u>Percentage of respondents per car ownership:</u> Yes (34%), No (31%)</p>
Top three reason for living in Metro Vancouver – Favourable climate	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (33%), Coquitlam (27%), Delta (20%), Langley City (39%), City of North Vancouver (31%), Pitt Meadows (34%), Port Coquitlam (50%), Richmond (25%), Surrey (30%), Vancouver (37%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (31%), Latin American (25%), Black (29%), South Asian (33%), Chinese (35%), Southeast Asian (44%)</p> <p><u>Percentage of respondents per education level:</u> High school or lower (34%), Post secondary or trade school (26%), University (34%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (32%), With children (34%), Other (30%)</p>

¹³⁴ Jurisdictions with insignificant results due to low sample size (less than 30 respondents) were not included.

	<p><u>Percentage of respondents per home ownership:</u> Own (37%), Rent (29%), Other family member owns/rents (27%)</p> <p><u>Percentage of respondents per car ownership:</u> Yes (34%), No (29%)</p>
Top three reason for living in Metro Vancouver – Proximity to friends or family	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (34%), Coquitlam (35%), Delta (21%), Langley City (43%), City of North Vancouver (24%), Pitt Meadows (31%), Port Coquitlam (24%), Richmond (28%), Surrey (39%), Vancouver (27%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (30%), Latin American (22%), Black (12%), South Asian (31%), Chinese (36%), Southeast Asian (36%)</p> <p><u>Percentage of respondents per education level:</u> High school or lower (45%), Post secondary or trade school (36%), University (30%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (30%), With children (31%), Other (34%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (33%), Rent (28%), Other family member owns/rents (39%)</p> <p><u>Percentage of respondents per car ownership:</u> Yes (33%), No (27%)</p>
Top three reason for living in Metro Vancouver – Nature and landscape of the region	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (34%), Coquitlam (33%), Delta (25%), Langley City (24%), City of North Vancouver (32%), Pitt Meadows (34%), Port Coquitlam (38%), Richmond (16%), Surrey (22%), Vancouver (30%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (29%), Latin American (29%), Black (20%), South Asian (21%), Chinese (30%), Southeast Asian (33%)</p> <p><u>Percentage of respondents per education level:</u> High school or lower (24%), Post secondary or trade school (29%), University (27%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (29%), With children (29%), Other (21%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (32%), Rent (24%), Other family member owns/rents (20%)</p> <p><u>Percentage of respondents per car ownership:</u> Yes (29%), No (25%)</p> <p><u>Percentage of respondents per current accessibility needs:</u> Yes (20%), No (31%)</p> <p><u>Percentage of respondents per current housing type:</u> Single detached house (27%), Multi-attached house (20%), Row house (21%), Apartment (34%)</p>
Top three reasons to living in current residence/ neighbourhood – Safety	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (34%), Coquitlam (44%), Delta (17%), Langley City (24%), City of North Vancouver (31%), Pitt Meadows (31%), Port Coquitlam (34%), Richmond (42%), Surrey (24%), Vancouver (32%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (25%), Latin American (48%), Black (34%), South Asian (30%), Chinese (32%), Southeast Asian (29%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (39%), \$35,000-59,999 (32%), \$60,000-84,999 (30%), \$85,000 or over (27%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (34%), With children (30%), Other (31%)</p> <p><u>Percentage of respondents per generation:</u> Boomer/War (44%), Gen X (30%), Millennial or Gen Z (30%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (29%), Rent (35%), Other family member owns/rents (29%)</p>

Top three reasons to living in current residence/ neighbourhood – Proximity to public transportation	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (42%), Coquitlam (30%), Delta (13%), Langley City (19%), City of North Vancouver (23%), Pitt Meadows (13%), Port Coquitlam (28%), Richmond (34%), Surrey (27%), Vancouver (34%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (24%), Latin American (32%), Black (40%), South Asian (30%), Chinese (26%), Southeast Asian (45%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (47%), \$35,000-59,999 (28%), \$60,000-84,999 (28%), \$85,000 or over (25%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (32%), With children (25%), Other (29%)</p> <p><u>Percentage of respondents per generation:</u> Boomer/War (30%), Gen X (30%), Millennial or Gen Z (27%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (22%), Rent (39%), Other family member owns/rents (25%)</p> <p><u>Percentage of respondents per car ownership:</u> Yes (24%), No (42%)</p>
Top three reasons to living in current residence/ neighbourhood – Affordability	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (42%), Coquitlam (40%), Delta (16%), Langley City (20%), City of North Vancouver (24%), Pitt Meadows (21%), Port Coquitlam (37%), Richmond (20%), Surrey (40%), Vancouver (21%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (24%), Latin American (30%), Black (37%), South Asian (29%), Chinese (26%), Southeast Asian (44%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (45%), \$35,000-59,999 (31%), \$60,000-84,999 (22%), \$85,000 or over (25%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (29%), With children (23%), Other (38%)</p> <p><u>Percentage of respondents per generation:</u> Boomer/War (29%), Gen X (30%), Millennial or Gen Z (27%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (23%), Rent (33%), Other family member owns/rents (28%)</p> <p><u>Percentage of respondents per car ownership:</u> Yes (27%), No (29%)</p>
Top three reasons to living in current residence/ neighbourhood – Proximity to friends or family	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (22%), Coquitlam (23%), Delta (13%), Langley City (20%), City of North Vancouver (20%), Pitt Meadows (19%), Port Coquitlam (6%), Richmond (14%), Surrey (26%), Vancouver (17%)</p>
Preference for living in “the city”	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (70%), Coquitlam (67%), Delta (90%), Langley City (85%), City of North Vancouver (63%), Pitt Meadows (80%), Port Coquitlam (76%), Richmond (70%), Surrey (64%), Vancouver (80%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (69%), Latin American (78%), Black (57%), South Asian (70%), Chinese (80%), Southeast Asian (64%)</p> <p><u>Percentage of respondents per education level:</u> High school or lower (54%), Post secondary or trade school (77%), University (74%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (76%), Rent (69%), Other family member owns/rents (69%)</p>

Preference for living in the downtown of “the city”	<u>Percentage of respondents per jurisdiction</u> : Burnaby (28%), Coquitlam (18%), Delta (45%), Langley City (58%) , City of North Vancouver (27%), Pitt Meadows (59%) , Port Coquitlam (23%), Richmond (30%), Surrey (30%), Vancouver (41%)
Preference for living in more residential neighbourhoods in “the city”	<u>Percentage of respondents per jurisdiction</u> : Burnaby (42%), Coquitlam (49%), Delta (45%) , Langley City (27%), City of North Vancouver (36%), Pitt Meadows (21%), Port Coquitlam (53%), Richmond (40%) , Surrey (34%), Vancouver (39%)
Preference for living in the suburbs (mix of housing and commercial)	<u>Percentage of respondents per jurisdiction</u> : Burnaby (27%), Coquitlam (31%), Delta (10%), Langley City (15%), City of North Vancouver (37%) , Pitt Meadows (17%), Port Coquitlam (20%), Richmond (26%), Surrey (36%) , Vancouver (17%)
Preference for living in a single detached house	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (28%), Coquitlam (39%), Delta (40%), Langley City (15%), City of North Vancouver (26%), Pitt Meadows (36%), Port Coquitlam (9%), Richmond (11%), Surrey (28%), Vancouver (14%)</p> <p><u>Percentage of respondents per behaviour type</u>: Sticker (20%), Mover (22%), Bouncer (29%)</p> <p><u>Percentage of respondents per ethnicity</u>: Caucasian (27%), Latin American (22%), Black (13%), South Asian (22%), Chinese (20%), Southeast Asian (20%)</p> <p><u>Percentage of respondents per education level</u>: High school or lower (30%), Post secondary or trade school (24%), University (20%)</p> <p><u>Percentage of respondents per total annual household income group</u>: Below \$35,000 (18%), \$35,000-59,999 (18%), \$60,000-84,999 (21%), \$85,000 or over (25%)</p> <p><u>Percentage of respondents per household composition</u>: Without children (21%), With children (20%), Other (27%)</p> <p><u>Percentage of respondents per generation</u>: Boomer/War (21%), Gen X (21%), Millennial or Gen Z (22%)</p> <p><u>Percentage of respondents per home ownership</u>: Own (23%), Rent (20%), Other family member owns/rents (22%)</p> <p><u>Percentage of respondents per current housing type</u>: Single detached house (55%), Multi-attached house (20%), Row house (14%), Apartment (11%)</p>
Preference for living in a multi-attached house	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (31%), Coquitlam (24%), Delta (37%), Langley City (34%), City of North Vancouver (36%), Pitt Meadows (33%), Port Coquitlam (28%), Richmond (28%), Surrey (40%), Vancouver (26%)</p> <p><u>Percentage of respondents per behaviour type</u>: Sticker (32%), Mover (31%), Bouncer (35%)</p> <p><u>Percentage of respondents per ethnicity</u>: Caucasian (31%), Latin American (34%), Black (40%), South Asian (42%), Chinese (22%), Southeast Asian (44%)</p> <p><u>Percentage of respondents per education level</u>: High school or lower (30%), Post secondary or trade school (35%), University (32%)</p> <p><u>Percentage of respondents per total annual household income group</u>: Below \$35,000 (36%), \$35,000-59,999 (29%), \$60,000-84,999 (34%), \$85,000 or over (33%)</p> <p><u>Percentage of respondents per household composition</u>: Without children (27%), With children (33%), Other (39%)</p> <p><u>Percentage of respondents per generation</u>: Boomer/War (18%), Gen X (34%), Millennial or Gen Z (33%)</p>

	<p><u>Percentage of respondents per home ownership</u>: Own (31%), Rent (31%), Other family member owns/rents (39%)</p> <p><u>Percentage of respondents per current housing type</u>: Single detached house (30%), Multi-attached house (57%), Row house (32%), Apartment (20%)</p>
Preference for living in an apartment	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (24%), Coquitlam (25%), Delta (13%), Langley City (33%), City of North Vancouver (24%), Pitt Meadows (12%), Port Coquitlam (43%), Richmond (26%), Surrey (17%), Vancouver (39%)</p> <p><u>Percentage of respondents per behaviour type</u>: Sticker (30%), Mover (27%), Bouncer (17%)</p> <p><u>Percentage of respondents per ethnicity</u>: Caucasian (28%), Latin American (15%), Black (32%), South Asian (18%), Chinese (36%), Southeast Asian (16%)</p> <p><u>Percentage of respondents per education level</u>: High school or lower (15%), Post secondary or trade school (27%), University (28%)</p> <p><u>Percentage of respondents per total annual household income group</u>: Below \$35,000 (23%), \$35,000-59,999 (38%), \$60,000-84,999 (26%), \$85,000 or over (24%)</p> <p><u>Percentage of respondents per household composition</u>: Without children (31%), With children (29%), Other (16%)</p> <p><u>Percentage of respondents per generation</u>: Boomer/War (40%), Gen X (26%), Millennial or Gen Z (26%)</p> <p><u>Percentage of respondents per home ownership</u>: Own (28%), Rent (29%), Other family member owns/rents (18%)</p> <p><u>Percentage of respondents per current housing type</u>: Single detached house (8%), Multi-attached house (11%), Row house (10%), Apartment (52%)</p>
Preferred number of bedrooms – Two bedrooms	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (24%), Coquitlam (10%), Delta (22%), Langley City (23%), City of North Vancouver (41%), Pitt Meadows (10%), Port Coquitlam (6%), Richmond (15%), Surrey (12%), Vancouver (29%)</p>
Preferred number of bedrooms – Three bedrooms	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (31%), Coquitlam (17%), Delta (20%), Langley City (38%), City of North Vancouver (21%), Pitt Meadows (26%), Port Coquitlam (55%), Richmond (34%), Surrey (31%), Vancouver (34%)</p>
Preferred number of bedrooms – Four or more bedrooms	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (39%), Coquitlam (57%), Delta (43%), Langley City (37%), City of North Vancouver (36%), Pitt Meadows (63%), Port Coquitlam (37%), Richmond (34%), Surrey (50%), Vancouver (30%)</p>
Preference for home ownership – Yes	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (78%), Langley City (51%), Surrey (80%), Vancouver (70%)</p> <p><u>Percentage of respondents per generation</u>: Gen X (66%), Millennial or Gen Z (79%)</p> <p><u>Percentage of respondents per current housing type</u>: Single detached house (74%), Multi-attached house (78%), Row house (80%), Apartment (71%)</p> <p><u>Percentage of respondents per preferred housing type</u>: Single detached house (82%), Multi-attached house (82%), Row house (83%), Apartment (61%)</p>
Preference for home ownership – No	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (12%), Langley City (49%), Surrey (18%), Vancouver (17%)</p> <p><u>Percentage of respondents per generation</u>: Gen X (24%), Millennial or Gen Z (14%)</p> <p><u>Percentage of respondents per current housing type</u>: Single detached house (11%), Multi-attached house (17%), Row house (12%), Apartment (19%)</p>

	<p><u>Percentage of respondents per preferred housing type:</u> Single detached house (11%), Multi-attached house (14%), Row house (10%), Apartment (28%)</p>
Top three preferences in choosing an ideal residence/ neighbourhood – Safety	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (56%), Coquitlam (52%), Delta (21%), Langley City (30%), City of North Vancouver (35%), Pitt Meadows (20%), Port Coquitlam (32%), Richmond (53%), Surrey (29%), Vancouver (43%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (33%), Latin American (33%), Black (38%), South Asian (32%), Chinese (41%), Southeast Asian (62%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (52%), \$35,000-59,999 (40%), \$60,000-84,999 (31%), \$85,000 or over (39%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (40%), With children (36%), Other (39%)</p> <p><u>Percentage of respondents per generation:</u> Boomer/War (45%), Gen X (45%), Millennial or Gen Z (34%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (36%), Rent (42%), Other family member owns/rents (31%)</p> <p><u>Percentage of respondents per car ownership:</u> Yes (37%), No (41%)</p>
Top three preferences in choosing an ideal residence/ neighbourhood – Affordability	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (41%), Coquitlam (33%), Delta (23%), Langley City (18%), City of North Vancouver (29%), Pitt Meadows (15%), Port Coquitlam (24%), Richmond (32%), Surrey (38%), Vancouver (34%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (29%), Latin American (28%), Black (39%), South Asian (38%), Chinese (29%), Southeast Asian (40%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (42%), \$35,000-59,999 (38%), \$60,000-84,999 (24%), \$85,000 or over (31%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (34%), With children (27%), Other (43%)</p> <p><u>Percentage of respondents per generation:</u> Boomer/War (31%), Gen X (35%), Millennial or Gen Z (31%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (25%), Rent (43%), Other family member owns/rents (35%)</p> <p><u>Percentage of respondents per car ownership:</u> Yes (30%), No (39%)</p>
Top three preferences in choosing an ideal residence/ neighbourhood – Proximity to nature	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (28%), Coquitlam (41%), Delta (17%), Langley City (18%), City of North Vancouver (31%), Pitt Meadows (34%), Port Coquitlam (30%), Richmond (17%), Surrey (23%), Vancouver (25%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (28%), Latin American (37%), Black (13%), South Asian (19%), Chinese (25%), Southeast Asian (25%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (24%), \$35,000-59,999 (26%), \$60,000-84,999 (20%), \$85,000 or over (27%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (28%), With children (23%), Other (25%)</p> <p><u>Percentage of respondents per generation:</u> Boomer/War (39%), Gen X (26%), Millennial or Gen Z (22%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (25%), Rent (26%), Other family member owns/rents (23%)</p> <p><u>Percentage of respondents per car ownership:</u> Yes (25%), No (25%)</p>

Level of agreement – “Living near nature is very important to me”	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (70%), Coquitlam (74%), Delta (46%), Langley City (52%), City of North Vancouver (77%), Pitt Meadows (71%), Port Coquitlam (49%), Richmond (61%), Surrey (74%), Vancouver (58%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (72%), Latin American (73%), Black (64%), South Asian (79%), Chinese (42%), Southeast Asian (72%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (78%), \$35,000-59,999 (57%), \$60,000-84,999 (59%), \$85,000 or over (70%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (56%), Rent (74%), Other family member owns/rents (70%)</p> <p><u>Percentage of respondents per preference to downsize:</u> Yes (73%), No (56%)</p> <p><u>Percentage of respondents per current accessibility needs:</u> Yes (72%), No (63%)</p>
Top three preferences in choosing an ideal residence/ neighbourhood – Proximity to public transit	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (27%), Coquitlam (22%), Delta (13%), Langley City (16%), City of North Vancouver (16%), Pitt Meadows (15%), Port Coquitlam (18%), Richmond (35%), Surrey (19%), Vancouver (27%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (17%), Latin American (28%), Black (17%), South Asian (20%), Chinese (25%), Southeast Asian (28%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (36%), \$35,000-59,999 (21%), \$60,000-84,999 (22%), \$85,000 or over (18%)</p> <p><u>Percentage of respondents per household composition:</u> Without children (26%), With children (20%), Other (20%)</p> <p><u>Percentage of respondents per generation:</u> Boomer/War (28%), Gen X (24%), Millennial or Gen Z (20%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (18%), Rent (27%), Other family member owns/rents (25%)</p> <p><u>Percentage of respondents per car ownership:</u> Yes (18%), No (33%)</p>
Top three preferences in choosing an ideal residence/ neighbourhood – Proximity to workplace (personally or for family member)	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (14%), Coquitlam (8%), Delta (22%), Langley City (19%), City of North Vancouver (22%), Pitt Meadows (7%), Port Coquitlam (14%), Richmond (14%), Surrey (15%), Vancouver (16%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (20%), \$35,000-59,999 (15%), \$60,000-84,999 (17%), \$85,000 or over (17%)</p> <p><u>Percentage of respondents per education level:</u> High school or lower (6%), Post secondary or trade school (17%), University (17%)</p> <p><u>Percentage of respondents per generation:</u> Boomer/War (12%), Gen X (16%), Millennial or Gen Z (16%)</p> <p><u>Percentage of respondents per home ownership:</u> Own (15%), Rent (17%), Other family member owns/rents (19%)</p>
Commute to work preference – Driving	<p><u>Percentage of respondents per jurisdiction:</u> Burnaby (33%), Delta (13%), Langley City (56%), City of North Vancouver (35%), Pitt Meadows (43%), Port Coquitlam (39%), Richmond (45%), Surrey (34%), Vancouver (46%)</p> <p><u>Percentage of respondents per ethnicity:</u> Caucasian (41%), Latin American (28%), South Asian (39%), Chinese (43%), Southeast Asian (42%)</p> <p><u>Percentage of respondents per education level:</u> High school or lower (26%), Post secondary or trade school (31%), University (43%)</p> <p><u>Percentage of respondents per total annual household income group:</u> Below \$35,000 (23%), \$35,000-59,999 (39%), \$60,000-84,999 (38%), \$85,000 or over (47%)</p>

	<p><u>Percentage of respondents per household composition</u>: Without children (27%), With children (51%), Other (35%)</p> <p><u>Percentage of respondents per current accessibility needs</u>: Yes (33%), No (45%)</p> <p><u>Percentage of respondents per home ownership</u>: Own (50%), Rent (29%), Other family member owns/rents (26%)</p> <p><u>Percentage of respondents per car ownership</u>: Yes (49%), No (14%)</p>
Commute to work preference – Public transit	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (47%), Delta (43%), Langley City (25%), City of North Vancouver (30%), Pitt Meadows (23%), Port Coquitlam (2%), Richmond (28%), Surrey (41%), Vancouver (25%)</p> <p><u>Percentage of respondents per ethnicity</u>: Caucasian (25%), Latin American (36%), South Asian (40%), Chinese (30%), Southeast Asian (47%)</p> <p><u>Percentage of respondents per education level</u>: High school or lower (50%), Post secondary or trade school (38%), University (29%)</p> <p><u>Percentage of respondents per total annual household income group</u>: Below \$35,000 (49%), \$35,000-59,999 (35%), \$60,000-84,999 (30%), \$85,000 or over (27%)</p> <p><u>Percentage of respondents per household composition</u>: Without children (37%), With children (24%), Other (46%)</p> <p><u>Percentage of respondents per current accessibility needs</u>: Yes (42%), No (29%)</p> <p><u>Percentage of respondents per home ownership</u>: Own (23%), Rent (42%), Other family member owns/rents (60%)</p> <p><u>Percentage of respondents per car ownership</u>: Yes (26%), No (54%)</p>
Commute to work preference – Walking	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (10%), Delta (11%), Langley City (17%), City of North Vancouver (15%), Pitt Meadows (13%), Port Coquitlam (14%), Richmond (9%), Surrey (10%), Vancouver (17%)</p> <p><u>Percentage of respondents per sex/gender (self-identified)</u>: Male/Man (10%), Female/Woman (15%)</p> <p><u>Percentage of respondents per home ownership</u>: Own (10%), Rent (18%), Other family member owns/rents (6%)</p>
Commute to work preference – Cycling	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (3%), Delta (15%), Langley City (2%), City of North Vancouver (12%), Pitt Meadows (14%), Port Coquitlam (18%), Richmond (15%), Surrey (7%), Vancouver (7%)</p> <p><u>Percentage of respondents per ethnicity</u>: Caucasian (11%), Latin American (5%), South Asian (4%), Chinese (10%), Southeast Asian (0%)</p> <p><u>Percentage of respondents per total annual household income group</u>: Below \$35,000 (8%), \$35,000-59,999 (8%), \$60,000-84,999 (12%), \$85,000 or over (5%)</p>
Commute to work (current) – Cycling	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (2%), Coquitlam (1%), Delta (6%), Langley City (0%), City of North Vancouver (7%), Pitt Meadows (8%), Port Coquitlam (28%), Richmond (3%), Surrey (3%), Vancouver (8%)</p>
Commute to work (current) – Walking	<p><u>Percentage of respondents per jurisdiction</u>: Burnaby (6%), Coquitlam (3%), Delta (14%), Langley City (16%), City of North Vancouver (22%), Pitt Meadows (2%), Port Coquitlam (0%), Richmond (2%), Surrey (4%), Vancouver (9%)</p> <p><u>Percentage of respondents per ethnicity</u>: Caucasian (11%), Latin American (7%), Black (11%), South Asian (5%), Chinese (7%), Southeast Asian (8%)</p> <p><u>Percentage of respondents per household composition</u>: Without children (13%), With children (6%), Other (4%)</p>

APPENDIX C – GLOSSARY

Term	Definition
Boomer/War	Boomer or War generations includes those born between 1927 – 1962 (aged 61 to 96 at the time of study).
Bouncer	A person who moves to at least two locations within the study period.
Child	Children are defined as individuals under the age of 18 for the purpose of this study, unless mentioned otherwise.
Emigrant	A person who leaves the region within the study period.
FSA	Forward Sortation Area ¹³⁵ . A census geographical unit based on the first three characters of a Canadian postal code.
Gen X	Generation X includes those born between 1963 – 1980 (aged 43 to 60 at the time of study).
Immigrant	Immigrants for this study are defined as those who were not born in Canada and arrived in the year 2000 or after.
Internal migrant	Those who have moved at least once within the region during the study period. Includes both movers and bouncers.
Millennial/Gen Z	Millennial or Gen Z generations includes those born between 1981 – 1998 (aged 18 to 42 at the time of study).
Mover	A person who moves to one other location within the study period.
Long-term resident	Long-term residents for this study are defined as those who were born in Canada or arrived in Canada before the year 2000.
Rural	Rural areas are defined as areas that are far from city centres and require a car to access most amenities.
Sticker	A person who remains in the same location within the study period.
Suburb/suburban	Refers to areas further away from city centres, with neighbourhoods that have (i) a mix of houses, apartments, shops and businesses, or; (ii) houses and apartments only.
“The city”	Refers to: (i) city centres or downtown cores, with a mixture of offices, apartments, and shops, or; (ii) more residential urban neighbourhoods, away from downtown but with accessible amenities.

¹³⁵ [Forward Sortation Area—Definition. Source: Statistics Canada](#)

APPENDIX D – PHASE TWO SURVEY QUESTIONS

S1. Which of the following do you identify as? *Select one of:*

- Male
- Female
- I prefer to self-identify

S2. What year were you born?

- [Select year]
- Prefer not to answer

S3. In which of the following municipalities in Mwtro Vancouver do you live? *Select one of:*

- Anmore
- Belcarra
- Bowen Island
- Burnaby
- Coquitlam
- Delta
- Langley City
- Langley Township
- Lions Bay
- Maple Ridge
- New Westminster
- North Vancouver – City
- North Vancouver – District
- Pitt Meadows
- Port Coquitlam
- Port Moody
- Richmond
- Surrey
- Tsawwassen First Nation
- University of British Columbia/ University Endowment Lands
- Vancouver – City
- West Vancouver (including Horseshoe Bay)
- White Rock
- Other First Nations/ Indian Reserve
- None of the above
- Don't know/Prefer not to answer

S3a. Please provide the first three (3) digits of your postal code.

- [Type first 3 digits of postal code]
- Don't know / Prefer not to answer

S4. In which of the following countries or regions were you born?¹³⁶ *Select one of:*

- Canada
- United States
- China
- Hong Kong
- Taiwan
- India
- Pakistan
- Sri Lanka
- Philippines
- Nigeria
- France
- Brazil
- Iran
- South Korea
- Syria
- United Kingdom (England, Wales, Scotland, and Northern Ireland)
- Ireland
- Other, please specify [Type answer]

S5. Do you have Canadian citizenship / Canadian passport? *Select one of:*

- Yes
- No

S5a. What year did you arrive in Canada?

- [Type year]
- Don't know / Prefer not to answer

A1. Thinking about your current household, how many people live there, including yourself?

- [Type number of people in household]

A2. What best describes your household composition? *Select one of:*

- Live alone
- Married couple or a couple living common law without children
- Family with at least one young child (under the age of 18)
- Family with all children age 18 or over
- Shared accommodation with friends/relatives or housemates/roommates
- Multi-generation family (grandparents, parents, children)
- Other
- Prefer not to answer

¹³⁶ Note: Please note the purpose of this study is to understand the housing preference of residents and immigrants, citizenship information will not be used for any other purpose and will not be shared with a third party.

A2a. How many children are currently living in your home?

- [Type number of children in household]
- Prefer not to answer

B1. How many postal codes have you had in the Metro Vancouver region from January 1, 2000 to December 31, 2022?¹³⁷

- [Type number of postal codes during requested time period]

B2. Have you moved in the past 5 years (from Jan 1, 2018 to Dec 31, 2022) to a different postal code?¹³⁸
Select one of:

- Yes
- No

Q1. What is the ownership status of your current home? *Select one of:*

- I own it/ co-own it
- I rent it
- Other family member owns the home I live in
- Other family member rents the home I live in
- I rent it via BC Housing
- Co-op housing
- Non-profit housing
- I prefer not to answer

Q2. Which of the following best describes the location where you currently live? *Select one of:*

- City – downtown, with a mix of offices, apartments, and shops
- City – a more residential neighbourhood away from downtown
- Suburban - further away from the city centre, in a neighbourhood with a mix of houses, apartments, shops and businesses
- Suburban - further away from the city centre, in a neighbourhood with houses or apartments only
- Rural - area where a car is needed to get to amenities
- Don't know
- I prefer not to answer

Q3. Which of the following best describes your home? *Select one of:*

- Single detached house without secondary suite
- Single detached house with secondary suite
- Townhouse
- Low-rise apartment building (less than 5-storeys)

¹³⁷ Note: Please consider only the first three digits (e.g. V6A, V2T, etc.) and count the total number of these postal codes you've lived in during this time period. If you have lived in one postal code (V6A xxx) during this time or moved within this postal code (from V6A xxx to V6A xxx), it would be considered 1. However, if you have moved outside your postal code (from V6A xxx to V2T xxx), it would be 2, and so on. [Type number of children in household].

¹³⁸ Note: Please consider only the first three digits (e.g. V6A, V2T, etc.).

- High-rise apartment building (more than 5-storeys)
- Secondary suite, coach house, laneway house
- Multi-plex residential (duplex/triplex)
- Other, please specify [Type answer]
- Don't know
- I prefer not to answer

Q4. How many bedrooms does your home have?¹³⁹

- [Type number of bedrooms in home]
- Prefer not to answer

Q5. Do you have access to parking at your current residence, whether you own a car or not? *Select one of:*

- Yes –parking on property (driveway, garage)
- Yes –in designated parking lot
- Yes –on the street
- No available parking on the street or on the property
- Don't know
- Prefer not to answer

Q6. Do you or a member of your household currently use a wheelchair or other mobility device that requires your home to have accessibility features?¹⁴⁰ *Select one of:*

- Yes
- No
- Don't know
- Prefer not to answer

Q7. Why did you decide to live in the Metro Vancouver Region? *Select all that apply (up to three):*

- My family and/or friends live here
- Affordability
- For university or other education (personally or for a family member)
- For employment opportunities (personally or for a family member)
- For schools and playgrounds for children (personally or for a family member)
- Available housing
- For the nature and landscape this region has to offer
- Safe region
- Attractive neighbourhoods/architecture
- Good region for raising kids
- Ease of access/ fast process to obtain permanent residence after student/ work visa

¹³⁹ Note: Enter 0 if you live in a bachelor or studio suite with no bedrooms.

¹⁴⁰ Note: Accessibility features could include an accessible entrance (either a no-step entrance or a ramp), accessible bathroom (wide doorway, space for a wheelchair to turn around, space under the sink, grab bars around the toilet, wide walk-in shower, etc), accessible kitchen (lowered counters, space under the sink, cooktop controls on the front rather than the back, etc).

- Favourable climate
- Access to winter sports
- Access to the ocean/beaches
- Many people in my ethnic group/ from my country live here
- Other, please specify [Type answer]
- Don't know
- Prefer not to answer

Q8. From the list below, please pick your top three reasons for choosing your current residence and neighbourhood. *Select all that apply (up to three):*

- Proximity to university or other education (personally or for a family member)
- Pubs, restaurants, or student clubs nearby
- Sports and recreation nearby: swimming pools, tennis courts, ice rinks, sports fields, etc.
- Cinemas, theatres, cultural facilities nearby
- Access to public transportation
- Nature nearby – parks, walking trails/paths, forests
- Proximity to schools and playgrounds for children (personally or for a family member)
- Safe neighbourhood
- Attractive neighbourhood/architecture
- Family and/or friends nearby
- Residence design, property features, style
- Building amenities
- Good investment
- Proximity to workplace (personally or for a family member)
- Affordability
- Proximity to people in my ethnic group
- Proximity to place of worship
- Proximity to ethnic food stores, restaurants, cultural clubs, schools, or other facility/amenity that serves people from my culture.
- Other, please specify [Type answer]
- None of the above
- Prefer not to answer

Q9. Which of the following best describes your access to nature and recreational areas from your current home? *Select all that apply (except limited to only one "I don't live..." option):*

- I have personal or shared yard/garden space
- I have access to farming grounds.
- I live nearby to parks, forests, trails
- I live nearby sports and recreational facilities (tennis courts, pickleball courts, ice rinks, swimming pools, etc.)
- I don't live nearby nature or recreational areas but have good transportation connection to access
- I don't live nearby nature or recreational areas and have poor transportation connection to access

Q10. Does having access to amenities and facilities relating to your ethnic identity such as grocery stores, cultural centres, restaurants, places of worship, etc., affect where you choose to live? *Select one of:*

- Yes
- No
- Don't know
- Prefer not to answer

Q11. Do you own a car, either solely or shared? *Select one of:*

- Yes
- No
- Don't know
- Prefer not to answer

Q12. How do you usually commute to work? *Select one of:*

- Walk
- Drive (either as driver or passenger)
- Bike
- Public transportation
- Motorcycle, scooter or moped
- Combination of different transportation modes
- Work at home/remotely
- Do not work/retired
- Prefer not to answer

Q12a. On average, how long is your commute to work from your current home? *Select one of:*

- Less than 30 minutes
- 30 to 59 minutes
- 60 minutes or more
- Don't know
- Prefer not to answer

Q12b. On average, how many days a week do you work remotely? *Select one of:*

- [Type number of days a week that work remotely]
- Don't know
- Prefer not to answer

Q13. As you are currently not a homeowner, would your preferred ownership status be to own a home in the future? *Select one of:*

- Yes
- No
- Don't know
- Prefer not to answer

Q14. Which of the following best describes your preferred location to live? *Select one of:*

- City – downtown, with a mix of offices, apartments, and shops
- City – a more residential neighbourhood away from downtown

- Suburban – further away from the city centre, in a neighbourhood with a mix of houses, apartments, shops and businesses
- Suburban - further away from the city centre, in a neighbourhood with houses or apartments only
- Rural - area where a car is needed to get to amenities
- Don't know
- Prefer not to answer

Q15. Which of the following best describes your preferred home? *Select one of:*

- Single detached house without secondary suite
- Single detached house with secondary suite
- Townhouse
- Low-rise apartment building (less than 5-storeys)
- High-rise apartment building (more than 5-storeys)
- Secondary suite, coach house, laneway house
- Multi-plex residential (duplex/triplex)
- Other, please specify
- Don't know
- Prefer not to answer

Q15a. What is your preferred number of bedrooms?¹⁴¹

- [Type number of preferred bedrooms]
- Don't know
- Prefer not to answer

Q15b. Would your preference be to downsize after your children move out? *Select one of:*

- Yes
- No
- Prefer not to answer

Q16. Do you anticipate that either yourself or a member of your household may require a home with accessibility features in the future to accommodate a wheelchair or other mobility device?¹⁴² *Select one of:*

- Yes
- No
- Don't know
- Prefer not to answer

¹⁴¹ Note: Enter 0 if your preference is a bachelor or studio suite with no bedrooms.

¹⁴² Note: Accessibility features could include an accessible entrance (either a no-step entrance or a ramp), accessible bathroom (wide doorway, space for a wheelchair to turn around, space under the sink, grab bars around the toilet, wide walk-in shower, etc), accessible kitchen (lowered counters, space under the sink, cooktop controls on the front rather than the back, etc).

Q16a. Do you anticipate that either yourself or a member of your household may require a home with adaptable features in the future to accommodate changing mobility needs?¹⁴³ *Select one of:*

- Yes
- No
- Don't know
- Prefer not to answer

Q17. From the list below, please pick your top three preferences when choosing your ideal residence and neighbourhood. *Select all that apply (up to three):*

- Proximity to university or other education (personally or for a family member)
- Pubs, restaurants, or student clubs nearby
- Sports and recreation nearby: swimming pools, tennis courts, ice rinks, sports fields, etc.
- Cinemas, theatres, cultural facilities nearby
- Access to public transportation
- Nature nearby – parks, walking trails/paths, forests
- Proximity to schools and playgrounds for children (personally or for a family member)
- Safe neighbourhood
- Attractive neighbourhood/architecture
- Family and/or friends nearby
- Residence design, property features, style
- Building amenities
- Good investment
- Proximity to workplace (personally or for a family member)
- Affordability
- Proximity to my ethnic group
- Proximity to place of worship
- Proximity to ethnic food stores, restaurants, cultural clubs, schools, or other facility/amenity that serves people from my culture.
- Other, please specify [type answer]
- None of the above
- Prefer not to answer

Q18. The following statements describe people's views on their housing preferences.

How much do you agree or disagree with each of these statements? *Select one option of "Strongly disagree", "Somewhat disagree", "Neither agree or disagree", "Somewhat agree", "Strongly agree", "Don't know", or "Prefer not to answer" per statement:*

- I prefer to live in a neighbourhood close to pubs, restaurants, and retail stores
- I would prefer to stay in my current home, even if I can afford a different one
- Housing type (townhouse, apartment, etc.) is not important, location is everything

¹⁴³ Note: Adaptable features could include wider doorways, reinforced bathroom walls to accommodate the future installation of grab bars around the toilet and shower, reinforced stairway walls to accommodate the future installation of lift rails, kitchen cabinets that can be lowered or removed, door and sink handles of the lever type rather than knobs, etc.).

- Housing type is not important, it just needs to fit my (and my family's) needs
- I prefer to live in a neighbourhood with a mix of long-term residents (different age groups, income, attitudes, ethnicity...)
- Living close to friends and family is most important to me
- I prefer to live in a high density area where all facilities are accessible
- Living near nature is very important to me
- Having access to good public transportation is essential
- Building amenities are important to me when choosing where I live
- I prefer to live near my ethnic group
- Proximity to schools and playgrounds for children (personally or for a family member) is important to me.
- I prefer to live in a neighbourhood close to sports and recreation
- Community safety is most important to me
- I prefer to live in a neighbourhood close to schools
- Price is my biggest consideration when looking for housing
- I prefer to live in a neighbourhood close to cinemas, theatres and cultural facilities

Q19. How would you prefer to access nature and recreational areas? *Select all that apply:*

- Having personal or shared garden space
- Having access to farming grounds
- Living nearby to parks, forests, trails
- Living nearby sports and recreational facilities (tennis courts, pickleball courts, pool, etc.)
- No interest in having access to nature or recreational areas

Q20. Which one of the following would best describe your most preferred mode of transportation for your commute to work? *Select one of:*

- Taking public transit (bus, SkyTrain)
- Walking
- Using a motorcycle, scooter or moped
- Cycling, especially using bike lanes
- Cycling, but I will only cycle if bike lanes are improved around the region
- Driving, even though I have easy access to public transit, walking, cycling
- Driving, as I have poor to no access to public transit and it's too far to walk or bike
- Don't know
- Prefer not to answer

D1. Previously you provided the first 3 digits of your postal code, for classification purposes only, could you please provide the last three (3) digits of your postal code?

- [Type first 3 digits of postal code]
- Don't know
- Prefer not to answer

D1a. Do you accept that Leger Opinion communicates your postal code to our client for the purposes of this research project? Please note, this information will only be used in aggregate and not for communication purposes. *Select one of:*

- Yes

- No

D2. The next question is about ethnic origins, which refers to your roots or background and should not be confused with citizenship or nationality. If you are comfortable answering, please tell us which of the following describe your ethnic origins and the ethnic origins of your ancestors? *Select all that apply:*

- Caucasian / White / European / UK background
- Indigenous/First Nations/Métis
- Latin American (Mexican, Chilean, Costa Rican, etc.)
- Arab
- Black
- South Asian (Indian, Bangladeshi, Pakistani, Sri Lankan, etc.)
- Chinese
- Korean
- Japanese
- Other southeast Asian (Filipino, Vietnamese, Cambodian, Malaysian, etc.)
- West Asian (Iranian, Afghan, etc.)
- Other
- Prefer not to answer

D3. What is the highest degree or level of school you have completed? *Select one of:*

- Some high school
- Graduated high school
- Some college / CEGEP / Trade School
- Graduated from college / CEGEP / Trade School
- Some university, but did not finish
- University undergraduate degree
- University graduate degree
- Prefer not to answer

D4. Please indicate your annual household income before taxes in 2022. *Select one of:*

- Less than \$35,000
- \$35,000 to \$59,999
- \$60,000 to \$84,999
- \$85,000 or over
- Don't know
- Prefer not to answer

D5a. Do you feel you are paying too much, about the right amount or too little for your current household costs (rent/mortgages and household bills, property taxes, etc.)? *Select one of:*

- Too much
- Right amount
- Too little
- Don't know
- Prefer not to answer

To: Regional Planning Committee

From: Agatha Czekajlo, Senior Policy and Planning Analyst
Regional Planning and Housing Services

Date: January 3, 2024

Meeting Date: January 12, 2024

Subject: **Metro Vancouver Housing Data Book 2023**

RECOMMENDATION

That the MVRD Board receive for information the report dated January 3, 2024, titled “Metro Vancouver Housing Data Book 2023”.

EXECUTIVE SUMMARY

The *Metro Vancouver Housing Data Book* brings together a large collection of regional and municipal level housing related data to support policy makers, researchers, and members of the public.

Highlights from the 2023 update include:

- In 2022, rental vacancy rates remained well below the three per cent (considered a healthy vacancy rate), pushing rents even higher. Rents increased by about eight per cent for purpose-built rentals (\$1,675 average rent) and six per cent for rental condos (\$2,259 average rent).
- The number of rental condos and purpose-built rentals has increased in recent years, however family-sized rental units (two or more bedrooms) continue to be scarce.
- Housing construction has increased in recent years, but is still not keeping pace with demand. Most completions were through condo ownership (59 per cent) and were multi-unit housing, primarily apartments.
- The total number of BC Housing non-market units increased by one per cent between 2022 and 2023, to a total of 46,512 units. This represents four per cent of all dwellings across the region.
- In 2023, 18,865 households were on BC Housing’s social housing waitlist — a 27 per cent increase from the previous year, with seniors and families in the greatest need.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the updated *Housing Data Book* (Attachment 1).

BACKGROUND

The updated *Housing Data Book 2023* includes new information about demographics and household income, housing construction, ownership and rental housing, as well as housing need and homelessness. Key highlights from the *Metro Vancouver Housing Data Book 2023* are provided below.

SUMMARY OF FINDINGS

Housing Construction

- Over the past decade, housing starts have increased by 37 per cent and completions increased by 26 per cent. However, housing construction is not keeping pace with historical per capita levels and expected population growth.
- Most completions were through condo ownership (59 per cent) and were multi-unit housing, primarily apartments.
- Rental construction continues to be relatively high compared to historically low levels in the 2000s, but is still not high enough. In 2022, rentals represented 38 per cent of starts and 28 per cent of completions.

Ownership Housing

- Home sale prices have remained at levels double and triple those observed over the past 15 years. Benchmark home sale prices continued to grow much faster than wages or inflation.
- Median home value (owner-estimated) was nearly ten times greater than median household income across the region.

Rental Housing

- After years of decline or stagnation, the purpose-built market rental housing stock continues to grow (eight per cent increase between 2017 and 2022). However, the availability of family-sized rental units (two or more bedrooms) continues to be a challenge.
- Rental vacancy rates continue to be well below the three per cent that is considered a healthy vacancy rate – with the 2022 regional vacancy rate just below one per cent.
- Due to low vacancy rates, rents have risen. In the past five years alone, median rents have increased by 30 per cent across the region. Rents are expected to continue to rise while vacancy rates remain low.

Housing Need and Homelessness

- In 2023, there were 46,512 total BC Housing non-market units in Metro Vancouver – a one per cent increase since 2022. This represents four per cent of total dwellings across the region (as per 2021 Census).
- Almost half of BC Housing non-market units with operating agreements will have their agreements expire by 2050). Four of five expiring operating agreements for BC Housing non-market units will expire by 2028; more than half are for low income families (55 per cent).
- The number of independent social housing units that have a financial relationship with BC Housing increased by two per cent between 2022 and 2023, to a total of 24,909 units. However, the BC Housing social housing waitlist has increased by 27 per cent during the same time – to a regional total of 18,865 households. Seniors and families are the most represented groups on the social housing waitlist.
- Despite initiatives to build more supportive housing, the number of homeless individuals continues to increase (33 per cent increase in homelessness since the last count in 2020). Homelessness increased by 122 per cent between 2005 and 2023.

METHODOLOGY

The *Metro Vancouver Housing Data Book* brings together a large collection of regional and municipal level data, presented as tables, charts, maps, and other graphics. The data included in the *Housing Data Book* is acquired from a variety of sources in order to provide a comprehensive look at the region's housing market and the people impacted by it. The *Housing Data Book* also includes datasets that have been obtained through custom data requests, such as custom data on median household income distributions by tenure and demolitions by structure type from Statistics Canada, as well as non-market housing waitlist data from BC Housing. The *Housing Data Book* is a living document that is periodically updated as new data becomes available.

The *Housing Data Book's* intended audience includes policy makers, researchers, and members of the public. It is assumed that most users of this report are familiar with the technical terms commonly used in housing policy and planning, however, a glossary is provided to ensure consistent interpretation of the contents of this report.

NEXT STEPS

Staff will continue to promote the *Metro Vancouver Housing Data Book 2023*. Additional work is planned to translate the *Housing Data Book* into an interactive online tool for member jurisdictions, planning practitioners, policy makers, researchers, and members of the public to more easily engage with and download the associated data. A new edition of the *Housing Data Book*, with updates associated with newly available data, is planned for December 2024. All data tables included in the *Housing Data Book* are available for download in Excel format from the Metro Vancouver website (Reference 1).

ALTERNATIVES

This is an information report. No alternatives are presented.

CONCLUSION

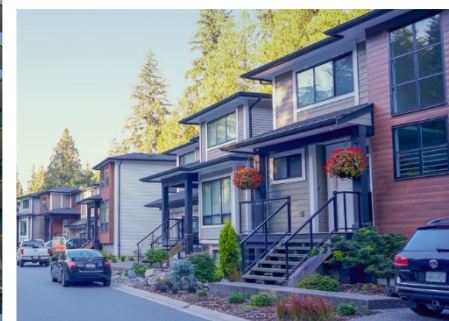
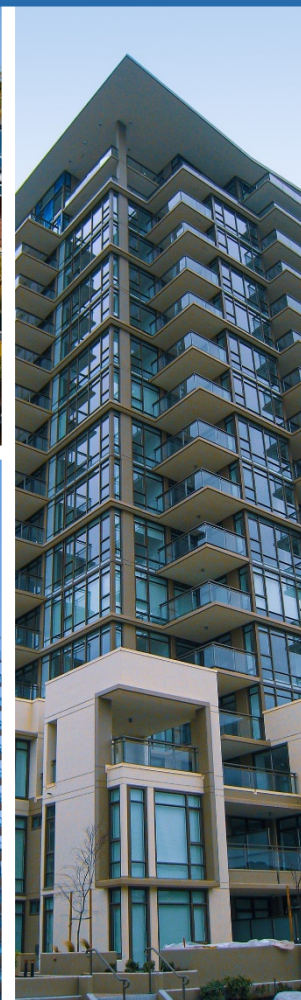
The *Metro Vancouver Housing Data Book* summarizes a large collection of regional and municipal level data, acquired from a variety of sources – including custom data requests from Statistics Canada and BC Housing. The objective of the *Housing Data Book* is to provide policy makers, researchers, and members of the public a comprehensive look at the region's housing market and the people impacted by it. The updated *Metro Vancouver Housing Data Book 2023* includes new information about demographics and household income, housing construction, ownership and rental housing, as well as housing need and homelessness. Next steps include translating the *Housing Data Book* into an interactive online tool and promoting the materials with member jurisdictions, policy makers, researchers, and members of the public.

ATTACHMENTS

1. *Metro Vancouver Housing Data Book 2023*, dated, December 21, 2023.
2. Presentation re: *Metro Vancouver Housing Data Book 2023*.

REFERENCES

1. [*Metro Vancouver Housing Data Book 2023*](#)



Metro Vancouver Housing Data Book | December 2023



TERRITORIAL ACKNOWLEDGEMENT

Metro Vancouver acknowledges that the region's residents live, work, and learn on the shared territories of many Indigenous peoples, including 10 local First Nations: qíćáý (Katzie), qʷa:nłənní (Kwantlen), kʷikʷəłəm (Kwikwetlem), máthxwi (Matsqui), xʷməθkʷəýəm (Musqueam), qiqéyt (Qayqayt), se'mya'me (Semiahmoo), Skwxwú7mesh Úxwumixw (Squamish), scəwáθən məsteyəxʷ (Tsawwassen), and səlilwətał (Tsleil-Waututh).

Metro Vancouver respects the diverse and distinct histories, languages and cultures of First Nations, Métis, and Inuit, which collectively enrich our lives and the region.

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INTRODUCTION

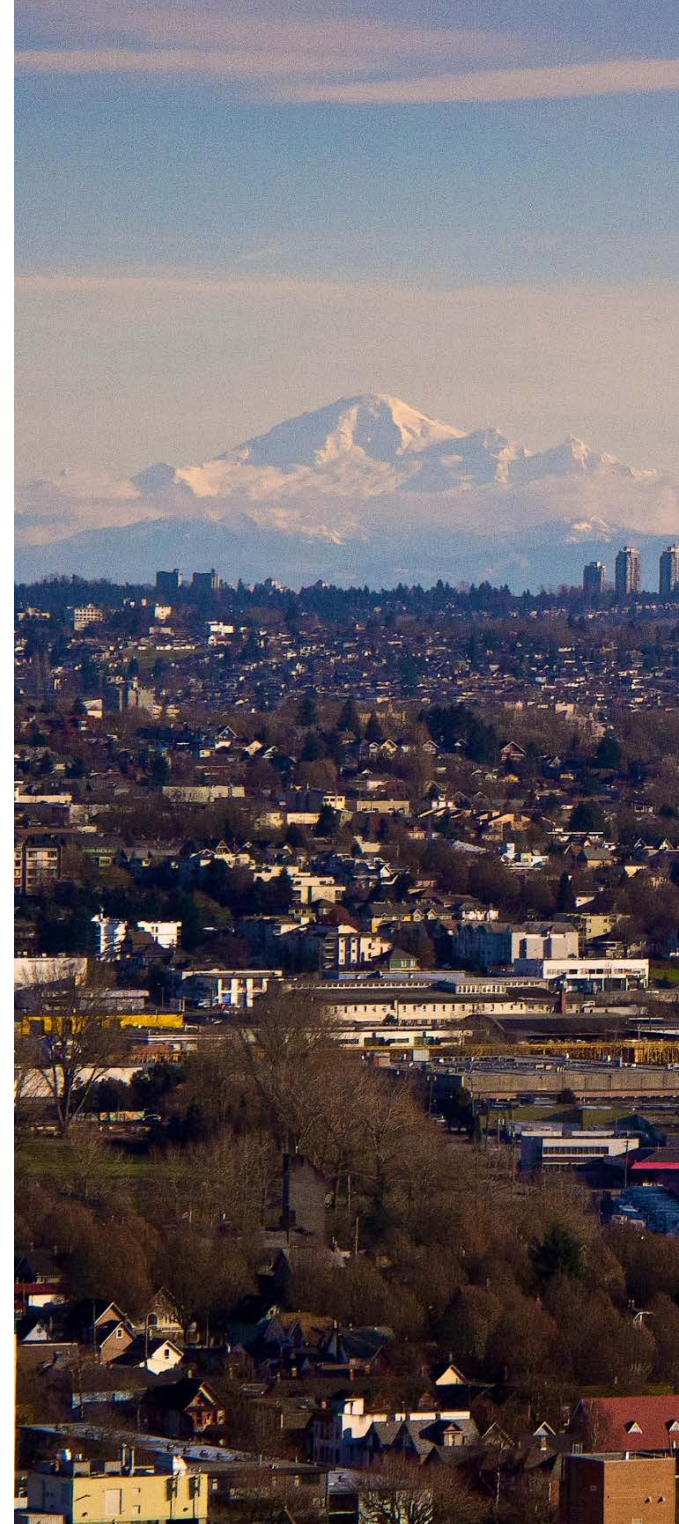
The *Metro Vancouver Housing Data Book* brings together a large collection of regional and municipal level data from a variety of sources in order to provide a comprehensive look at the region's housing market and the people impacted by it.

The *Housing Data Book's* intended audience includes policy makers, researchers, and members of the public. It is assumed that most users of this report are familiar with the technical terms commonly used in housing policy and planning, however, a glossary is provided to ensure consistent interpretation of the contents of this report.

The majority of data included in this report is publicly accessible from the source agency's website or publications. Data sources include Statistics Canada, Canada Mortgage and Housing Corporation (CMHC), BC Housing, the Real Estate Board of Greater Vancouver (REBGV), the Fraser Valley Real Estate Board (FVREB), the BC Non-Profit Housing Association (BCNPHA), the Co-operative Housing Federation of BC (CHF BC), and Metro Vancouver's member jurisdictions. Data has also been obtained from the Government of BC's Online Data Catalogue, which has made available certain housing-related datasets for the purpose of preparing Housing Needs Reports. Also included are datasets that have been obtained through custom data requests, such as custom data on median household income distributions by tenure and demolitions by structure type from Statistics Canada, as well as non-market housing waitlist data from BC Housing.

The *Housing Data Book* is a living document that is periodically updated as new data becomes available. The information included in the current edition is based on data availability at the time of publishing.

All data tables included in the *Housing Data Book* are available for download in Excel format from the Metro Vancouver website. Please visit www.metrovancouver.org and search 'Housing Data Book'.



REPORT HIGHLIGHTS

DEMOGRAPHICS & HOUSEHOLD INCOME

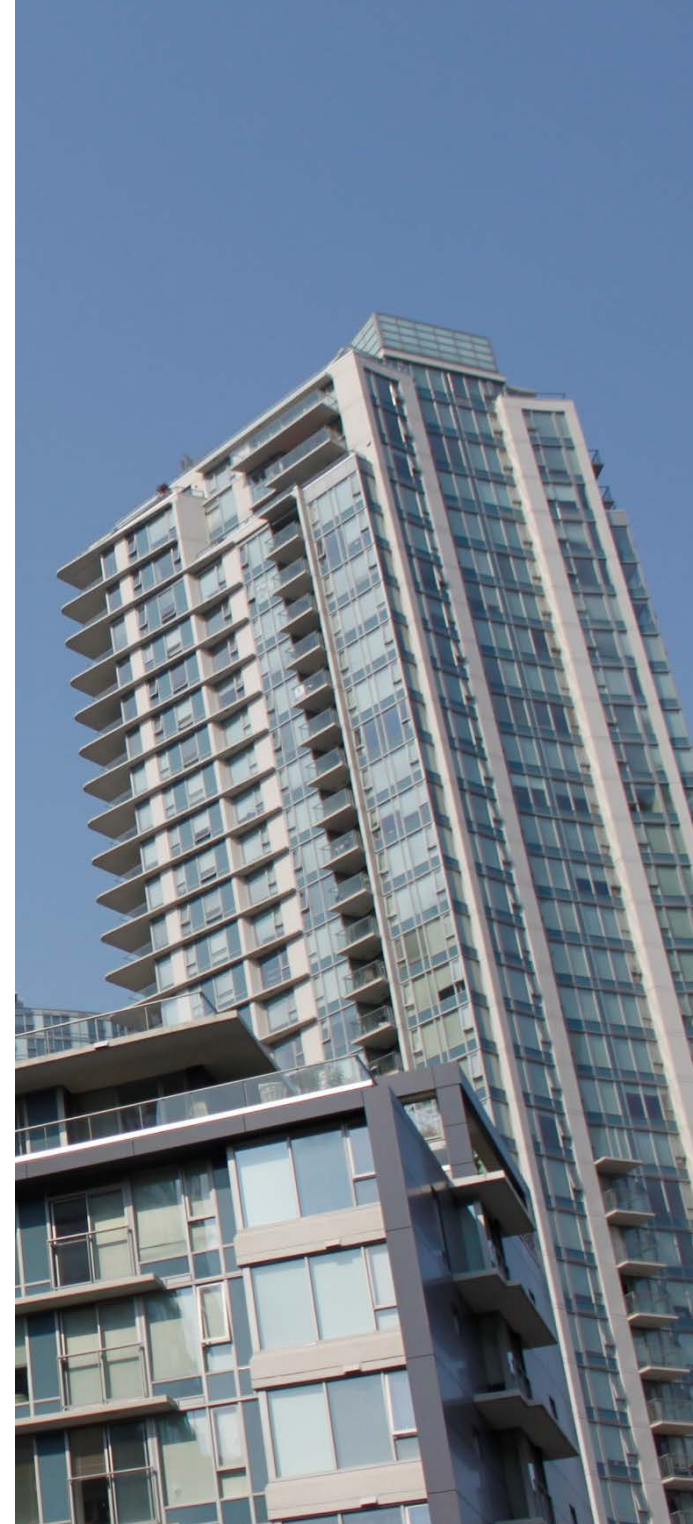
- Metro Vancouver's population grew by seven per cent between 2016 and 2021, reaching 2.64 million people (based on initial 2021 Census of Population findings and does not include census undercount estimates; official regional population undercount was 102,000 people in 2021).
- In 2020, nearly 40 per cent of Metro Vancouver households were renters, with almost two thirds of renters living in apartments.
- The median household income of homeowners in Metro Vancouver was 60 per cent greater than the income of renters. Median incomes of renters ranged from \$51,600 in Electoral Area A (including UBC) to a high of \$135,000 in the Village of Lions Bay. For homeowners, median incomes varied from \$78,500 in Electoral Area A (including UBC) to \$170,000 in the Village of Anmore.

HOUSING CONSTRUCTION

- Over the past decade, housing starts have increased by 37 per cent and completions increased by 26 per cent. However, housing construction is not keeping pace with historical per capita levels and expected population growth.
- Recent completions across Metro Vancouver were mainly as condo ownership (59 per cent) and multi-unit housing, primarily apartments.
- Rental construction continues to be relatively high (38 per cent of starts and 28 per cent of completions in 2022) compared to historically low levels in the 2000s.

OWNERSHIP HOUSING

- Home sale prices have doubled and tripled over the past 15 years. Benchmark home sale prices continued to grow much faster than wages or inflation.
- The number of home sales dropped by almost 40 per cent between 2021 and 2022, after a steady increase in home sales despite high prices in the previous two years.
- The median home value in Metro Vancouver was over one million dollars in 2021 – 132 per cent greater than in Montréal and seven per cent greater than in Toronto.
- Median home value (owner-estimated) was nearly 10 times greater than median household income across the region, reaching up to 20 times greater in the District of West Vancouver and up to 14 times greater in both Vancouver and Electoral Area A (including UBC).



REPORT HIGHLIGHTS - CONTINUED

RENTAL HOUSING

- After years of decline or stagnation, the purpose-built market rental housing stock continues to grow (eight per cent increase between 2017 and 2022). However, the availability of family-sized rental units continues to be a challenge.
- Except for a short time during the COVID-19 pandemic, rental vacancy rates have remained well below the three per cent that is considered to be a healthy vacancy rate and a sign of a balanced market. In 2022, the regional vacancy rate dropped below one per cent, with the lowest vacancy rate (0.2 per cent) found in Electoral Area A (including UBC).
- Due to low vacancy rates, rents have risen. Between 2002 and 2022, median rents in the region have more than doubled, with median rents increasing by 30 per cent in the past five years alone.
- In 2022, the average rent for purpose-built rentals in Metro Vancouver was \$1,675, and \$2,259 for rental condominiums. Rents are expected to continue to rise while vacancy rates remain low.

HOUSING NEED AND HOMELESSNESS

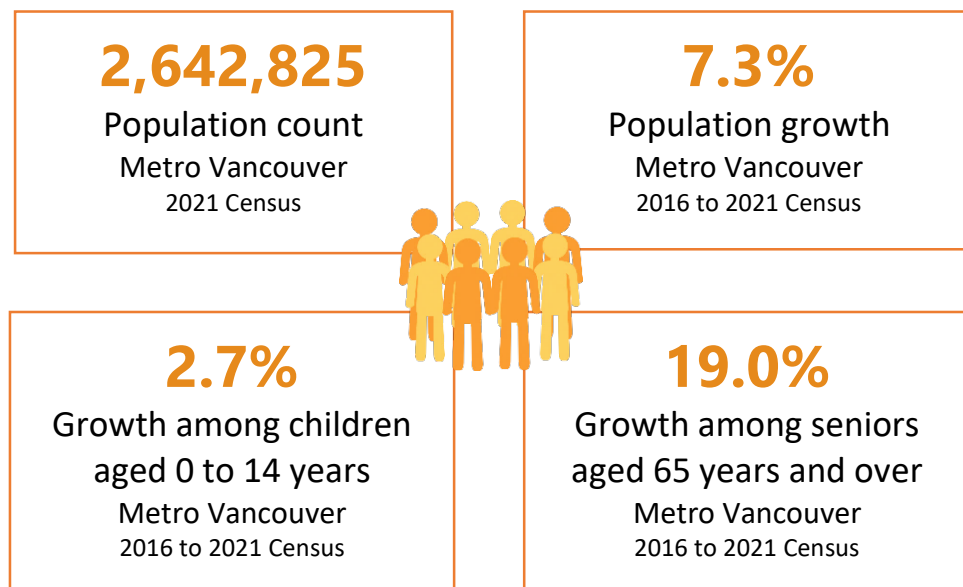
- In 2023, there were 46,512 non-market housing units in Metro Vancouver that had a financial relationship with BC Housing – a one per cent increase since 2022. This represents four per cent of total dwellings across the region (as recorded in the 2021 Census).
- Non-market housing units and co-op housing units together make up approximately five per cent of all dwelling units in the region.
- Almost half of BC Housing non-market units with operating agreements will have their agreements expire by 2050 – representing two per cent of all dwellings across the region (as per 2021 Census).
- Four of five expiring operating agreements for BC Housing non-market units will expire by 2028, and more than half are for low income families (55 per cent).
- The number of independent social housing units that have a financial relationship with BC Housing increased by two per cent between 2022 and 2023, to a total of 24,909 units.
- Across Metro Vancouver, 18,865 households are on the BC Housing social housing waitlist in 2023 – a 27 per cent increase since 2022. Seniors and families are the most represented groups.
- Despite initiatives to build more supportive housing, the number of homeless individuals continues to increase (33 per cent increase in homelessness since the last count in 2020). Homelessness increased by 122 per cent between 2005 and 2023.



PART 1 | HOUSEHOLD PROFILE

This section provides a profile of households in Metro Vancouver and member jurisdictions. Topics include the number and types of households by family type and tenure, and income information by household type and tenure.

HIGHLIGHTS



- **One-person households are the largest group of households in the region**, representing 29% of all households in 2021.
- **The trend toward renting continues.** Between 2016 and 2021, the share of renters in the region increased from 36% to 38%, while the share of owners decreased from 64% to 62%.
- **The shift toward renting is especially pronounced among younger households.** Between 2016 and 2021, the share of younger (25 to 44 year olds) renter households increased from 45.1% to 47.7%, while the share of younger homeowners of the same age decreased slightly from 25.6% to 25.2%.
- **Median incomes increased overall but incomes varied significantly based on household type and tenure.** Families with children had the highest median income among all family types (150% of median). The median income of homeowners in Metro Vancouver was 60% greater than the income of renters.

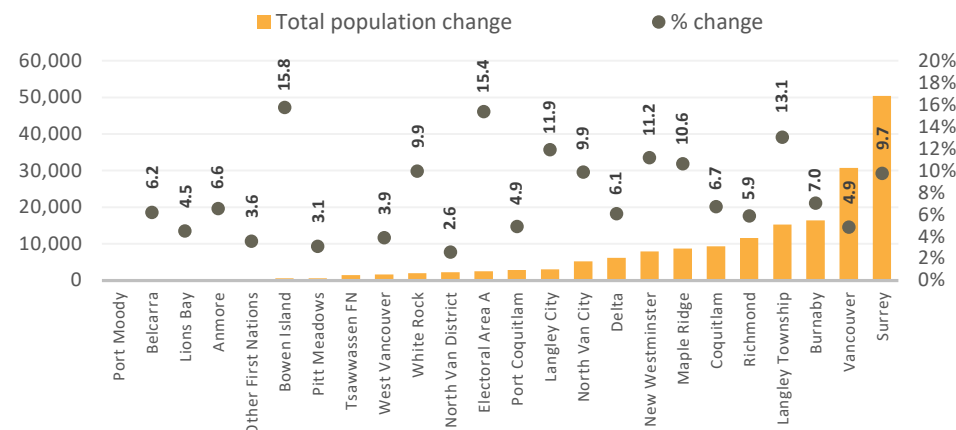


1.1 Population by Age

Statistics Canada's Census of Population occurs every 5 years and provides a detailed statistical portrait of Canada's population by their demographic, social, and economic characteristics. The 2021 Census was conducted on May 11, 2021. The population data presented includes the reported population on that day, and does not include any census undercounts, which are typically available two years after Census day.

The population in Canada and the Metro Vancouver region has been changing, with baby boomers getting older and immigration boosting numbers in the younger generations. These changes have significant consequences, particularly on the demand for housing, the job market, and the consumption of goods and services.

Figure 1.1.1. Population Change, Metro Vancouver Jurisdictions, 2016 to 2021 Census



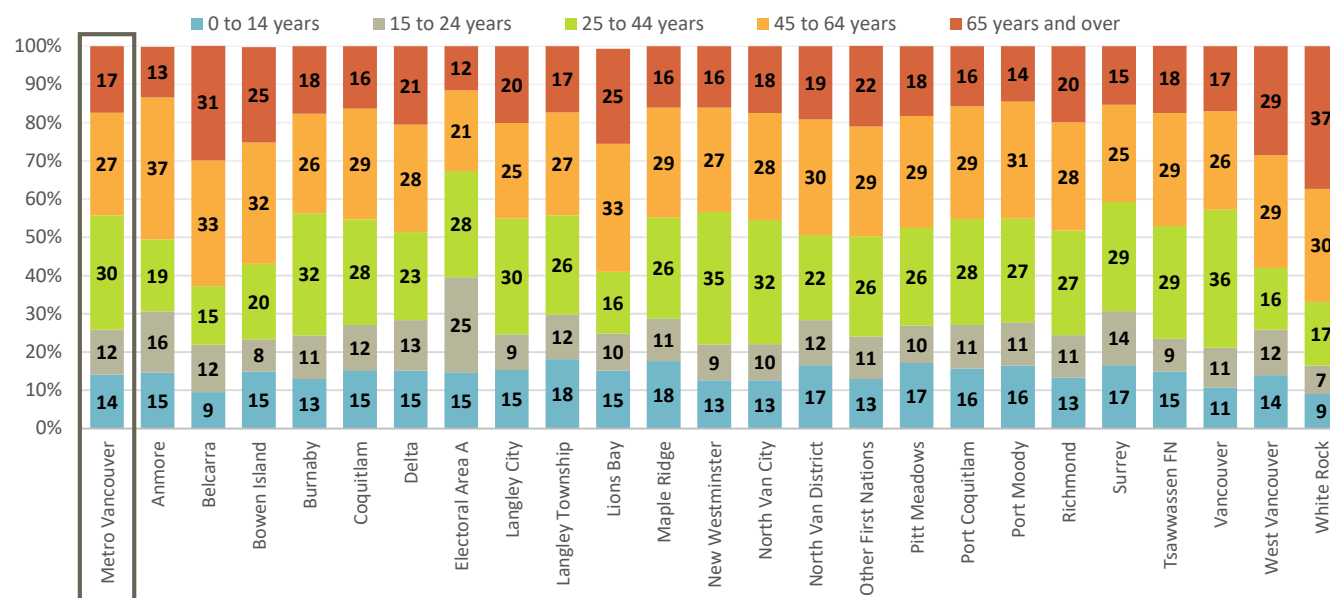
Source: Statistics Canada, 2021 Census of Population

Note: Tsawwassen First Nation's % change is not displayed due to relatively large value.

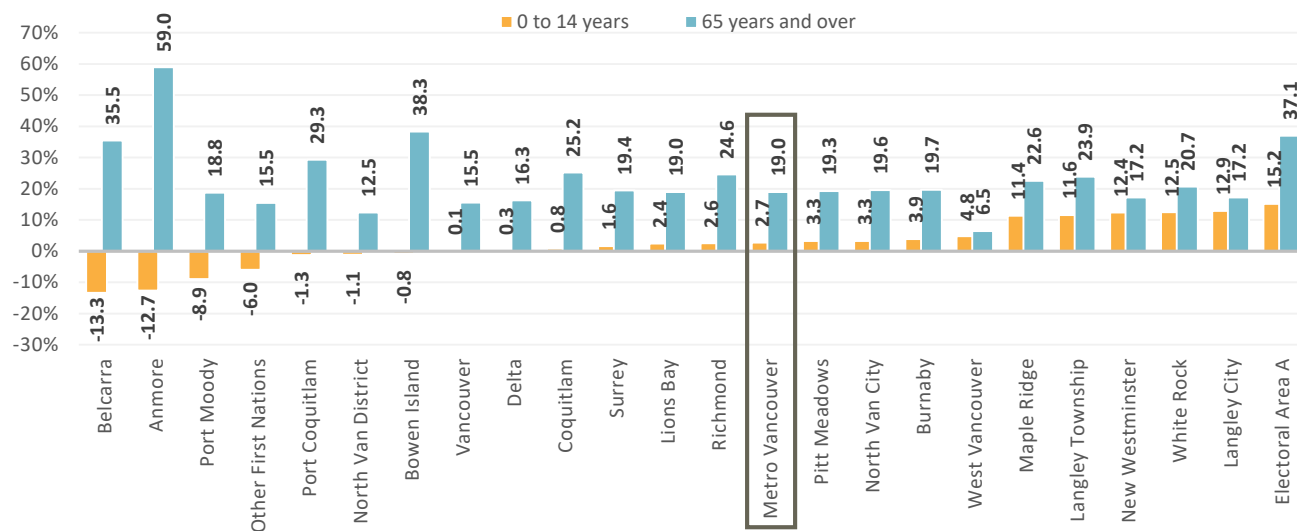
Key Observations

- The 2021 Census counted 2,642,825 people in Metro Vancouver in 2021. This was 179,395 more people than were counted in the 2016 Census, representing an increase of 7.3%.
- Surrey, Vancouver, and Burnaby experienced the largest growth in population since the 2016 Census.
- The areas with the greatest rate of population growth were Tsawwassen First Nation (176.7%), Bowen Island (15.8%), and Electoral Area A (15.4%).
- The age distribution varies significantly across the region. White Rock, Belcarra, and West Vancouver had the greatest proportion of seniors, and the highest median ages.

Figure 1.1.2. Distribution of Population by Selected Age Groups, Metro Vancouver Jurisdictions, 2021 Census



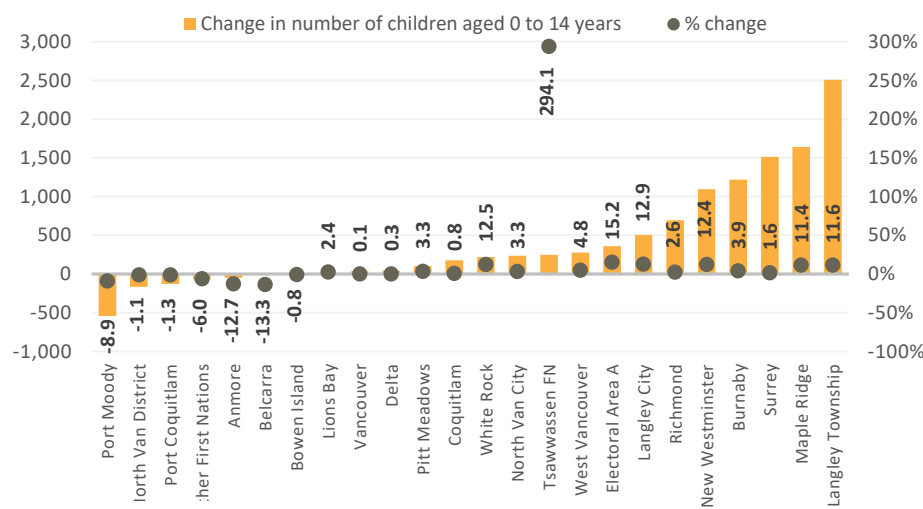
Source: Statistics Canada, 2021 Census of Population

Figure 1.1.3. Change in Population of Children and Seniors, Metro Vancouver Jurisdictions, 2016 to 2021 Census

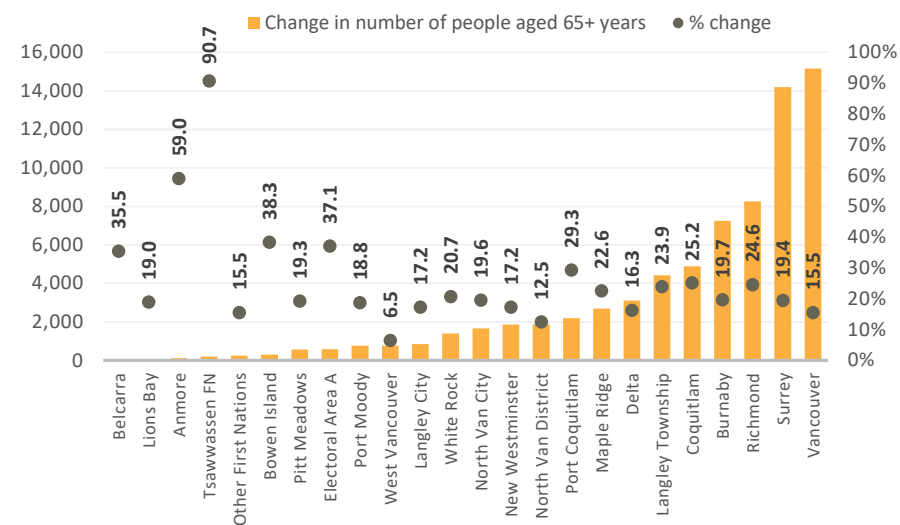
Source: Statistics Canada, 2021 Census of Population

Note: Tsawwassen First Nation is not displayed due to relatively large values.

- Between 2016 and 2021, the population in Metro Vancouver continued to age. Seniors in the region increased by 19.0%, while the number of children increased by just 2.7%.
- Other than Tsawwassen First Nation, Anmore, Belcarra, and Bowen Island had the greatest growth rate in seniors, while Vancouver, Surrey, and Richmond added the largest number of seniors since 2016.
- Langley Township, Maple Ridge, and Surrey added the largest number of children since the 2016 Census, while Tsawwassen First Nation had the largest growth rate in children. Port Moody saw the greatest decline in children since the 2016 Census.

Figure 1.1.4. Change in Children, Metro Vancouver Jurisdictions, 2016 to 2021 Census

Source: Statistics Canada, 2021 Census of Population

Figure 1.1.5. Change in Seniors, Metro Vancouver Jurisdictions, 2016 to 2021 Census

Source: Statistics Canada, 2021 Census of Population

Table 1.1. Population by Selected Age Groups and Median Age, Metro Vancouver Jurisdictions, 2016 Census to 2021 Census

MUNICIPALITY / MEMBER JURISDICTION	2016							2021							2016 to 2021 % change		
	Total	0 to 14 years	15 to 24 years	25 to 44 years	45 to 64 years	65 years and over	Median age	Total	0 to 14 years	15 to 24 years	25 to 44 years	45 to 64 years	65 years and over	Median age	Total	0 to 14 years	65 years and over
Anmore	2,210	395	375	410	845	195	42.8	2,355	345	375	445	875	310	45.6	6.6%	-12.7%	59.0%
Belcarra	645	75	70	90	250	155	52.8	685	65	85	105	225	210	55.2	6.2%	-13.3%	35.5%
Bowen Island	3,680	640	300	675	1,295	770	48.8	4,260	635	360	840	1,350	1,065	50	15.8%	-0.8%	38.3%
Burnaby	232,755	31,080	31,435	68,515	64,845	36,860	40.4	249,125	32,300	28,345	79,605	64,760	44,105	40.4	7.0%	3.9%	19.7%
Coquitlam	139,280	22,220	18,785	36,405	42,485	19,385	41.2	148,625	22,400	17,865	41,045	43,040	24,270	41.6	6.7%	0.8%	25.2%
Delta	102,240	16,380	13,515	22,040	31,150	19,160	44.4	108,455	16,425	14,350	24,945	30,450	22,275	44	6.1%	0.3%	16.3%
Electoral Area A	16,135	2,370	4,680	4,150	3,365	1,565	28.8	18,615	2,730	4,630	5,170	3,940	2,145	31.4	15.4%	15.2%	37.1%
Langley City	25,885	3,915	2,765	7,190	7,060	4,960	42	28,965	4,420	2,710	8,790	7,230	5,815	41.2	11.9%	12.9%	17.2%
Langley Township	117,285	21,580	14,330	29,250	33,560	18,560	41.2	132,600	24,090	15,365	34,450	35,710	22,990	40.8	13.1%	11.6%	23.9%
Lions Bay	1,330	205	130	235	465	290	49.2	1,390	210	135	225	465	345	50.4	4.5%	2.4%	19.0%
Maple Ridge	82,255	14,430	10,380	20,460	25,055	11,920	41.2	90,990	16,070	10,140	23,960	26,205	14,610	41.2	10.6%	11.4%	22.6%
New Westminster	70,995	8,830	7,725	22,395	21,240	10,815	41.6	78,915	9,925	7,415	27,345	21,550	12,680	40.4	11.2%	12.4%	17.2%
North Vancouver City	52,900	7,080	5,470	16,175	15,655	8,525	42	58,120	7,315	5,535	18,840	16,245	10,195	42	9.9%	3.3%	19.6%
North Vancouver District	85,935	14,730	10,995	18,105	27,050	15,055	44.4	88,170	14,565	10,400	19,645	26,640	16,930	44.4	2.6%	-1.1%	12.5%
Pitt Meadows	18,570	3,170	2,060	4,725	5,685	2,930	42.4	19,150	3,275	1,875	4,900	5,610	3,495	43.2	3.1%	3.3%	19.3%
Port Coquitlam	58,610	9,750	7,480	15,720	18,195	7,470	40.8	61,500	9,625	7,020	17,055	18,135	9,660	41.6	4.9%	-1.3%	29.3%
Port Moody	33,550	6,055	4,005	9,210	10,215	4,080	40.4	33,535	5,515	3,800	9,085	10,290	4,845	41.6	0.0%	-8.9%	18.8%
Richmond	198,310	27,240	25,330	50,530	61,565	33,645	43.6	209,940	27,935	23,390	57,345	59,355	41,910	43.6	5.9%	2.6%	24.6%
Surrey	517,885	92,545	69,410	142,675	140,265	72,990	38.8	568,325	94,060	80,260	162,525	144,285	87,180	38.4	9.7%	1.6%	19.4%
Vancouver	631,485	70,530	72,420	217,990	172,985	97,565	40	662,245	70,570	69,605	238,790	170,565	112,720	39.6	4.9%	0.1%	15.5%
West Vancouver	42,475	5,875	5,305	6,345	13,135	11,815	50.4	44,125	6,155	5,240	7,145	12,990	12,580	50.8	3.9%	4.8%	6.5%
White Rock	19,955	1,760	1,570	3,300	6,550	6,780	56.4	21,940	1,980	1,625	3,665	6,480	8,185	58	9.9%	12.5%	20.7%
Tsawwassen First Nation	815	85	80	155	280	215	54.4	2,255	335	195	665	665	410	42.8	176.7%	294.1%	90.7%
Other First Nations	8,245	1,175	940	2,155	2,370	1,610	n/a	8,540	1,105	950	2,235	2,455	1,860	n/a	3.6%	-6.0%	15.5%
METRO VANCOUVER	2,463,430	362,115	309,555	698,900	705,565	387,315	40.8	2,642,825	372,050	311,670	788,820	709,515	460,790	40.8	7.3%	2.7%	19.0%

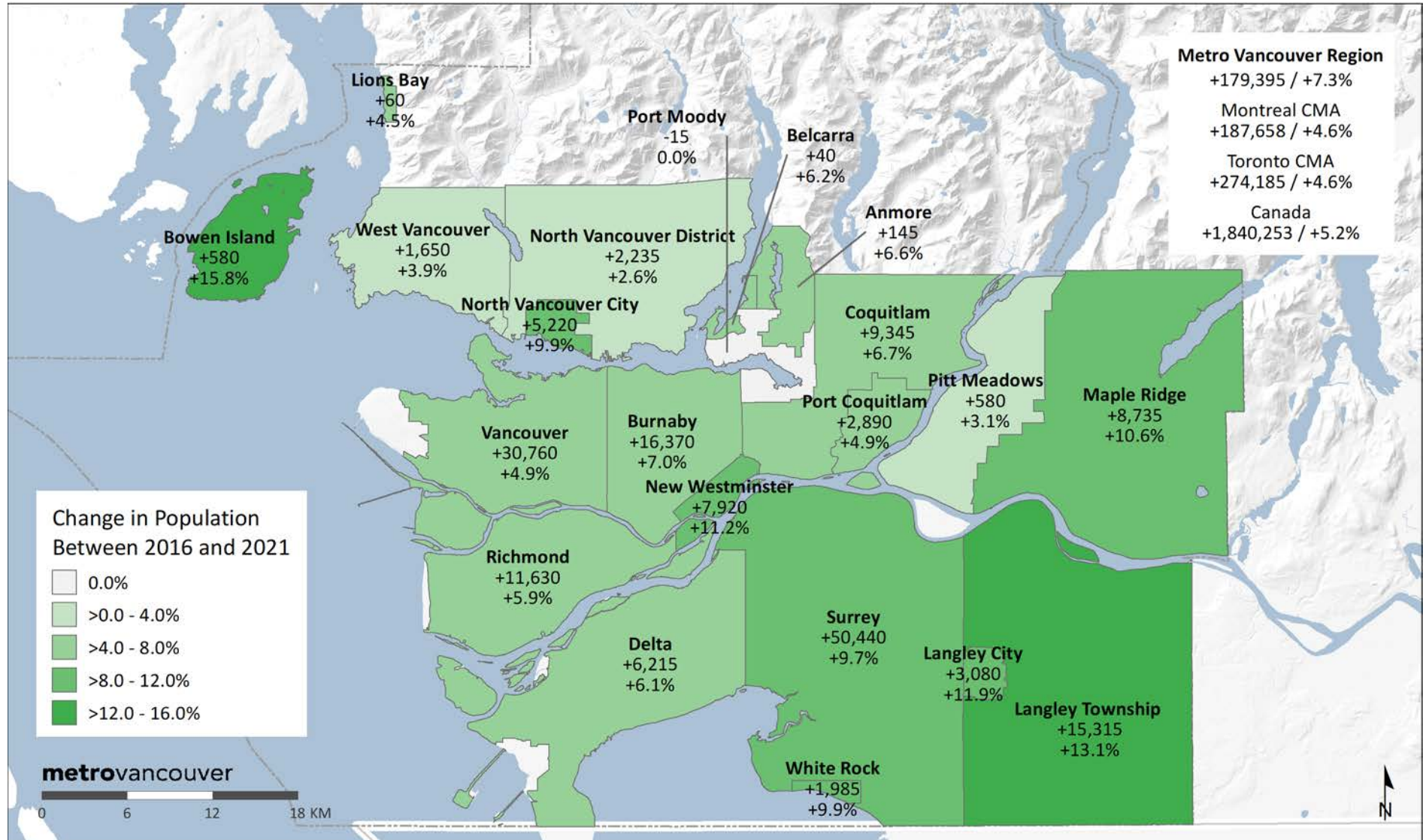
Source: Statistics Canada, 2016 and 2021 Census of Population.

Note: Data is based on Census counts, and does not include undercount estimates.

Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

Map 1.1. Population Change, Metro Vancouver, 2016 to 2021 Census



Tsawwassen First Nation and Electoral Area A are not displayed due to data availability, geography limitations, or relatively large value of percent change.

Source: Statistics Canada, 2016 and 2021 Census of Population

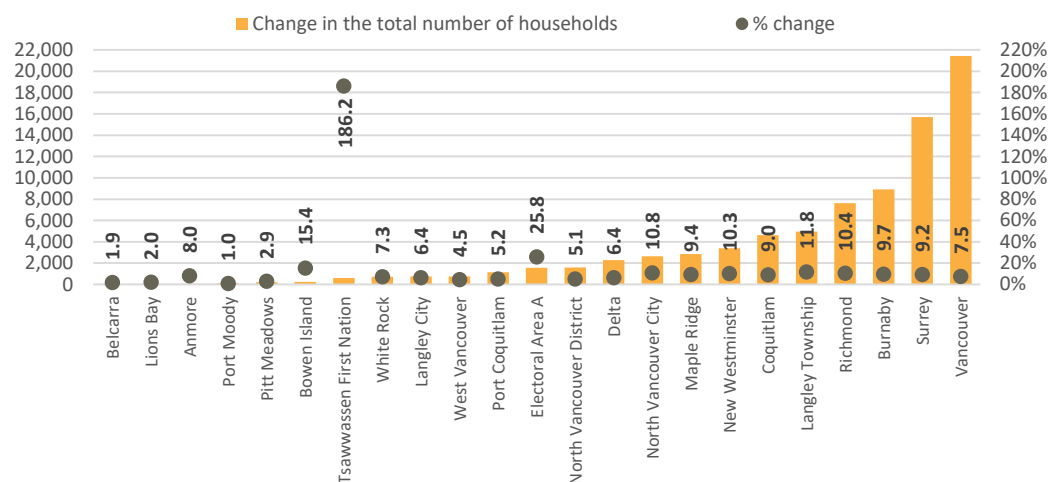
1.2 Households by Tenure

The household data presented here comes from the 2021 Census of Population. It includes the reported number of households on Census day, and does not include any census undercounts, which are typically available two years after Census day.

Renter households are defined by Statistics Canada as private households where no member of the household owns the dwelling. The dwelling is considered to be rented even if no cash rent is paid. This section also includes data on the number of households that receive rental subsidies.

Owner households are defined as private households where some member of the household owns the dwelling, even if there is a mortgage.

Figure 1.2.1. Household Growth, Metro Vancouver Jurisdictions, 2016 to 2021 Census

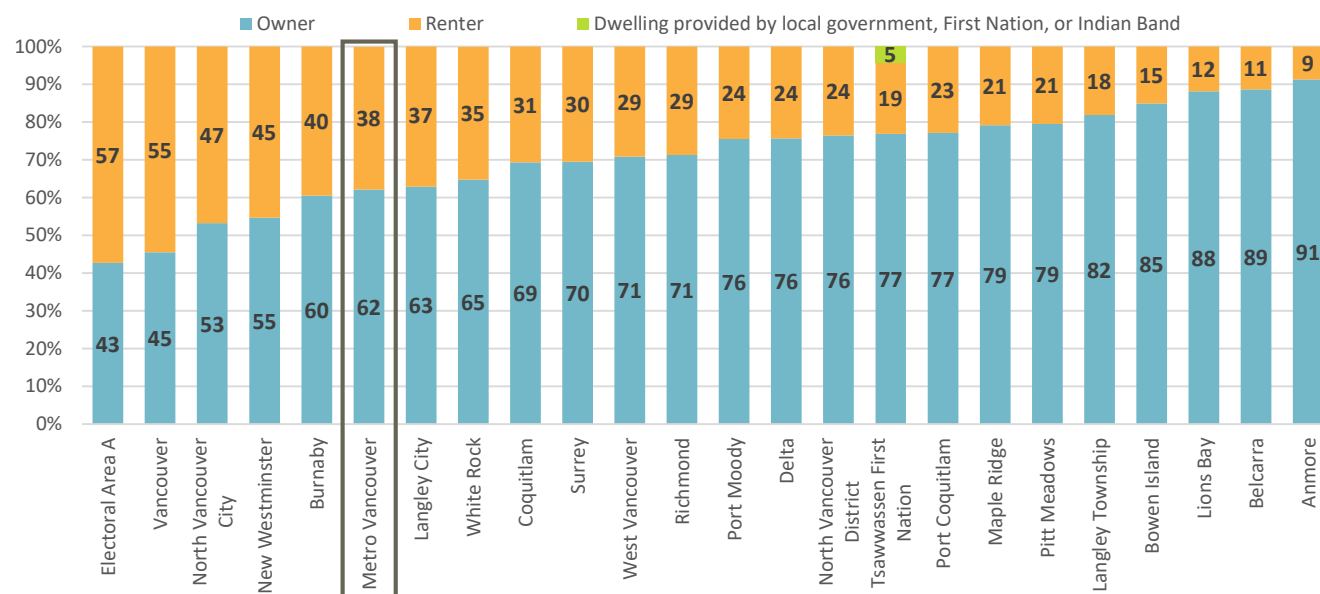


Source: Statistics Canada, 2021 Census of Population

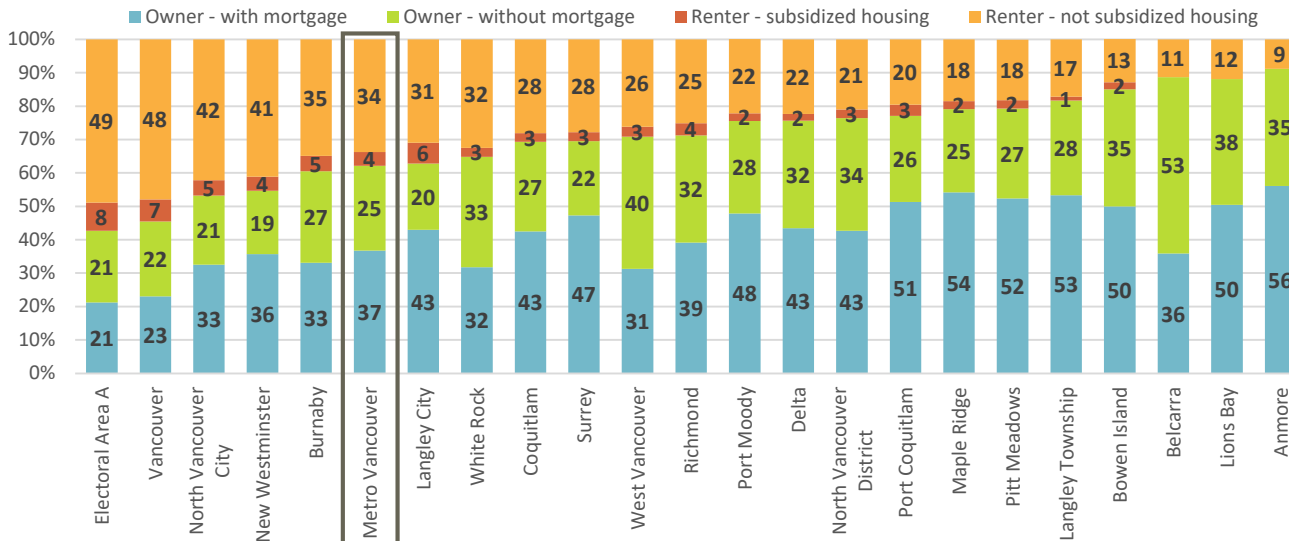
Key Observations

- The 2021 Census counted 1,043,320 households in Metro Vancouver in 2021. This was 82,425 more households than were counted in the 2016 Census, representing an increase of 8.6%.
- Vancouver and Surrey experienced the largest growth in the number of households.
- The areas with the greatest rate of household growth were Tsawwassen First Nation (186.2%), Electoral Area A (25.8%), and Bowen Island (15.4%).
- The tenure distribution of households varies significantly across the region. Electoral Area A and Vancouver had more renters than owners, with North Van City and New Westminster following close behind.

Figure 1.2.2. Distribution of Households by Tenure, Metro Vancouver Jurisdictions, 2021 Census



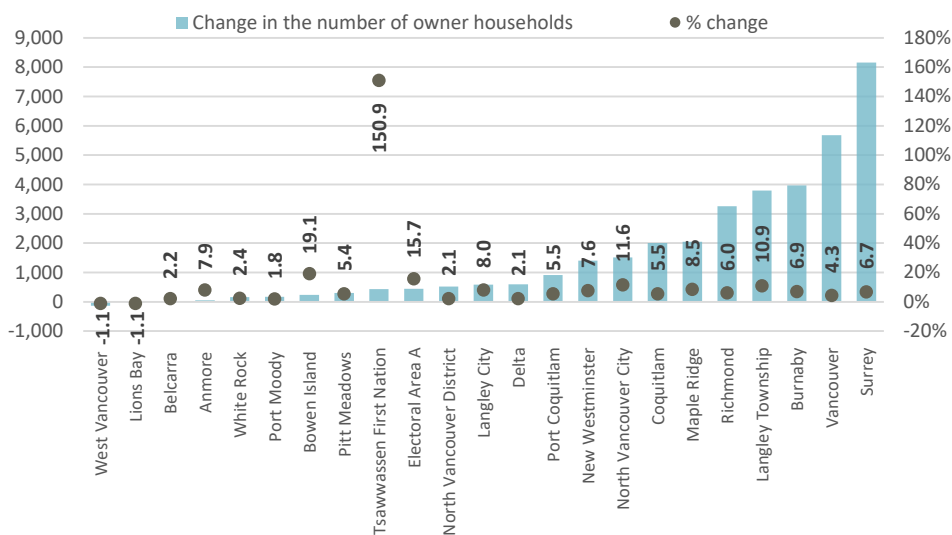
Source: Statistics Canada, 2021 Census of Population

Figure 1.2.3. Distribution of Households by Tenure, Incl. Presence of Mortgage and Rental Subsidy, Metro Vancouver, 2021 Census

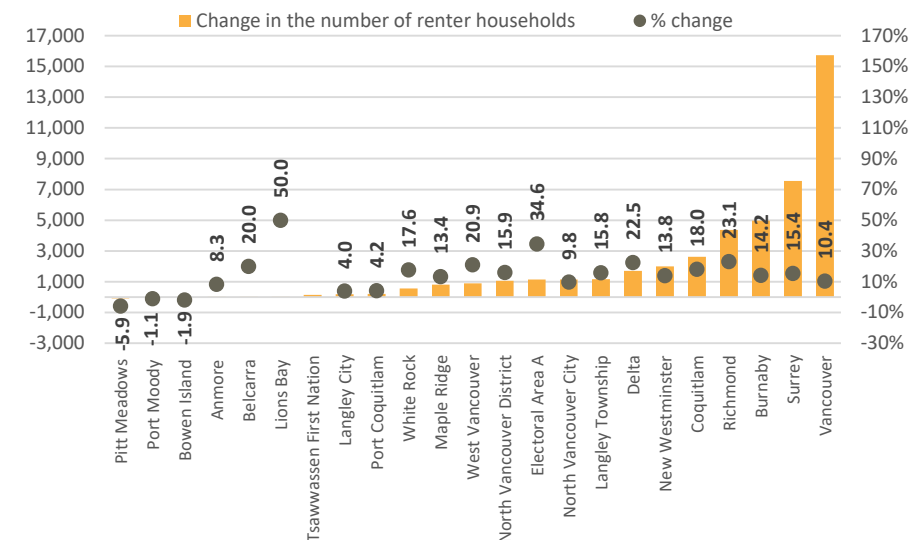
Source: Statistics Canada, 2021 Census of Population

Note: Tsawwassen First Nation is not displayed due to lack of data.

- Between 2016 and 2021, the share of renters in Metro Vancouver increased from 36% to 38%, while the share of owners decreased from 64% to 62%.
- Owners with mortgages represented 37% of total households in Metro Vancouver in 2021, a slight decrease from the 38% in 2016.
- Renters in receipt of a housing subsidy represented 4% of all households in Metro Vancouver in 2021. Both the share and the number of subsidized renters decreased between 2016 and 2021.
- West Vancouver and Lions Bay experienced a decrease in the number of owners, while Pitt Meadows, Port Moody, and Bowen Island experienced a decrease in the number of renters.

Figure 1.2.4. Change in Homeowners, Metro Vancouver Jurisdictions, 2016 to 2021 Census

Source: Statistics Canada, 2016 and 2021 Census of Population

Figure 1.2.5. Change in Renters, Metro Vancouver Jurisdictions, 2016 to 2021 Census

Source: Statistics Canada, 2016 and 2021 Census of Population

Table 1.2.1. Households by Tenure, Metro Vancouver Jurisdictions, 2016 and 2021 Census

MEMBER JURISDICTION	2016				2021				2016 to 2021 % change			
	Total Households	Owner	Renter	Band Housing	Total Households	Owner	Renter	Dwelling provided by the local government, First Nation, or Indian Band	Total Households	Owner	Renter	Dwelling provided by the local government, First Nation, or Indian Band
Anmore	690	630	60	0	745	680	65	0	8.0%	7.9%	8.3%	n/a
Belcarra	260	230	25	0	265	235	30	0	1.9%	2.2%	20.0%	n/a
Bowen Island	1,495	1,230	265	0	1,725	1,465	260	0	15.4%	19.1%	-1.9%	n/a
Burnaby	92,205	57,220	34,980	0	101,135	61,185	39,950	0	9.7%	6.9%	14.2%	n/a
Coquitlam	51,325	36,785	14,540	0	55,950	38,790	17,155	0	9.0%	5.5%	18.0%	n/a
Delta	35,760	28,185	7,570	0	38,055	28,785	9,275	0	6.4%	2.1%	22.5%	n/a
Electoral Area A	6,095	2,830	3,265	0	7,670	3,275	4,395	0	25.8%	15.7%	34.6%	n/a
Langley City	11,840	7,335	4,500	0	12,595	7,920	4,680	0	6.4%	8.0%	4.0%	n/a
Langley Township	41,980	34,640	7,340	0	46,930	38,430	8,500	0	11.8%	10.9%	15.8%	n/a
Lions Bay	495	450	40	0	505	445	60	0	2.0%	-1.1%	50.0%	n/a
Maple Ridge	30,255	24,160	6,095	0	33,110	26,205	6,910	0	9.4%	8.5%	13.4%	n/a
New Westminster	32,710	18,340	14,370	0	36,095	19,740	16,360	0	10.3%	7.6%	13.8%	n/a
North Vancouver City	24,645	13,025	11,615	0	27,295	14,535	12,755	0	10.8%	11.6%	9.8%	n/a
North Vancouver District	31,115	24,465	6,650	0	32,700	24,990	7,710	0	5.1%	2.1%	15.9%	n/a
Pitt Meadows	7,195	5,585	1,615	0	7,405	5,885	1,520	0	2.9%	5.4%	-5.9%	n/a
Port Coquitlam	21,750	16,730	5,025	0	22,880	17,645	5,235	0	5.2%	5.5%	4.2%	n/a
Port Moody	12,980	9,730	3,245	0	13,110	9,905	3,210	0	1.0%	1.8%	-1.1%	n/a
Richmond	73,455	54,545	18,910	0	81,080	57,800	23,275	0	10.4%	6.0%	23.1%	n/a
Surrey	169,965	120,945	49,020	0	185,670	129,100	56,575	0	9.2%	6.7%	15.4%	n/a
Tsawwassen First Nation	325	285	35	0	930	715	175	45	186.2%	150.9%	400.0%	n/a
Vancouver	283,915	133,165	150,750	0	305,335	138,845	166,490	0	7.5%	4.3%	10.4%	n/a
West Vancouver	16,935	12,670	4,260	0	17,690	12,535	5,150	0	4.5%	-1.1%	20.9%	n/a
White Rock	10,005	6,790	3,210	0	10,735	6,955	3,775	0	7.3%	2.4%	17.6%	n/a
METRO VANCOUVER**	960,895	612,010	348,700	185	1,043,320	647,870	394,710	735	8.6%	5.9%	13.2%	297.3%

Source: Statistics Canada, 2016 and 2021 Census of Population.

Note: Data is based on Census counts, and does not include undercount estimates.

Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands).

**Metro Vancouver totals include First Nations which are not listed in the table.

**Metro Vancouver totals may not equal sum of individual values due to rounding or data suppression.

n/a: not available

Table 1.2.2. Households by Tenure, Including Presence of Mortgage and Rental Subsidy, Metro Vancouver Jurisdictions, 2016 and 2021 Census

MEMBER JURISDICTION	2016							2021						
	Total Households	Owner - total	Owner - with mortgage	Owner - without mortgage	Renter - total	Renter - subsidized housing	Renter - not subsidized housing	Total Households	Owner - total	Owner - with mortgage	Owner - without mortgage	Renter - total	Renter - subsidized housing	Renter - not subsidized housing
Anmore	685	630	380	245	60	0	60	740	675	415	260	65	0	65
Belcarra	255	230	65	170	25	0	20	265	230	95	140	30	0	30
Bowen Island	1,480	1,215	710	505	265	25	240	1,710	1,450	855	600	260	35	225
Burnaby	92,195	57,210	31,670	25,540	34,980	5,010	29,970	101,135	61,185	33,495	27,690	39,955	4,710	35,240
Coquitlam	51,320	36,775	22,985	13,795	14,540	1,585	12,955	55,945	38,790	23,800	14,985	17,155	1,455	15,700
Delta	35,625	28,080	16,105	11,975	7,545	795	6,750	37,965	28,705	16,495	12,210	9,255	770	8,490
Electoral Area A	6,095	2,825	1,455	1,375	3,265	465	2,795	7,665	3,275	1,630	1,645	4,395	640	3,750
Langley City	11,840	7,340	5,145	2,190	4,505	985	3,520	12,600	7,920	5,415	2,505	4,680	780	3,895
Langley Township	41,085	33,805	22,225	11,575	7,285	585	6,700	46,330	37,850	24,715	13,135	8,480	515	7,965
Lions Bay	495	455	250	205	45	0	40	505	445	255	190	60	0	60
Maple Ridge	30,065	23,980	16,980	6,995	6,085	820	5,270	33,040	26,135	17,890	8,240	6,905	805	6,100
New Westminster	32,700	18,330	12,285	6,050	14,365	1,670	12,700	36,095	19,735	12,885	6,850	16,355	1,515	14,845
North Vancouver City	24,640	13,025	7,990	5,035	11,615	1,210	10,405	27,290	14,540	8,885	5,650	12,755	1,255	11,505
North Vancouver District	31,105	24,460	13,595	10,860	6,650	955	5,695	32,700	24,990	13,945	11,045	7,710	845	6,865
Pitt Meadows	7,120	5,500	3,690	1,810	1,615	205	1,410	7,320	5,805	3,830	1,975	1,510	180	1,330
Port Coquitlam	21,720	16,705	11,750	4,950	5,015	885	4,135	22,865	17,630	11,725	5,900	5,235	770	4,470
Port Moody	12,975	9,730	6,455	3,270	3,250	330	2,915	13,105	9,900	6,275	3,625	3,210	300	2,910
Richmond	73,375	54,475	31,065	23,415	18,895	2,900	15,990	81,030	57,755	31,685	26,065	23,270	2,955	20,320
Surrey	169,680	120,690	82,160	38,530	48,990	5,465	43,525	185,465	128,910	87,790	41,115	56,560	5,020	51,540
Vancouver	283,905	133,160	70,765	62,400	150,745	20,720	130,025	305,335	138,850	70,365	68,485	166,485	20,215	146,265
West Vancouver	16,935	12,675	5,545	7,130	4,260	585	3,680	17,690	12,540	5,540	6,995	5,150	520	4,630
White Rock	10,005	6,790	3,315	3,475	3,215	320	2,890	10,735	6,960	3,415	3,540	3,780	295	3,480
METRO VANCOUVER	955,300	608,080	366,585	241,495	347,225	45,525	301,700	1,037,535	644,275	381,415	262,855	393,260	43,585	349,680

Source: Statistics Canada, 2016 and 2021 Census of Population.

Note: Data is based on Census counts, and does not include undercount estimates.

Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands).

Metro Vancouver totals include First Nations which are not listed in the table.

Metro Vancouver totals may not equal sum of individual values due to rounding or data suppression.

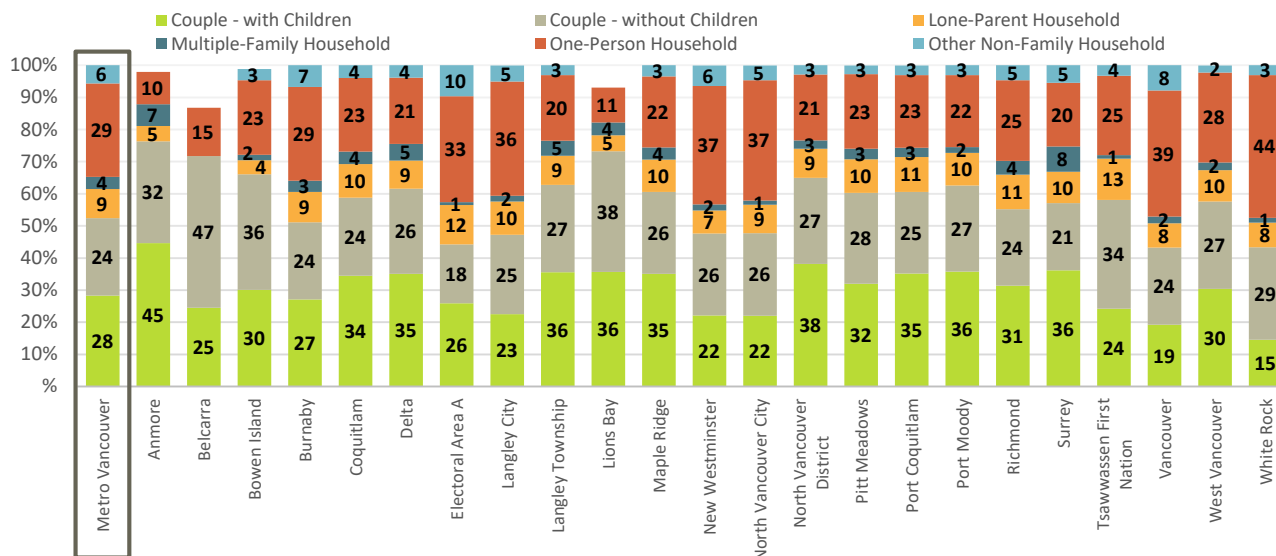
1.3 Households by Family Type

The housing needs of family households and those of non-family households vary significantly.

Statistics Canada defines family households as households which include one or more census families living together. A census family is defined as one of the following: a married or common-law couple with or without children, lone parents of any marital status with children living at home, or grandparents and grandchildren living together without a parent.

Non-census family households include individuals living alone or with other unrelated persons such as roommates.

Figure 1.3.1. Distribution of Households by Family Type, Metro Vancouver Jurisdictions, 2021 Census



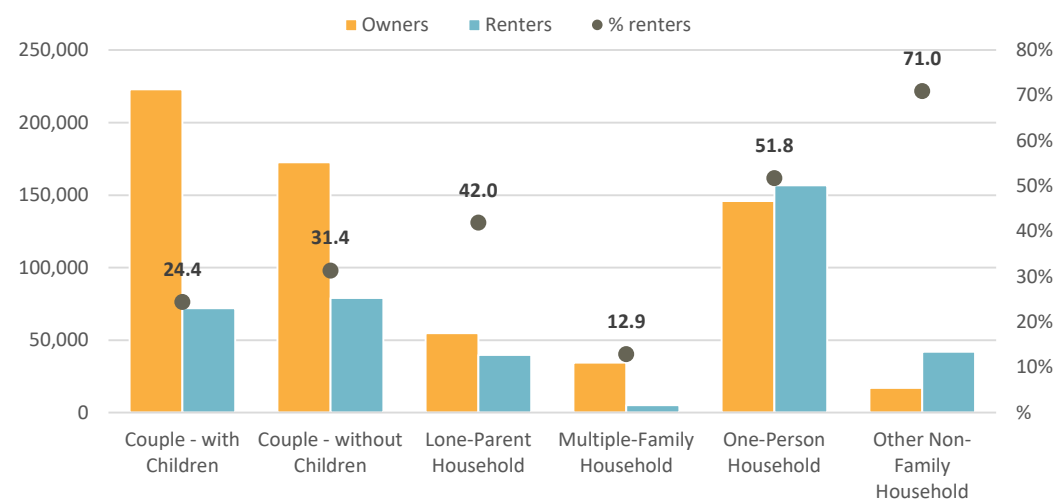
Source: Statistics Canada, 2021 Census of Population

Note: Totals may not equal sum of individual values due to rounding or data suppression.

Key Observations

- One-person households were the largest group of households in Metro Vancouver in 2021 (29% of all households).
- The next largest groups of households were couples with children (28%) and couples without children (24%).
- The distribution of households by family type varied across the region, as shown in Figure 1.3.1.
- The tenure distribution of family households also varied, as shown in Figure 1.3.2.
- Couples, both with and without children, and multiple-family households, were much more likely to be homeowners than all other family types.
- One-person households and other non-family households were much more likely to be renters.
- Among lone-parent households, the rate of renting was 42%.

Figure 1.3.2. Households by Family Type and Tenure, Metro Vancouver, 2021 Census



Source: Statistics Canada, 2021 Census of Population

Table 1.3.1. Total Households by Family Type and Tenure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total Households						
	Total Households	Couple - with Children	Couple - without Children	Lone-Parent Household	Multiple-Family Household	One-Person Household	Other Non-Family Household
Anmore	740	330	235	35	50	75	0
Belcarra	265	65	125	0	0	40	0
Bowen Island	1,725	520	620	75	30	400	60
Burnaby	101,135	27,430	24,315	9,555	3,450	29,585	6,805
Coquitlam	55,945	19,290	13,595	5,865	2,140	12,820	2,240
Delta	38,055	13,360	10,070	3,325	2,005	7,815	1,485
Electoral Area A	7,670	1,990	1,405	940	65	2,535	735
Langley City	12,600	2,835	3,110	1,315	220	4,480	635
Langley Township	46,930	16,680	12,785	4,260	2,185	9,610	1,405
Lions Bay	505	180	190	25	20	55	0
Maple Ridge	33,110	11,610	8,445	3,325	1,280	7,320	1,135
New Westminster	36,100	7,975	9,225	2,595	690	13,290	2,320
North Vancouver City	27,295	6,020	7,010	2,420	365	10,215	1,260
North Vancouver District	32,700	12,490	8,750	2,960	850	6,715	945
Pitt Meadows	7,400	2,365	2,095	775	245	1,715	200
Port Coquitlam	22,885	8,055	5,815	2,485	650	5,190	680
Port Moody	13,105	4,685	3,515	1,335	235	2,935	405
Richmond	81,080	25,450	19,295	8,750	3,475	20,345	3,765
Surrey	185,670	67,125	38,795	18,265	14,540	36,780	10,170
Tsawwassen First Nation	930	225	315	120	10	230	35
Vancouver	305,335	58,690	73,260	23,155	6,560	119,740	23,920
West Vancouver	17,690	5,375	4,820	1,720	430	4,950	390
White Rock	10,735	1,565	3,085	830	160	4,770	325
METRO VANCOUVER	1,043,320	295,095	251,780	94,615	39,770	302,890	59,155

Source: Statistics Canada, 2021 Census of Population.

Note: Data is based on Census counts, and does not include undercount estimates.

Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands).

Metro Vancouver totals include First Nations which are not listed in the table.

Jurisdiction and Metro Vancouver totals may not equal sum of individual values due to rounding or data suppression.

Table 1.3.2. Owner Households by Family Type and Tenure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Owner Households						
	Total Households	Couple - with Children	Couple - without Children	Lone-Parent Household	Multiple-Family Household	One-Person Household	Other Non-Family Household
Anmore	675	320	215	20	45	65	0
Belcarra	235	65	120	0	0	25	0
Bowen Island	1,470	475	540	55	25	325	35
Burnaby	61,185	19,540	16,165	5,365	2,950	15,215	1,960
Coquitlam	38,795	15,060	10,360	3,190	1,900	7,390	895
Delta	28,785	10,965	8,685	1,935	1,780	4,845	575
Electoral Area A	3,280	915	680	545	60	965	115
Langley City	7,920	2,080	2,280	675	180	2,460	250
Langley Township	38,430	14,565	11,180	3,010	1,990	6,840	845
Lions Bay	445	165	165	25	20	50	0
Maple Ridge	26,205	10,275	7,200	2,150	1,190	4,740	645
New Westminster	19,740	5,675	5,510	1,310	590	5,945	715
North Vancouver City	14,535	3,880	4,080	1,145	265	4,790	375
North Vancouver District	24,990	10,250	7,295	1,840	760	4,375	470
Pitt Meadows	5,880	2,075	1,830	465	225	1,170	120
Port Coquitlam	17,650	6,930	4,730	1,595	600	3,420	370
Port Moody	9,900	3,800	2,805	770	220	2,105	200
Richmond	57,800	19,655	14,810	5,955	3,005	12,830	1,545
Surrey	129,100	51,870	29,760	10,620	12,725	21,195	2,935
Tsawwassen First Nation	715	165	260	60	10	195	15
Vancouver	138,850	38,750	36,855	12,355	5,485	40,775	4,630
West Vancouver	12,540	3,895	4,115	1,080	360	2,905	185
White Rock	6,955	1,120	2,450	400	115	2,725	135
METRO VANCOUVER	647,870	222,865	172,620	54,765	34,535	145,990	17,090

Source: Statistics Canada, 2021 Census of Population.

Note: Data is based on Census counts, and does not include undercount estimates.

Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands).

Metro Vancouver totals include First Nations which are not listed in the table.

Jurisdiction and Metro Vancouver totals may not equal sum of individual values due to rounding or data suppression.

Table 1.3.3. Renter Households by Family Type and Tenure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Renter Households						
	Total Households	Couple - with Children	Couple - without Children	Lone-Parent Household	Multiple-Family Household	One-Person Household	Other Non-Family Household
Anmore	65	0	25	0	0	0	0
Belcarra	30	0	0	0	0	0	0
Bowen Island	260	50	75	20	0	80	30
Burnaby	39,950	7,895	8,145	4,190	500	14,365	4,850
Coquitlam	17,155	4,225	3,230	2,675	240	5,435	1,350
Delta	9,275	2,395	1,385	1,385	220	2,970	910
Electoral Area A	4,395	1,080	725	390	0	1,570	620
Langley City	4,680	755	825	650	40	2,020	380
Langley Township	8,500	2,120	1,615	1,245	190	2,770	555
Lions Bay	60	15	25	0	0	0	0
Maple Ridge	6,905	1,330	1,235	1,185	85	2,580	485
New Westminster	16,360	2,300	3,720	1,290	95	7,340	1,605
North Vancouver City	12,755	2,140	2,930	1,270	100	5,425	885
North Vancouver District	7,710	2,245	1,450	1,115	90	2,340	470
Pitt Meadows	1,520	295	265	315	15	545	75
Port Coquitlam	5,235	1,130	1,085	885	45	1,775	310
Port Moody	3,210	885	715	560	15	835	205
Richmond	23,275	5,795	4,485	2,800	475	7,515	2,215
Surrey	56,570	15,250	9,035	7,645	1,820	15,585	7,235
Tsawwassen First Nation	175	30	45	50	0	35	15
Vancouver	166,490	19,940	36,410	10,805	1,075	78,965	19,295
West Vancouver	5,150	1,475	705	645	70	2,045	205
White Rock	3,780	440	630	425	40	2,045	185
METRO VANCOUVER	394,710	72,055	79,050	39,695	5,150	156,760	41,995

Source: Statistics Canada, 2021 Census of Population.

Note: Data is based on Census counts, and does not include undercount estimates.

Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands).

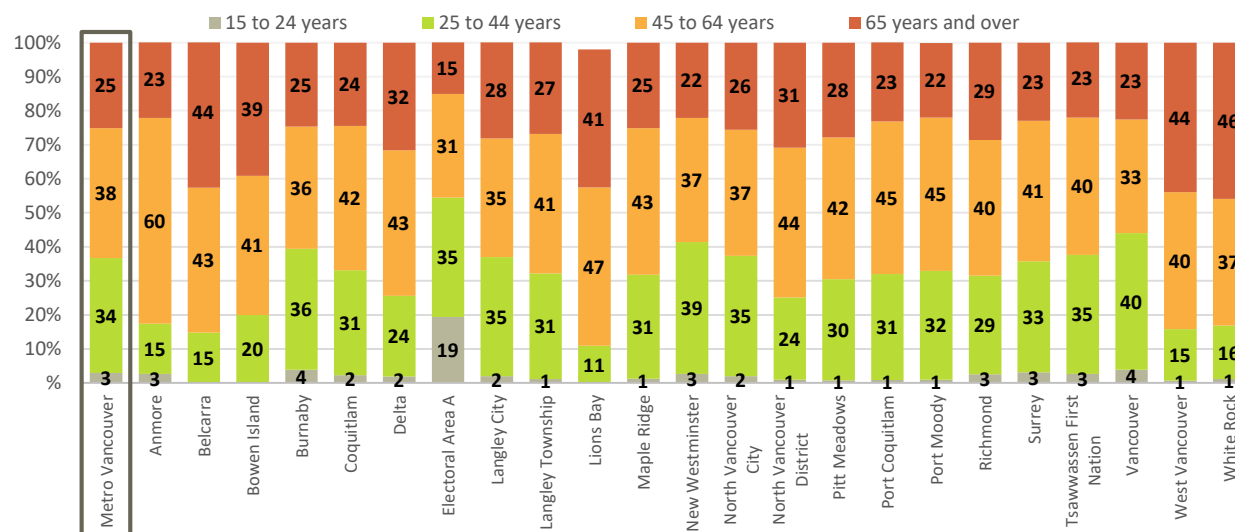
Metro Vancouver totals include First Nations which are not listed in the table.

Jurisdiction and Metro Vancouver totals may not equal sum of individual values due to rounding or data suppression.

1.4 Households by Age and by Tenure

Statistics Canada defines the Primary Household Maintainer as the first person in the household identified as someone who pays the rent or the mortgage, taxes, utilities, etc. for the household. In the case of a household where two or more people are listed as household maintainers, the first person listed on the Census questionnaire is chosen as the primary household maintainer. This does not provide any information about the proportion of household payments made by the person. The age of the household maintainer also does not provide any information about the age or other characteristics of any other persons who may be living in the household.

Figure 1.4.1. Distribution of Households by Age of Household Maintainer, Metro Vancouver Jurisdictions, 2021 Census



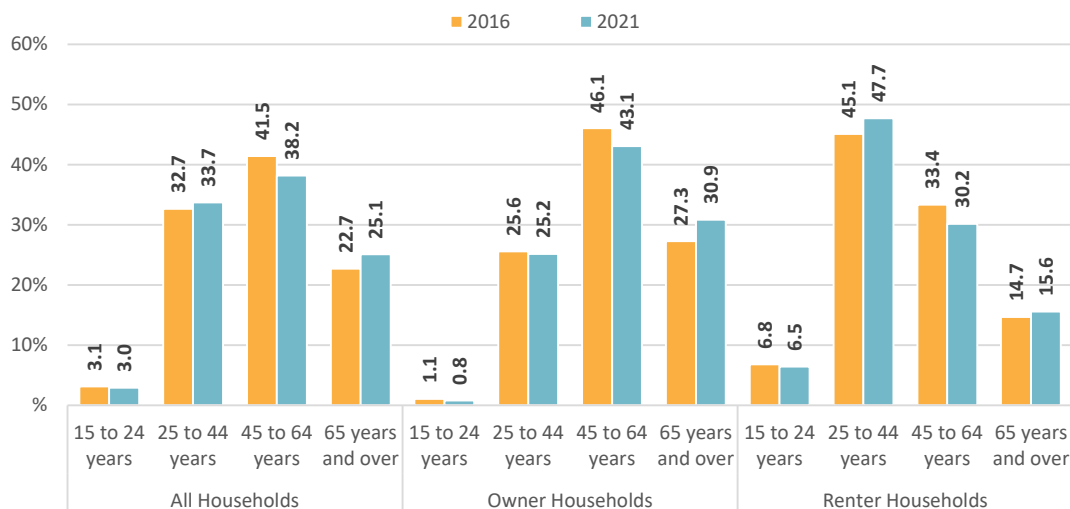
Source: Statistics Canada, 2021 Census of Population

Note: Totals may not equal sum of individual values due to rounding or data suppression.

Key Observations

- The age distribution of households across the region reflects the age distribution of the general population – areas with an older population have a higher percentage of older households.
- The aging of the population is also reflected in the age distribution of all households, as shown in Figure 1.4.2.
- However, when comparing the age distribution of renter and owner households between 2016 and 2021, a pattern emerges; the share of younger renter households increased (25 to 44 year old renters increased from 45.1% to 47.7%), while among owners, the share of younger households decreased (25 to 44 year old owners decreased slightly from 25.6% to 25.2%). This signals a shift toward renting among younger households, which could be due to a number of reasons, including high home prices.

Figure 1.4.2. Distribution of Households by Age of Household Maintainer and Tenure, Metro Vancouver, 2016 and 2021 Census



Source: Statistics Canada, 2016 and 2021 Census of Population

Table 1.4.1. Households by Age of Primary Household Maintainer and Tenure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total Households					Owner Households					Renter Households					Dwelling Provided by the Local Government, First Nation or Indian Band				
	Total - All Ages	15 to 24 years	25 to 44 years	45 to 64 years	65 years and over	Total - All Ages	15 to 24 years	25 to 44 years	45 to 64 years	65 years and over	Total - All Ages	15 to 24 years	25 to 44 years	45 to 64 years	65 years and over	Total - All Ages	15 to 24 years	25 to 44 years	45 to 64 years	65 years and over
Anmore	745	20	110	450	170	680	10	80	425	160	65	0	20	15	10	0	0	0	0	0
Belcarra	270	0	40	115	120	235	0	10	110	120	30	0	30	0	0	0	0	0	0	0
Bowen Island	1,725	0	345	705	675	1,465	0	270	590	595	260	0	65	110	75	0	0	0	0	0
Burnaby	101,140	3,880	36,010	36,290	24,955	61,185	765	16,845	24,655	18,930	39,950	3,115	19,165	11,640	6,030	0	0	0	0	0
Coquitlam	55,950	1,265	17,255	23,735	13,680	38,795	355	9,675	17,670	11,095	17,155	905	7,585	6,070	2,590	0	0	0	0	0
Delta	38,060	735	8,990	16,305	12,020	28,785	120	5,590	12,860	10,215	9,275	615	3,405	3,445	1,820	0	0	0	0	0
Electoral Area A	7,670	1,490	2,685	2,340	1,160	3,275	245	700	1,465	870	4,390	1,245	1,975	875	295	0	0	0	0	0
Langley City	12,595	250	4,405	4,400	3,550	7,920	80	2,630	2,835	2,385	4,675	170	1,780	1,555	1,160	0	0	0	0	0
Langley Township	46,930	555	14,545	19,240	12,605	38,430	170	10,695	16,310	11,255	8,495	385	3,855	2,920	1,345	0	0	0	0	0
Lions Bay	505	0	55	235	205	450	0	50	200	190	60	0	0	30	10	0	0	0	0	0
Maple Ridge	33,110	415	10,100	14,280	8,310	26,205	130	7,440	11,880	6,755	6,905	285	2,660	2,400	1,555	0	0	0	0	0
New Westminster	36,100	955	13,975	13,190	7,985	19,745	90	6,090	8,235	5,330	16,360	865	7,885	4,950	2,660	0	0	0	0	0
North Vancouver City	27,295	540	9,660	10,095	7,000	14,535	110	3,920	5,835	4,665	12,760	425	5,740	4,260	2,325	0	0	0	0	0
North Vancouver District	32,700	310	7,905	14,405	10,075	24,990	45	4,710	11,530	8,710	7,710	260	3,210	2,870	1,370	0	0	0	0	0
Pitt Meadows	7,405	60	2,200	3,085	2,060	5,885	25	1,580	2,565	1,715	1,520	35	620	515	340	0	0	0	0	0
Port Coquitlam	22,885	200	7,115	10,275	5,300	17,650	60	4,835	8,415	4,335	5,235	145	2,270	1,845	970	0	0	0	0	0
Port Moody	13,110	125	4,190	5,910	2,875	9,900	30	2,800	4,645	2,420	3,210	95	1,395	1,260	455	0	0	0	0	0
Richmond	81,080	2,100	23,435	32,345	23,205	57,805	510	13,875	24,545	18,880	23,275	1,590	9,560	7,800	4,335	0	0	0	0	0
Surrey	185,670	5,770	60,630	76,595	42,675	129,100	810	35,065	58,370	34,855	56,570	4,965	25,570	18,225	7,820	0	0	0	0	0
Tsawwassen First Nation	930	25	325	375	215	710	15	210	305	190	175	10	95	55	25	45	0	20	10	0
Vancouver	305,340	11,910	122,475	101,915	69,045	138,845	1,700	33,665	57,450	46,030	166,490	10,205	88,805	44,455	23,015	0	0	0	0	0
West Vancouver	17,690	125	2,670	7,115	7,780	12,540	60	1,265	5,125	6,095	5,150	65	1,405	1,995	1,680	0	0	0	0	0
White Rock	10,735	120	1,685	4,005	4,925	6,955	30	745	2,600	3,580	3,775	90	940	1,395	1,340	0	0	0	0	0
METRO VANCOUVER	1,043,320	30,925	351,705	398,835	261,855	647,870	5,385	163,105	279,305	200,080	394,710	25,525	188,440	119,175	61,575	740	15	160	350	215

Source: Statistics Canada, 2021 Census of Population.

Note: Data is based on Census counts, and does not include undercount estimates.

Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands).

Metro Vancouver totals include First Nations which are not listed in the table.

Jurisdiction and Metro Vancouver totals may not equal sum of individual values due to rounding or data suppression.

Table 1.4.2. Households by Age of Primary Household Maintainer and Tenure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total Households					Owner Households					Renter Households					Band Housing				
	Total - All Ages	15 to 24 years	25 to 44 years	45 to 64 years	65 years and over	Total - All Ages	15 to 24 years	25 to 44 years	45 to 64 years	65 years and over	Total - All Ages	15 to 24 years	25 to 44 years	45 to 64 years	65 years and over	Total - All Ages	15 to 24 years	25 to 44 years	45 to 64 years	65 years and over
Anmore	690	10	145	450	90	630	10	115	435	75	60	0	20	25	20	0	0	0	0	0
Belcarra	260	0	10	150	95	230	0	10	125	95	25	0	0	25	0	0	0	0	0	0
Bowen Island	1,495	15	295	700	475	1,230	10	210	585	425	265	0	85	120	45	0	0	0	0	0
Burnaby	92,205	4,790	30,185	36,480	20,745	57,220	1,170	15,325	25,055	15,670	34,980	3,620	14,860	11,420	5,080	0	0	0	0	0
Coquitlam	51,325	1,360	15,430	23,670	10,865	36,785	360	9,355	18,170	8,890	14,540	1,000	6,070	5,500	1,980	0	0	0	0	0
Delta	35,760	380	8,375	16,675	10,320	28,185	95	5,560	13,605	8,930	7,570	290	2,815	3,080	1,390	0	0	0	0	0
Electoral Area A	6,095	1,250	2,000	1,965	880	2,830	320	505	1,310	695	3,265	930	1,495	655	185	0	0	0	0	0
Langley City	11,840	295	3,865	4,420	3,255	7,335	85	2,190	2,895	2,165	4,500	210	1,675	1,525	1,090	0	0	0	0	0
Langley Township	41,980	600	12,725	18,150	10,515	34,640	240	9,720	15,425	9,250	7,340	355	3,000	2,725	1,260	0	0	0	0	0
Lions Bay	495	0	85	225	180	450	0	65	215	180	40	0	20	10	0	0	0	0	0	0
Maple Ridge	30,255	485	8,855	14,130	6,785	24,160	170	6,745	11,680	5,570	6,095	315	2,115	2,445	1,210	0	0	0	0	0
New Westminster	32,710	1,100	11,430	13,285	6,880	18,340	180	5,485	8,255	4,420	14,370	920	5,940	5,040	2,470	0	0	0	0	0
North Vancouver City	24,645	580	8,200	10,130	5,730	13,025	65	3,315	5,870	3,780	11,615	515	4,885	4,265	1,950	0	0	0	0	0
North Vancouver District	31,115	345	7,120	14,765	8,890	24,465	80	4,535	12,040	7,800	6,650	260	2,575	2,725	1,090	0	0	0	0	0
Pitt Meadows	7,195	90	2,185	3,225	1,695	5,585	45	1,500	2,660	1,370	1,615	45	680	565	320	0	0	0	0	0
Port Coquitlam	21,750	290	7,020	10,285	4,160	16,730	95	4,880	8,415	3,345	5,025	190	2,140	1,880	815	0	0	0	0	0
Port Moody	12,980	135	4,435	5,920	2,490	9,730	50	2,860	4,735	2,090	3,245	85	1,580	1,185	395	0	0	0	0	0
Richmond	73,455	2,080	19,770	33,485	18,120	54,545	845	13,180	26,010	14,520	18,910	1,235	6,585	7,480	3,605	0	0	0	0	0
Surrey	169,965	3,805	56,305	74,615	35,235	120,945	735	34,155	57,005	29,050	49,020	3,070	22,160	17,615	6,185	0	0	0	0	0
Tsawwassen First Nation	325	0	45	145	115	285	10	35	135	115	35	0	10	10	0	0	0	0	0	0
Vancouver	283,915	12,335	110,730	102,785	58,070	133,165	1,835	34,160	58,265	38,905	150,750	10,500	76,565	44,520	19,165	0	0	0	0	0
West Vancouver	16,935	125	2,330	7,225	7,255	12,670	65	1,455	5,500	5,665	4,260	65	880	1,725	1,595	0	0	0	0	0
White Rock	10,005	70	1,630	4,105	4,190	6,790	25	860	2,755	3,155	3,210	50	770	1,355	1,040	0	0	0	0	0
METRO VANCOUVER	960,895	30,220	314,055	398,455	218,170	612,010	6,500	156,600	281,950	166,955	348,700	23,715	157,405	116,410	51,170	185	0	40	100	40

Source: Statistics Canada, 2016 Census of Population.

Note: Data is based on Census counts, and does not include undercount estimates.

Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands).

Metro Vancouver totals include First Nations which are not listed in the table.

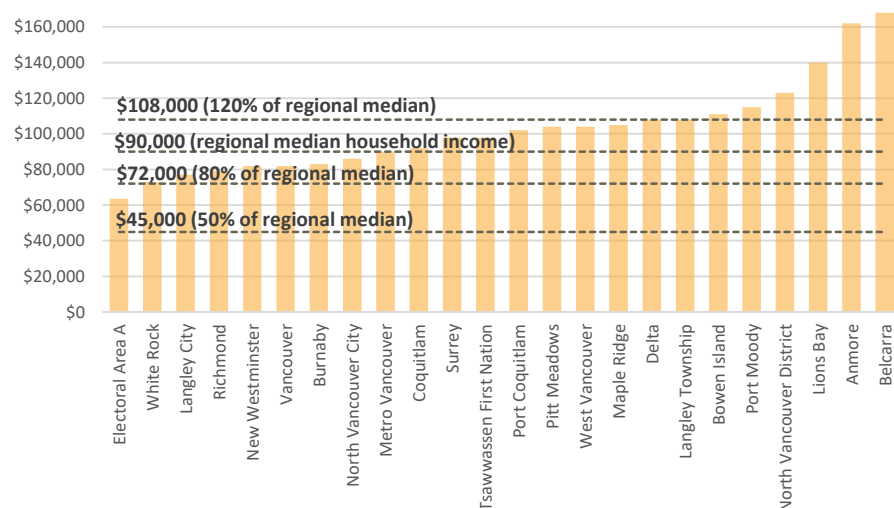
Jurisdiction and Metro Vancouver totals may not equal sum of individual values due to rounding or data suppression.

1.5 Median Household Incomes and Income Thresholds

Housing affordability is a measure of housing costs and a household's ability to meet these costs. The median household income is the income of the household in the middle of all households when they are arranged by income levels – half of all households would have incomes below the median, and the other half would have incomes above the median. The median household income can be used as a measure for determining a household's ability to find housing in their community at an affordable price.

In moving forward on the strategies and actions proposed in the regional growth strategy, different income categories or income thresholds are defined based on the following percentage values of the regional median household income: 50%, 80%, 100%, and 120%. The actual income thresholds based on 2020 data are shown in Figure 1.5.1 below.

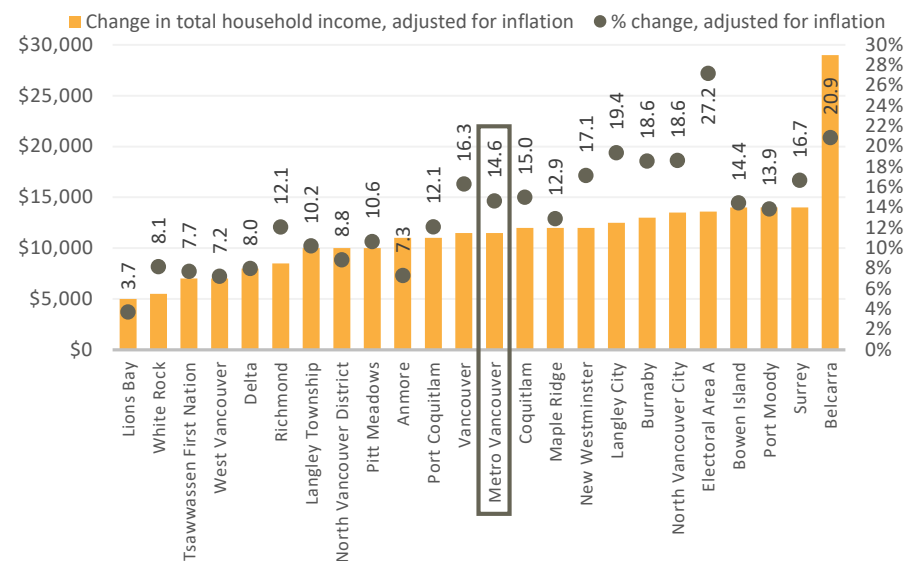
Figure 1.5.1. Median Household Incomes and Income Thresholds, Metro Vancouver Jurisdictions, 2020



Source: Statistics Canada, 2021 Census of Population

Note: 2021 Census reports annual incomes for the 2020 calendar year.

Figure 1.5.2. Change in Median Household Incomes Adjusted for Inflation, Metro Vancouver Jurisdictions, 2015 to 2020



Source: Statistics Canada, 2021 Census of Population

Key Observations

- According to the 2021 Census, the total median household income in Metro Vancouver in 2020 was \$90,000.
- Median household incomes varied significantly across the region, with some jurisdictions having median incomes that were two times higher than median incomes in other jurisdictions, as shown in Figure 1.5.1.
- Between 2015 and 2020, the total median household income in Metro Vancouver increased by 14.6%, after adjusting for inflation.
- Figure 1.5.2 shows the inflation-adjusted change in median household incomes between 2015 and 2020 across the region.

Table 1.5.1. Median Household Incomes, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	2015		2020		2015 to 2020 % change (inflation adjusted)	
	Total Median Household Income (2020 Constant Dollars)	After-Tax Median Household Income (2020 Constant	Total Median Household Income (2020 Constant Dollars)	After-Tax Median Household Income (2020 Constant	Total Median Household Income	After-Tax Median Household Income
Anmore	\$151,000	\$123,000	\$162,000	\$136,000	7.3%	10.6%
Belcarra	\$139,000	\$114,000	\$168,000	\$138,000	20.9%	21.1%
Bowen Island	\$97,000	\$83,000	\$111,000	\$95,000	14.4%	14.5%
Burnaby	\$70,000	\$61,600	\$83,000	\$73,500	18.6%	19.3%
Coquitlam	\$80,000	\$70,500	\$92,000	\$82,000	15.0%	16.3%
Delta	\$100,000	\$86,000	\$108,000	\$95,000	8.0%	10.5%
Electoral Area A	\$50,000	\$45,600	\$63,600	\$58,000	27.2%	27.2%
Langley City	\$64,500	\$56,400	\$77,000	\$69,000	19.4%	22.3%
Langley Township	\$98,000	\$84,000	\$108,000	\$94,000	10.2%	11.9%
Lions Bay	\$135,000	\$112,000	\$140,000	\$121,000	3.7%	8.0%
Maple Ridge	\$93,000	\$80,000	\$105,000	\$92,000	12.9%	15.0%
New Westminister	\$70,000	\$60,800	\$82,000	\$72,500	17.1%	19.2%
North Vancouver City	\$72,500	\$63,200	\$86,000	\$75,500	18.6%	19.5%
North Vancouver District	\$113,000	\$96,000	\$123,000	\$106,000	8.8%	10.4%
Pitt Meadows	\$94,000	\$81,000	\$104,000	\$91,000	10.6%	12.3%
Port Coquitlam	\$91,000	\$78,500	\$102,000	\$89,000	12.1%	13.4%
Port Moody	\$101,000	\$85,000	\$115,000	\$99,000	13.9%	16.5%
Richmond	\$70,500	\$62,400	\$79,000	\$71,000	12.1%	13.8%
Surrey	\$84,000	\$73,500	\$98,000	\$87,000	16.7%	18.4%
Tsawwassen First Nation	\$91,000	\$81,000	\$98,000	\$86,000	7.7%	6.2%
Vancouver	\$70,500	\$61,600	\$82,000	\$72,000	16.3%	16.9%
West Vancouver	\$97,000	\$83,000	\$104,000	\$90,000	7.2%	8.4%
White Rock	\$67,500	\$58,400	\$73,000	\$65,000	8.1%	11.3%
METRO VANCOUVER	\$78,500	\$68,500	\$90,000	\$79,500	14.6%	16.1%

Source: Statistics Canada, 2021 Census of Population.

Table 1.5.2. Median Household Incomes, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total Median Household Income	Income Thresholds Based on Median Household Income		
		50% of Total Median Household Income	80% of Total Median Household Income	120% of Total Median Household Income
Anmore	\$162,000	\$81,000	\$129,600	\$194,400
Belcarra	\$168,000	\$84,000	\$134,400	\$201,600
Bowen Island	\$111,000	\$55,500	\$88,800	\$133,200
Burnaby	\$83,000	\$41,500	\$66,400	\$99,600
Coquitlam	\$92,000	\$46,000	\$73,600	\$110,400
Delta	\$108,000	\$54,000	\$86,400	\$129,600
Electoral Area A	\$63,600	\$31,800	\$50,900	\$76,300
Langley City	\$77,000	\$38,500	\$61,600	\$92,400
Langley Township	\$108,000	\$54,000	\$86,400	\$129,600
Lions Bay	\$140,000	\$70,000	\$112,000	\$168,000
Maple Ridge	\$105,000	\$52,500	\$84,000	\$126,000
New Westminster	\$82,000	\$41,000	\$65,600	\$98,400
North Vancouver City	\$86,000	\$43,000	\$68,800	\$103,200
North Vancouver District	\$123,000	\$61,500	\$98,400	\$147,600
Pitt Meadows	\$104,000	\$52,000	\$83,200	\$124,800
Port Coquitlam	\$102,000	\$51,000	\$81,600	\$122,400
Port Moody	\$115,000	\$57,500	\$92,000	\$138,000
Richmond	\$79,000	\$39,500	\$63,200	\$94,800
Surrey	\$98,000	\$49,000	\$78,400	\$117,600
Tsawwassen First Nation	\$98,000	\$49,000	\$78,400	\$117,600
Vancouver	\$82,000	\$41,000	\$65,600	\$98,400
West Vancouver	\$104,000	\$52,000	\$83,200	\$124,800
White Rock	\$73,000	\$36,500	\$58,400	\$87,600
METRO VANCOUVER	\$90,000	\$45,000	\$72,000	\$108,000

Source: Statistics Canada, 2021 Census of Population.

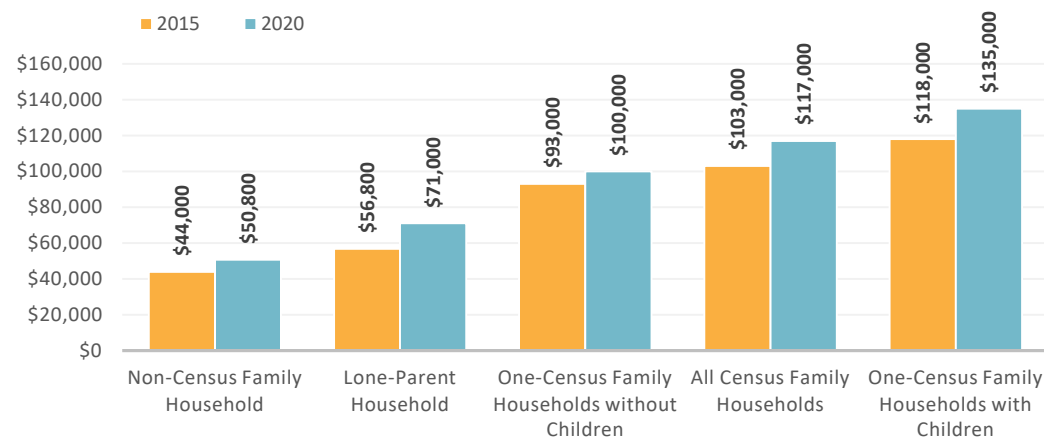
Note: Values for income thresholds are rounded to nearest 100.

1.6 Median Household Incomes by Family Type

The median household incomes presented here come from the 2021 Census of Population, and are presented in 2020 Constant Dollars. Incomes in Constant Dollars are incomes that have been adjusted for inflation in order to allow comparison across time periods without the effect of inflation.

The family types are based on census families. A census family can include a couple with or without children, lone parents with children living at home, grandparents living with children but no parent, or multiple census families living together. Non-census family households include individuals living alone or with other unrelated persons such as roommates.

Figure 1.6.1. Median Household Incomes Adjusted for Inflation (2020 Constant Dollars), by Census Family Type, Metro Vancouver, 2015 and 2020

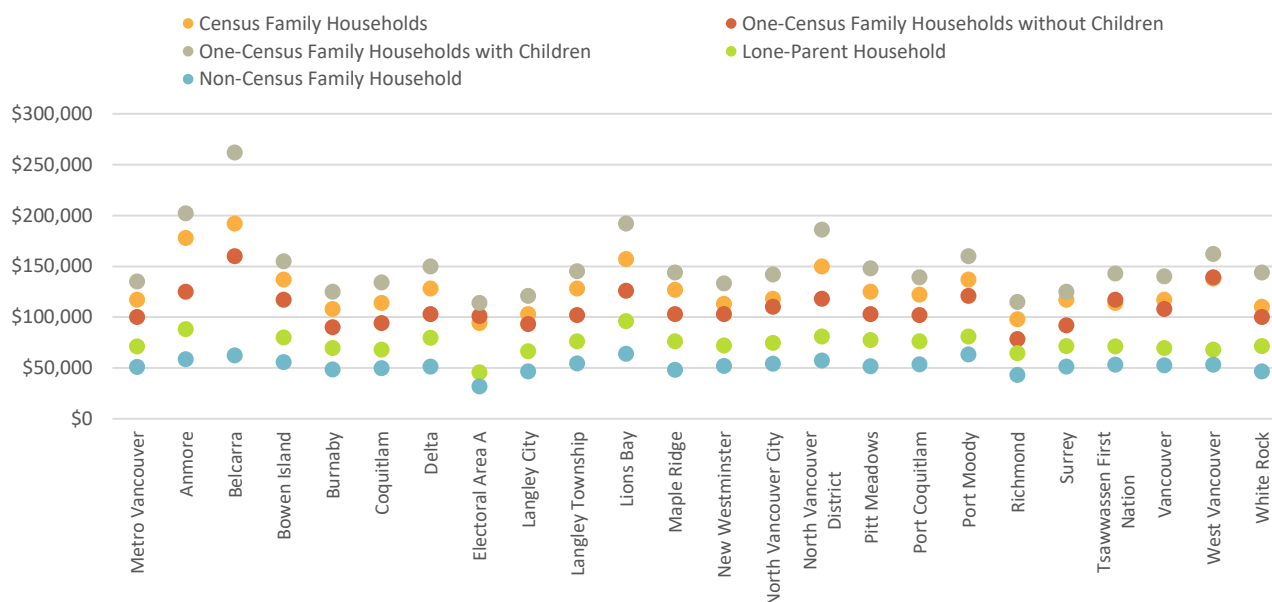


Source: Statistics Canada, 2021 Census of Population

Key Observations

- In Metro Vancouver, families with children had the highest median incomes among all family types, both in 2015 and in 2020.
- Lone-parent households and non-census family households had the lowest median incomes among all family types, lower than the \$90,000 median income of all households in the region in 2020.
- In 2020, the median incomes of lone-parent families and non-census family households were just 56% and 78% of the median income of all households in the region.
- Figure 1.6.2 shows how median incomes of different family types varied across the region in 2020. A similar trend is seen across the region – non-census family households and lone-parent households had the lowest median incomes.

Figure 1.6.2. Median Household Incomes by Census Family Type, Metro Vancouver Jurisdictions, 2020



Source: Statistics Canada, 2021 Census of Population

Table 1.6. Median Household Incomes by Census Family Type, Metro Vancouver Jurisdictions, 2016 and 2021 Census

MEMBER JURISDICTION	2015 Total Median Household Income (2020 Constant Dollars)					2020 Total Median Household Income (2020 Constant Dollars)					2015 to 2020 % change (inflation adjusted)				
	Census Family House-holds	One-Census Family Household s without Children	One-Census Family Household s with Children	Lone-Parent Household	Non-Census Family Household	Census Family House-holds	One-Census Family Household s without Children	One-Census Family Household s with Children	Lone-Parent Household	Non-Census Family Household	Census Family House-holds	One-Census Family Household s without Children	One-Census Family Household s with Children	Lone-Parent Household	Non-Census Family Household
Anmore	162,000	114,000	192,000	81,000	59,600	178,000	125,000	202,000	88,000	58,400	9.9%	9.6%	5.2%	8.6%	-2.0%
Belcarra	148,000	139,000	180,000	n/a	72,500	192,000	160,000	262,000	n/a	62,400	29.7%	15.1%	45.6%	n/a	-13.9%
Bowen Island	117,000	110,000	130,000	60,800	48,000	137,000	117,000	155,000	80,000	55,600	17.1%	6.4%	19.2%	31.6%	15.8%
Burnaby	92,000	81,000	106,000	54,800	39,200	108,000	90,000	125,000	69,500	48,400	17.4%	11.1%	17.9%	26.8%	23.5%
Coquitlam	101,000	88,000	117,000	53,600	43,600	114,000	94,000	134,000	68,000	49,600	12.9%	6.8%	14.5%	26.9%	13.8%
Delta	117,000	101,000	138,000	68,000	46,000	128,000	103,000	150,000	79,500	51,200	9.4%	2.0%	8.7%	16.9%	11.3%
Electoral Area A	76,500	101,000	84,000	29,200	20,400	94,000	101,000	114,000	45,600	31,600	22.9%	0.0%	35.7%	56.2%	54.9%
Langley City	89,000	83,000	110,000	50,000	38,800	103,000	93,000	121,000	66,500	46,400	15.7%	12.0%	10.0%	33.0%	19.6%
Langley Township	116,000	97,000	133,000	65,500	48,800	128,000	102,000	145,000	76,000	54,400	10.3%	5.2%	9.0%	16.0%	11.5%
Lions Bay	149,000	127,000	158,000	113,000	61,600	157,000	126,000	192,000	96,000	64,000	5.4%	-0.8%	21.5%	-15.0%	3.9%
Maple Ridge	113,000	95,000	130,000	62,400	42,400	127,000	103,000	144,000	76,000	48,000	12.4%	8.4%	10.8%	21.8%	13.2%
New Westminster	100,000	94,000	117,000	60,400	44,400	113,000	103,000	133,000	72,000	52,000	13.0%	9.6%	13.7%	19.2%	17.1%
North Vancouver City	101,000	98,000	121,000	60,000	48,000	118,000	110,000	142,000	74,500	54,000	16.8%	12.2%	17.4%	24.2%	12.5%
North Vancouver District	136,000	112,000	168,000	72,500	51,200	150,000	118,000	186,000	81,000	57,200	10.3%	5.4%	10.7%	11.7%	11.7%
Pitt Meadows	111,000	95,000	133,000	64,000	49,600	125,000	103,000	148,000	77,500	51,600	12.6%	8.4%	11.3%	21.1%	4.0%
Port Coquitlam	110,000	97,000	126,000	62,800	48,800	122,000	102,000	139,000	76,000	53,600	10.9%	5.2%	10.3%	21.0%	9.8%
Port Moody	119,000	111,000	141,000	67,000	57,600	137,000	121,000	160,000	81,000	63,200	15.1%	9.0%	13.5%	20.9%	9.7%
Richmond	87,000	76,000	99,000	52,800	38,000	98,000	78,500	115,000	64,500	43,200	12.6%	3.3%	16.2%	22.2%	13.7%
Surrey	100,000	88,000	107,000	56,000	43,200	117,000	92,000	125,000	71,500	51,200	17.0%	4.5%	16.8%	27.7%	18.5%
Tsawwassen First Nation	108,000	101,000	133,000	65,000	47,600	114,000	117,000	143,000	71,000	53,200	5.6%	15.8%	7.5%	9.2%	11.8%
Vancouver	102,000	98,000	119,000	54,800	45,200	117,000	108,000	140,000	69,500	52,400	14.7%	10.2%	17.6%	26.8%	15.9%
West Vancouver	134,000	135,000	162,000	55,600	48,400	138,000	139,000	162,000	68,000	53,200	3.0%	3.0%	0.0%	22.3%	9.9%
White Rock	103,000	97,000	141,000	58,000	42,400	110,000	100,000	144,000	71,500	46,400	6.8%	3.1%	2.1%	23.3%	9.4%
METRO VANCOUVER	103,000	93,000	118,000	56,800	44,000	117,000	100,000	135,000	71,000	50,800	13.6%	7.5%	14.4%	25.0%	15.5%

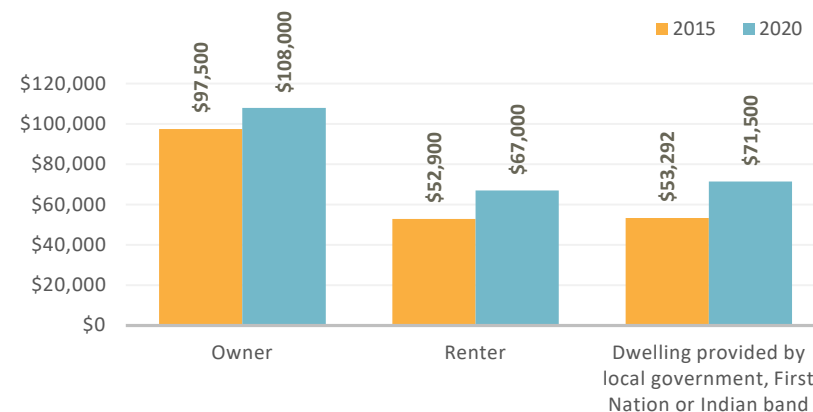
Source: Statistics Canada, 2015 and 2021 Census of Population.

1.7 Median Household Incomes by Tenure

The median household incomes presented here come from the 2016 and 2021 Census of Population, and are presented in 2015 and 2020 Constant Dollars, respectively. Incomes in Constant Dollars are incomes that have been adjusted for inflation in order to allow comparison across time periods without the effect of inflation.

After accounting for inflation, median household incomes increased from 2015 to 2020 across all housing tenure types in Metro Vancouver. Homeowners observed the greatest household incomes in both 2015 and 2020; however, their 2015-2020 change was lowest (+10.8%) of all tenure types. Household incomes of those living in dwellings provided by local government, First Nations, or Indian bands increased by 34.2% since 2015, while renters had a 26.7% increase in household incomes.

Figure 1.7.1. Median Household Incomes Adjusted for Inflation (2020 Constant Dollars), by Tenure Type, Metro Vancouver, 2015 and 2020

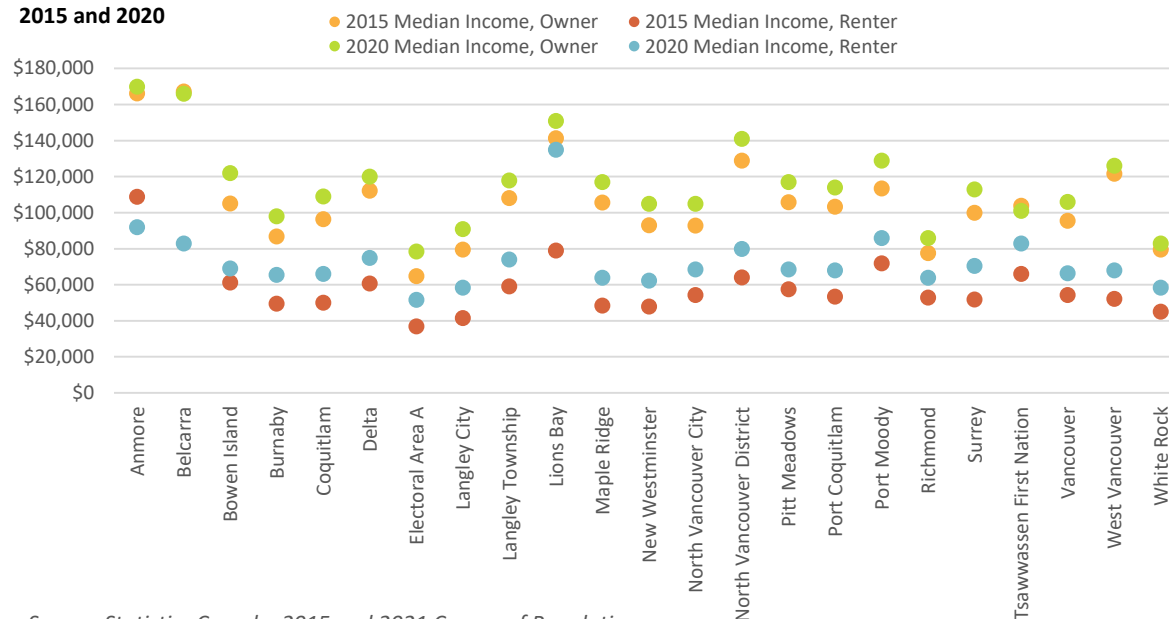


Source: Statistics Canada, 2015 and 2021 Census of Population

Key Observations

- In Metro Vancouver, homeowners had the highest median incomes among tenure types.
- Renters had the lowest median incomes in 2020; 38% lower than Owners in the same year.
- Except for in Anmore and Lions Bay, median incomes for renters were lower than the \$90,000 median income of all households in the region in 2020.
- Renters in Langley City, White Rock, and Electoral Area A (includes UBC) had the lowest median incomes across the region.
- Median incomes in 2020 varied across the region (see Figure 1.7.2.); jurisdictions with the greatest 2020 median household incomes include Anmore, Belcarra, Lions Bay, North Vancouver District, and Port Moody.

Figure 1.7.2. Median Household Incomes (2020 Constant Dollars) by Tenure Type, Metro Vancouver Jurisdictions, 2015 and 2020



Source: Statistics Canada, 2015 and 2021 Census of Population

Table 1.7. Median Household Incomes (\$) by Census Tenure Type, Metro Vancouver Jurisdictions, 2016 and 2021 Census

MEMBER JURISDICTION	2015 Total Median Household Income (2020 Constant Dollars (\$))			2020 Total Median Household Income (2020 Constant Dollars (\$))			2015 to 2020 % change (inflation adjusted)		
	Owner	Renter	Dwelling provided by local government, First Nation or Indian band	Owner	Renter	Dwelling provided by local government, First Nation or Indian band	Owner	Renter	Dwelling provided by local government, First Nation or Indian band
Anmore	166,200	108,800	**	170,000	92,000	**	2.3%	-15.4%	**
Belcarra	167,300	**	**	166,000	83,000	**	-0.8%	**	**
Bowen Island	105,200	61,300	**	122,000	69,000	**	16.0%	12.6%	**
Burnaby	86,900	49,500	**	98,000	65,500	**	12.8%	32.3%	**
Coquitlam	96,400	50,100	**	109,000	66,000	**	13.1%	31.7%	**
Delta	112,300	60,700	**	120,000	75,000	**	6.9%	23.6%	**
Electoral Area A	64,800	37,000	**	78,500	51,600	**	21.1%	39.5%	**
Langley City	79,600	41,500	**	91,000	58,400	**	14.3%	40.7%	**
Langley Township	108,100	59,100	**	118,000	74,000	**	9.2%	25.2%	**
Lions Bay	141,300	79,000	**	151,000	135,000	**	6.9%	70.9%	**
Maple Ridge	105,600	48,400	**	117,000	64,000	**	10.8%	32.2%	**
New Westminster	93,000	47,900	**	105,000	62,400	**	12.9%	30.3%	**
North Vancouver City	92,900	54,400	**	105,000	68,500	**	13.0%	25.9%	**
North Vancouver District	129,000	64,100	**	141,000	80,000	**	9.3%	24.8%	**
Pitt Meadows	105,900	57,500	**	117,000	68,500	**	10.5%	19.1%	**
Port Coquitlam	103,400	53,400	**	114,000	68,000	**	10.3%	27.3%	**
Port Moody	113,500	72,000	**	129,000	86,000	**	13.7%	19.4%	**
Richmond	77,600	52,900	**	86,000	64,000	**	10.8%	21.0%	**
Surrey	100,000	51,800	**	113,000	70,500	**	13.0%	36.1%	**
Tsawwassen First Nation	103,900	66,000	**	101,000	83,000	84,000	-2.8%	25.8%	**
Vancouver	95,500	54,300	**	106,000	66,500	**	11.0%	22.5%	**
West Vancouver	121,700	52,300	**	126,000	68,000	**	3.5%	30.0%	**
White Rock	79,600	45,100	**	83,000	58,400	**	4.3%	29.5%	**
METRO VANCOUVER	97,500	52,900	53,292	108,000	67,000	71,500	10.8%	26.7%	34.2%

Source: Statistics Canada, 2016 and 2021 Census of Population.

** Indicates data suppressed for confidentiality or data is not available.

1.8 Income Distribution for All Households

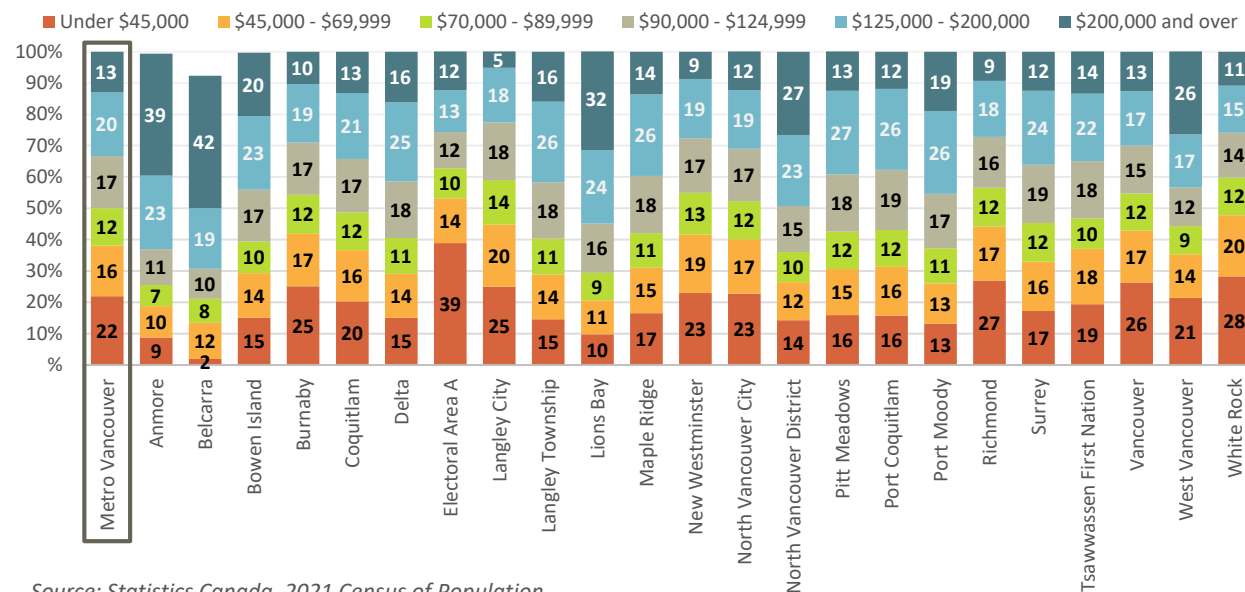
The income groups presented here are based on the median household income for the Metro Vancouver region. In 2020, the regional median household income was \$90,000. Based on this, the income group under \$45,000 corresponds to 50% and under of the regional median household income; the \$45,000 - \$69,000 income group corresponds to 50% - 80% of the regional median household income, the \$70,000 - \$89,999 income group to 80% - 100% of the regional median household income, etc.

The actual income thresholds are shown in section 1.5.

Key Observations

- Across Metro Vancouver, 22% of all households had incomes below \$45,000 in 2020. These households would likely struggle to cover daily living expenses and would also qualify for subsidized housing as their income falls below the BC Housing Income Limits.
- The majority of households with incomes under \$45,000 live in the biggest municipalities: Vancouver, Surrey, Burnaby, and Richmond.
- Jurisdictions with relatively high proportions of households with incomes under \$45,000 include Electoral Area A (includes UBC), White Rock, Richmond, and Vancouver.
- Belcarra, Anmore, Lions Bay, and the District of North Vancouver have the highest proportions of households with incomes of \$125,000 or above.

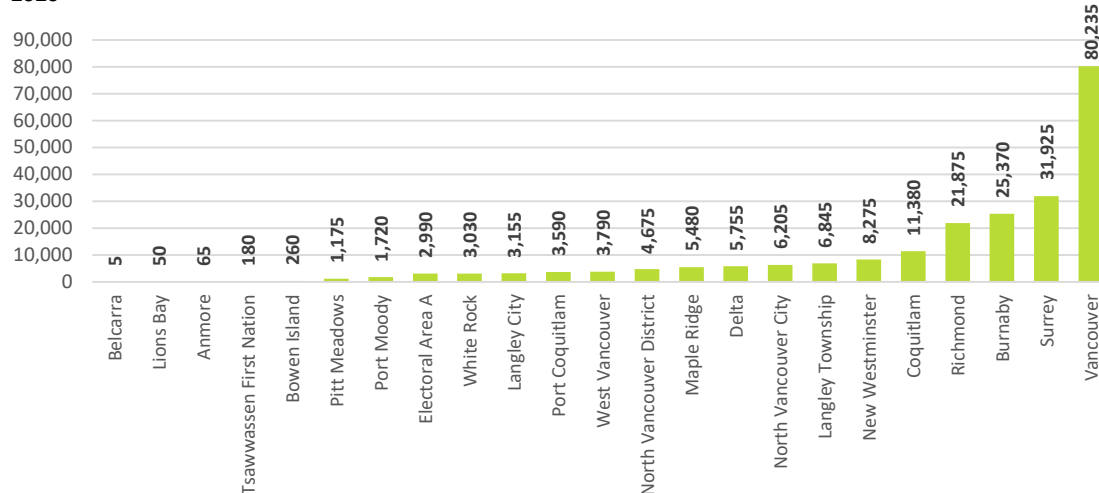
Figure 1.8.1. Income Distribution of Households by Select Income Groups, Metro Vancouver Jurisdictions, 2020



Source: Statistics Canada, 2021 Census of Population

Note: Totals may not equal sum of individual values due to rounding or data suppression.

Figure 1.8.2. Number of Households with Household Income Under \$45,000, Metro Vancouver Jurisdictions, 2020



Source: Statistics Canada, 2021 Census of Population

Table 1.8. Household Income Distribution, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total Number of Households	Total Household Income Under \$45,000		Total Household Income \$45,000 - \$69,999		Total Household Income \$70,000 - \$89,999		Total Household Income \$90,000 - \$124,999		Total Household Income \$125,000 - \$199,999		Total Household Income \$200,000 and over	
		# Households	%	# Households	%	# Households	%	# Households	%	# Households	%	# Households	%
Anmore	745	65	8.7%	75	10.1%	50	6.7%	85	11.4%	175	23.5%	290	38.9%
Belcarra	260	5	1.9%	30	11.5%	20	7.7%	25	9.6%	50	19.2%	110	42.3%
Bowen Island	1,725	260	15.1%	245	14.2%	175	10.1%	285	16.5%	405	23.5%	350	20.3%
Burnaby	101,135	25,370	25.1%	17,010	16.8%	12,515	12.4%	16,835	16.6%	18,980	18.8%	10,430	10.3%
Coquitlam	55,950	11,380	20.3%	9,140	16.3%	6,735	12.0%	9,510	17.0%	11,795	21.1%	7,390	13.2%
Delta	38,060	5,755	15.1%	5,305	13.9%	4,370	11.5%	6,875	18.1%	9,600	25.2%	6,155	16.2%
Electoral Area A	7,685	2,990	38.9%	1,095	14.2%	740	9.6%	885	11.5%	1,035	13.5%	945	12.3%
Langley City	12,600	3,155	25.0%	2,490	19.8%	1,790	14.2%	2,315	18.4%	2,210	17.5%	645	5.1%
Langley Township	46,930	6,845	14.6%	6,720	14.3%	5,345	11.4%	8,440	18.0%	12,110	25.8%	7,465	15.9%
Lions Bay	510	50	9.8%	55	10.8%	45	8.8%	80	15.7%	120	23.5%	165	32.4%
Maple Ridge	33,105	5,480	16.6%	4,805	14.5%	3,655	11.0%	6,035	18.2%	8,625	26.1%	4,495	13.6%
New Westminster	36,095	8,275	22.9%	6,775	18.8%	4,780	13.2%	6,295	17.4%	6,845	19.0%	3,120	8.6%
North Vancouver City	27,295	6,205	22.7%	4,750	17.4%	3,315	12.1%	4,570	16.7%	5,095	18.7%	3,370	12.3%
North Vancouver District	32,700	4,675	14.3%	3,960	12.1%	3,140	9.6%	4,830	14.8%	7,410	22.7%	8,695	26.6%
Pitt Meadows	7,405	1,175	15.9%	1,090	14.7%	890	12.0%	1,355	18.3%	1,970	26.6%	935	12.6%
Port Coquitlam	22,885	3,590	15.7%	3,575	15.6%	2,695	11.8%	4,405	19.2%	5,900	25.8%	2,710	11.8%
Port Moody	13,110	1,720	13.1%	1,690	12.9%	1,480	11.3%	2,270	17.3%	3,465	26.4%	2,480	18.9%
Richmond	81,080	21,875	27.0%	13,995	17.3%	9,990	12.3%	13,165	16.2%	14,485	17.9%	7,570	9.3%
Surrey	185,670	31,925	17.2%	29,255	15.8%	23,000	12.4%	34,560	18.6%	43,730	23.6%	23,195	12.5%
Tsawwassen First Nation	930	180	19.4%	165	17.7%	90	9.7%	170	18.3%	200	21.5%	130	14.0%
Vancouver	305,335	80,235	26.3%	50,815	16.6%	36,000	11.8%	46,710	15.3%	53,120	17.4%	38,465	12.6%
West Vancouver	17,690	3,790	21.4%	2,450	13.8%	1,600	9.0%	2,185	12.4%	3,000	17.0%	4,675	26.4%
White Rock	10,735	3,030	28.2%	2,100	19.6%	1,295	12.1%	1,530	14.3%	1,620	15.1%	1,155	10.8%
METRO VANCOUVER	1,043,320	229,045	22.0%	168,310	16.1%	124,120	11.9%	173,970	16.7%	212,565	20.4%	135,305	13.0%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding or data suppression.

1.9 Income Distribution of Renter Households

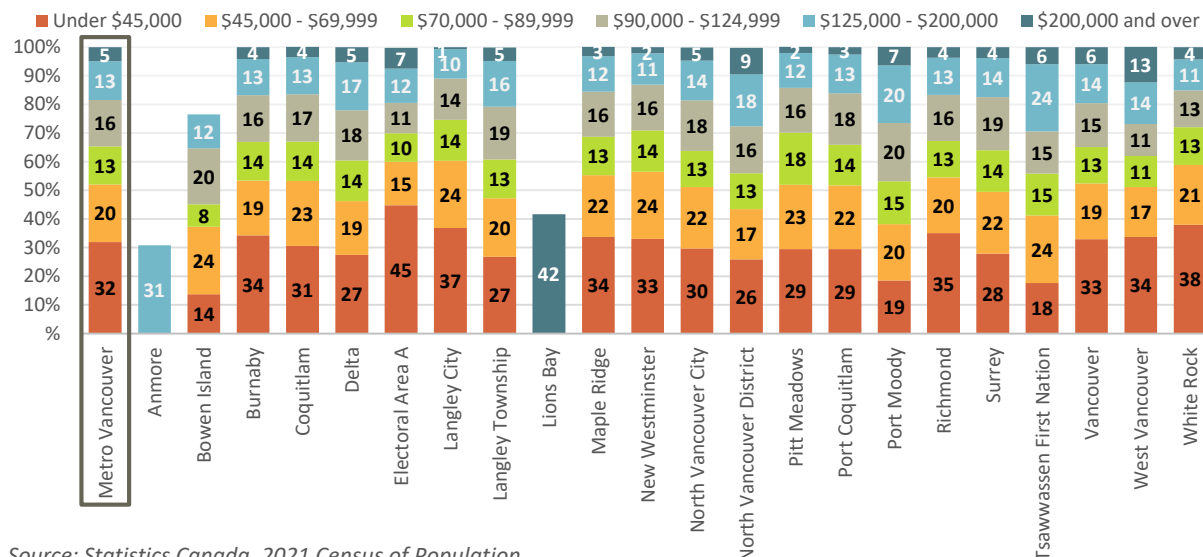
The regional median household income in In 2020 was \$90,000. Households, and especially renters, that make under \$45,000 would likely struggle to cover daily living expenses and would also qualify for subsidized housing as their income falls below the BC Housing Income Limits.

The actual income thresholds are shown in section 1.5.

Key Observations

- In Metro Vancouver, renter households were equally as likely to have incomes over or under the regional median household income (\$90,000).
- Langley City, White Rock, New Westminster, and Pitt Meadows have relatively larger proportions of renters with incomes under \$90,000.
- In contrast, Port Moody, Tsawwassen First Nation, North Vancouver District, and Lions Bay have relatively larger proportions of renters with incomes of \$90,000 or more.
- Jurisdictions with the highest proportions of renter households with incomes under \$45,000 include Electoral Area A, White Rock, Langley City, Richmond, Burnaby, and Maple Ridge.

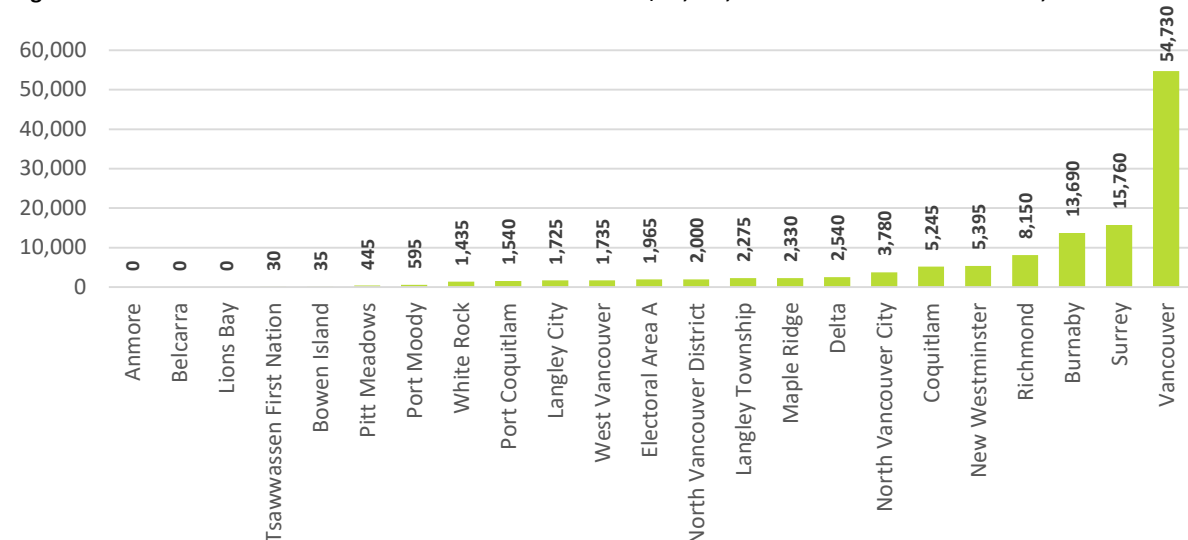
Figure 1.9.1. Income Distribution of Renter Households by Select Income Groups, Metro Vancouver Jurisdictions, 2020



Source: Statistics Canada, 2021 Census of Population

Note: Totals may not equal sum of individual values due to rounding or data suppression.

Figure 1.9.2. Renter Households with Household Income Under \$45,000, Metro Vancouver Jurisdictions, 2020



Source: Statistics Canada, 2021 Census of Population

Table 1.9. Household Income Distribution of Renter Households, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total Number of Households	Total Household Income Under \$45,000		Total Household Income \$45,000 - \$69,999		Total Household Income \$70,000 - \$89,999		Total Household Income \$90,000 - \$124,999		Total Household Income \$125,000 - \$199,999		Total Household Income \$200,000 and over	
		# Households	%	# Households	%	# Households	%	# Households	%	# Households	%	# Households	%
Anmore	65	0	0.0%	0	0.0%	0	0.0%	0	0.0%	20	30.8%	0	0.0%
Belcarra	35	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bowen Island	255	35	13.7%	60	23.5%	20	7.8%	50	19.6%	30	11.8%	0	0.0%
Burnaby	39,950	13,690	34.3%	7,630	19.1%	5,425	13.6%	6,525	16.3%	5,040	12.6%	1,640	4.1%
Coquitlam	17,155	5,245	30.6%	3,895	22.7%	2,350	13.7%	2,850	16.6%	2,225	13.0%	605	3.5%
Delta	9,255	2,540	27.4%	1,740	18.8%	1,315	14.2%	1,625	17.6%	1,550	16.7%	480	5.2%
Electoral Area A	4,390	1,965	44.8%	670	15.3%	435	9.9%	465	10.6%	525	12.0%	320	7.3%
Langley City	4,680	1,725	36.9%	1,100	23.5%	665	14.2%	675	14.4%	485	10.4%	30	0.6%
Langley Township	8,485	2,275	26.8%	1,735	20.4%	1,145	13.5%	1,570	18.5%	1,355	16.0%	395	4.7%
Lions Bay	60	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	25	41.7%
Maple Ridge	6,905	2,330	33.7%	1,485	21.5%	930	13.5%	1,085	15.7%	860	12.5%	225	3.3%
New Westminster	16,355	5,395	33.0%	3,850	23.5%	2,360	14.4%	2,615	16.0%	1,785	10.9%	350	2.1%
North Vancouver City	12,755	3,780	29.6%	2,745	21.5%	1,610	12.6%	2,250	17.6%	1,770	13.9%	590	4.6%
North Vancouver District	7,710	2,000	25.9%	1,345	17.4%	970	12.6%	1,265	16.4%	1,400	18.2%	710	9.2%
Pitt Meadows	1,510	445	29.5%	340	22.5%	275	18.2%	235	15.6%	185	12.3%	35	2.3%
Port Coquitlam	5,235	1,540	29.4%	1,165	22.3%	745	14.2%	945	18.1%	705	13.5%	135	2.6%
Port Moody	3,205	595	18.6%	630	19.7%	480	15.0%	650	20.3%	645	20.1%	220	6.9%
Richmond	23,275	8,150	35.0%	4,545	19.5%	2,965	12.7%	3,730	16.0%	3,020	13.0%	855	3.7%
Surrey	56,560	15,760	27.9%	12,235	21.6%	8,175	14.5%	10,515	18.6%	7,725	13.7%	2,165	3.8%
Tsawwassen First Nation	170	30	17.6%	40	23.5%	25	14.7%	25	14.7%	40	23.5%	10	5.9%
Vancouver	166,485	54,730	32.9%	32,445	19.5%	21,330	12.8%	25,475	15.3%	22,620	13.6%	9,885	5.9%
West Vancouver	5,150	1,735	33.7%	900	17.5%	555	10.8%	580	11.3%	745	14.5%	650	12.6%
White Rock	3,775	1,435	38.0%	785	20.8%	500	13.2%	485	12.8%	410	10.9%	160	4.2%
METRO VANCOUVER	394,655	125,865	31.9%	79,675	20.2%	52,470	13.3%	63,820	16.2%	53,250	13.5%	19,580	5.0%

Source: Statistics Canada, custom data request, and municipalities

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding or data suppression.

1.10 Income Distribution of Owner Households

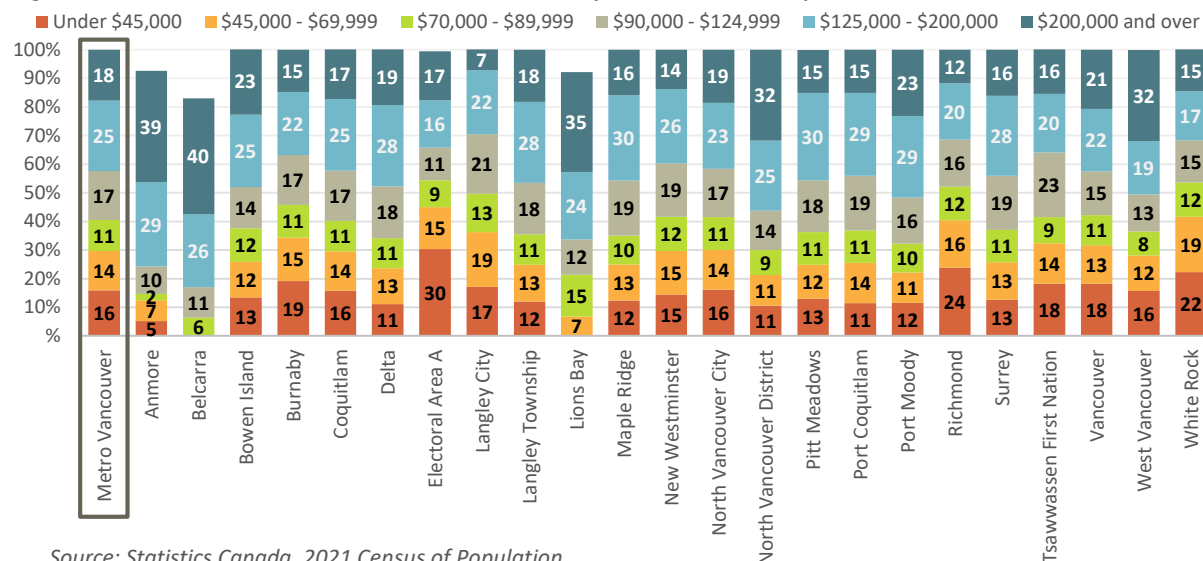
With a regional median household income of \$90,000 in 2022, households that make under \$45,000 would likely struggle to cover daily living expenses. Households that make less than \$45,000 would also qualify for subsidized housing as their income falls below the BC Housing Income Limits.

The actual income thresholds are shown in section 1.5.

Key Observations

- In Metro Vancouver, almost three-quarters of owner households had incomes over the regional median household income (\$90,000).
- Electoral Area A (includes UBC), White Rock, Richmond, and Langley City have relatively larger proportions of homeowners making less than \$90,000.
- In contrast, Anmore, Belcarra, Lions Bay, and the District of North Vancouver have relatively larger proportions of homeowners with incomes \$90,000 or more.
- Jurisdictions with the highest proportions of renter households with incomes under \$45,000 include Electoral Area A, Richmond, and White Rock. These jurisdictions also have higher proportions of renter households with incomes under \$45,000 (see section 1.9).

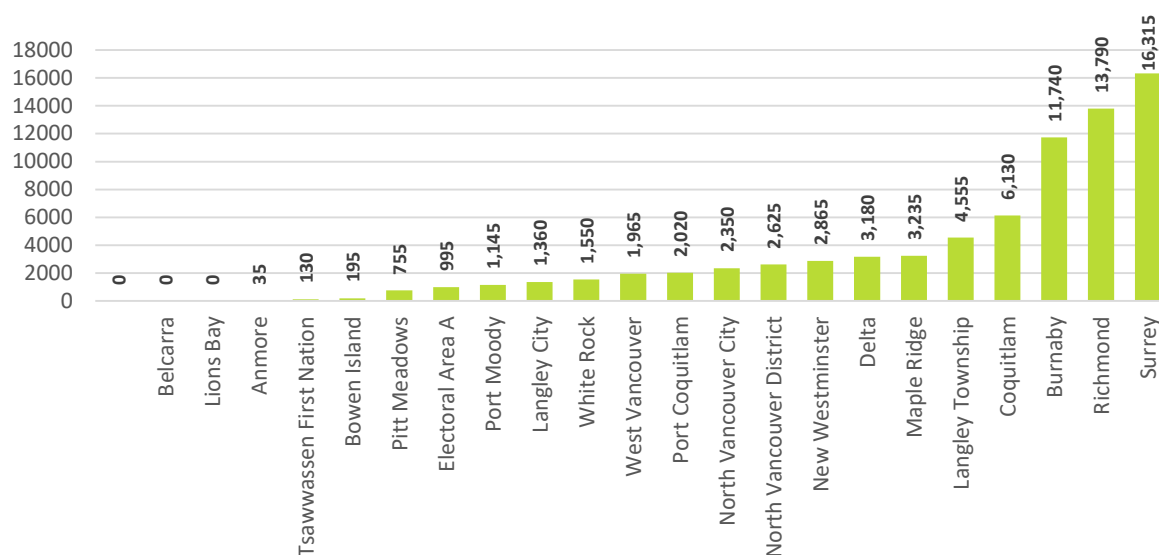
Figure 1.10.1. Income Distribution of Owner Households by Select Income Groups, Metro Vancouver Jurisdictions,



Source: Statistics Canada, 2021 Census of Population

Note: Totals may not equal sum of individual values due to rounding or data suppression.

Figure 1.10.2. Owner Households with Household Income Under \$45,000, Metro Vancouver Jurisdictions, 2020



Source: Statistics Canada, 2021 Census of Population

Table 1.10. Household Income Distribution for Owner Households, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total Number of Households	Total Household Income Under \$45,000		Total Household Income \$45,000 - \$69,999		Total Household Income \$70,000 - \$89,999		Total Household Income \$90,000 - \$124,999		Total Household Income \$125,000 - \$199,999		Total Household Income \$200,000 and over	
		# Households	%	# Households	%	# Households	%	# Households	%	# Households	%	# Households	%
Anmore	680	35	5.1%	50	7.4%	15	2.2%	65	9.6%	200	29.4%	265	39.0%
Belcarra	235	0	0.0%	0	0.0%	15	6.4%	25	10.6%	60	25.5%	95	40.4%
Bowen Island	1,450	195	13.4%	180	12.4%	170	11.7%	210	14.5%	365	25.2%	340	23.4%
Burnaby	61,185	11,740	19.2%	9,305	15.2%	6,960	11.4%	10,660	17.4%	13,450	22.0%	9,065	14.8%
Coquitlam	38,785	6,130	15.8%	5,335	13.8%	4,125	10.6%	6,780	17.5%	9,725	25.1%	6,715	17.3%
Delta	28,705	3,180	11.1%	3,595	12.5%	3,040	10.6%	5,195	18.1%	8,140	28.4%	5,570	19.4%
Electoral Area A	3,275	995	30.4%	480	14.7%	305	9.3%	375	11.5%	540	16.5%	560	17.1%
Langley City	7,920	1,360	17.2%	1,515	19.1%	1,055	13.3%	1,650	20.8%	1,775	22.4%	570	7.2%
Langley Township	37,855	4,555	12.0%	4,865	12.9%	4,025	10.6%	6,785	17.9%	10,720	28.3%	6,900	18.2%
Lions Bay	445	0	0.0%	30	6.7%	65	14.6%	55	12.4%	105	23.6%	155	34.8%
Maple Ridge	26,135	3,235	12.4%	3,280	12.6%	2,655	10.2%	5,020	19.2%	7,780	29.8%	4,160	15.9%
New Westminster	19,740	2,865	14.5%	2,985	15.1%	2,360	12.0%	3,700	18.7%	5,105	25.9%	2,730	13.8%
North Vancouver City	14,540	2,350	16.2%	2,020	13.9%	1,660	11.4%	2,455	16.9%	3,360	23.1%	2,695	18.5%
North Vancouver District	24,990	2,625	10.5%	2,700	10.8%	2,170	8.7%	3,430	13.7%	6,125	24.5%	7,945	31.8%
Pitt Meadows	5,810	755	13.0%	690	11.9%	660	11.4%	1,055	18.2%	1,770	30.5%	870	15.0%
Port Coquitlam	17,630	2,020	11.5%	2,475	14.0%	2,000	11.3%	3,375	19.1%	5,100	28.9%	2,665	15.1%
Port Moody	9,900	1,145	11.6%	1,050	10.6%	1,000	10.1%	1,585	16.0%	2,830	28.6%	2,285	23.1%
Richmond	57,755	13,790	23.9%	9,515	16.5%	6,825	11.8%	9,470	16.4%	11,350	19.7%	6,810	11.8%
Surrey	128,910	16,315	12.7%	16,860	13.1%	14,545	11.3%	24,420	18.9%	35,935	27.9%	20,830	16.2%
Tsawwassen First Nation	710	130	18.3%	100	14.1%	65	9.2%	160	22.5%	145	20.4%	115	16.2%
Vancouver	138,850	25,405	18.3%	18,615	13.4%	14,620	10.5%	21,250	15.3%	30,210	21.8%	28,750	20.7%
West Vancouver	12,540	1,965	15.7%	1,560	12.4%	1,045	8.3%	1,630	13.0%	2,335	18.6%	3,995	31.9%
White Rock	6,960	1,550	22.3%	1,345	19.3%	835	12.0%	1,030	14.8%	1,185	17.0%	1,020	14.7%
METRO VANCOUVER	646,770	102,775	15.9%	88,895	13.7%	70,450	10.9%	110,660	17.1%	158,640	24.5%	115,360	17.8%

Source: Statistics Canada, custom data request, and municipalities

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding or data suppression.

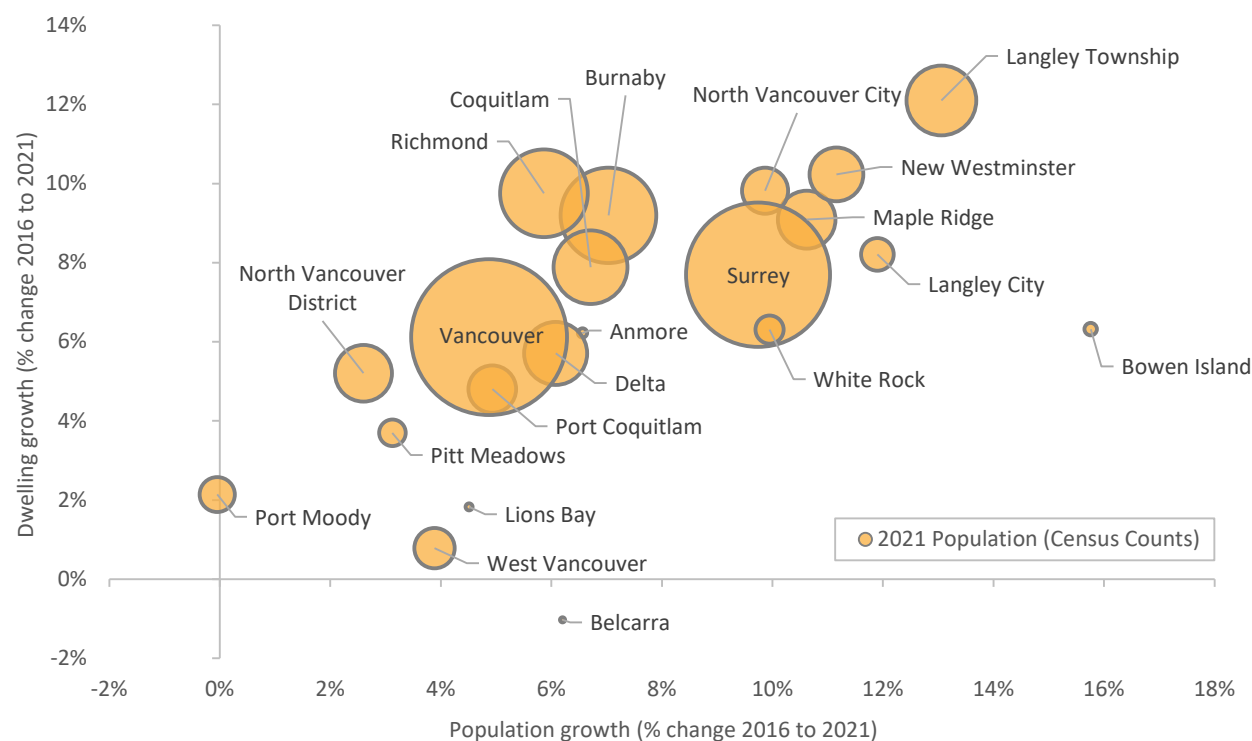
PART 2 | HOUSING STOCK PROFILE

This section provides an overview of the current housing stock in Metro Vancouver and member jurisdictions. It includes information on the different types of existing housing units, the breakdown between owned and rented housing, as well as data on housing starts, completions, and demolitions.

HIGHLIGHTS

- **Populations grew in jurisdictions that increased housing.** Communities that added more dwellings since the last Census also experienced higher population growth (see chart below).
- **Two thirds of new dwellings are apartments.** Between 2016 and 2021, 62% of net new occupied dwellings in the region were apartments, followed by row houses at 16%.

Growth (% change) in Total Population and Total Dwellings, 2016 to 2021 Census, Metro Vancouver



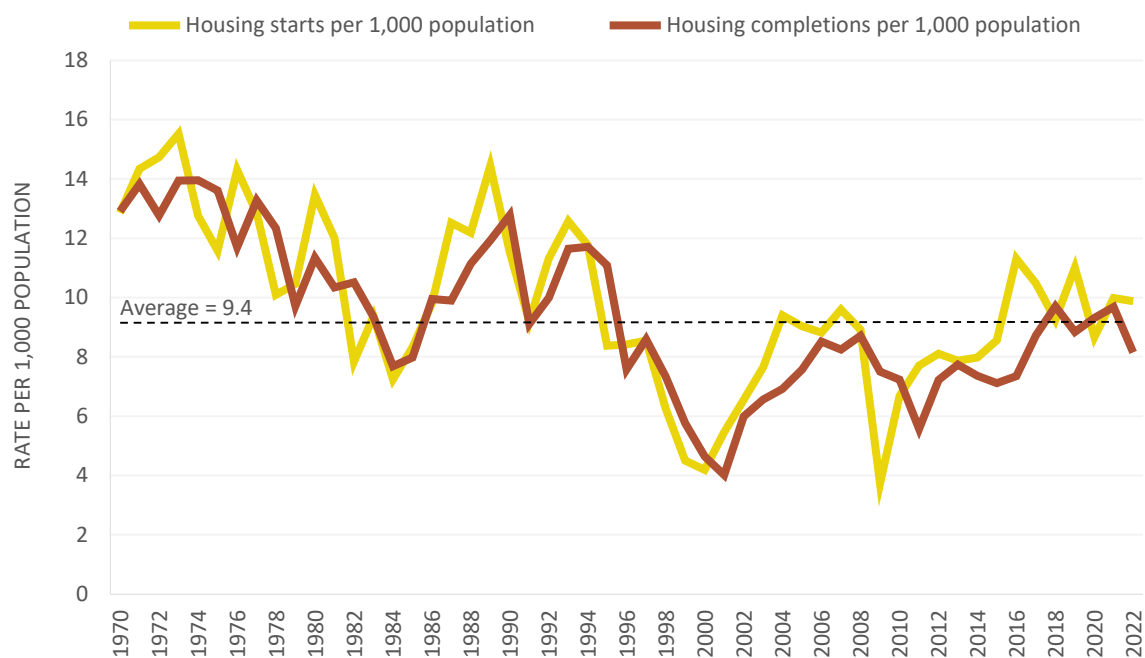
Source: Statistics Canada, 2021 Census of Population



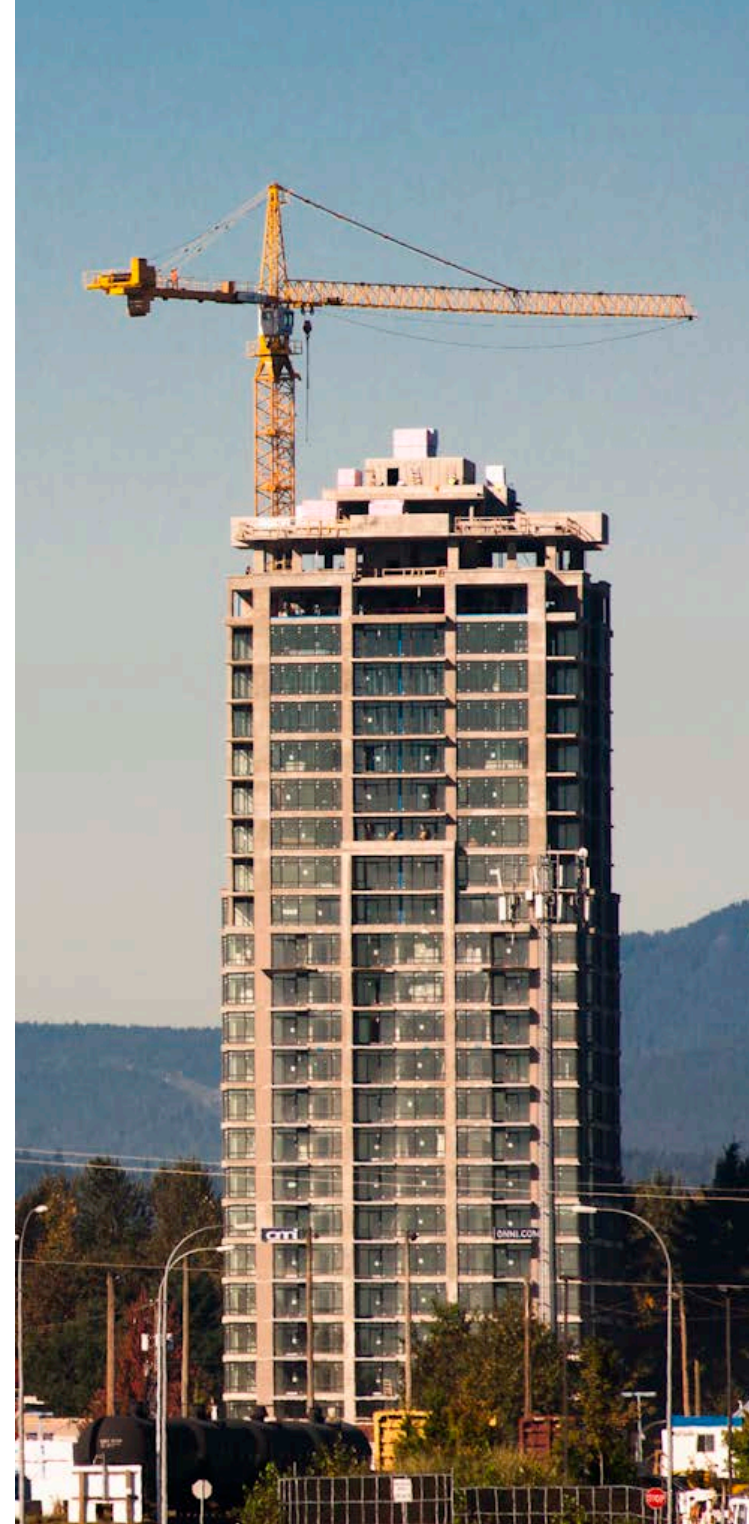
HIGHLIGHTS – CONTINUED

- **Housing construction has increased in recent years, but is still not keeping pace with historical levels.** Although housing construction has increased in the past decade (starts by 37%, completions by 26%), it is not keeping pace with historical per capita levels and expected population growth. The per capita construction rate decreased significantly in the 1990s and has yet to recover to the levels seen during the 1970s (see chart below).
- **Rental construction is at a 20-year high, but is still not high enough.** In 2022, 38% of housing starts and 28% of housing completions were rentals. Rental starts were the highest in the past 20 years, but rental completions decreased since the previous year. For almost a decade in the early 2000s, both rental starts and completions were well below 10%, resulting in pent-up demand for new rental housing. In comparison, 38% of all households in the region were renters, according to the 2021 Census.

Housing Starts and Completions per 1,000 Population, Metro Vancouver, 1970 to 2022



Source: Statistics Canada, CMHC



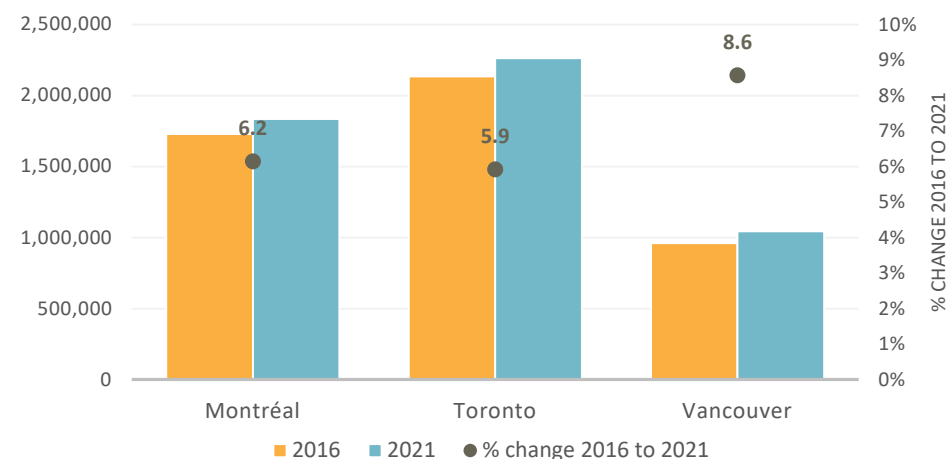
2.1 Total Dwellings & Occupied Dwellings

The Census of Population provides data on the total number of private dwellings in the region and by member jurisdiction. Private dwellings are those that meet certain conditions necessary for year-round occupancy.

Private dwellings are classified into three major groups: occupied dwellings (occupied by usual residents), dwellings occupied solely by foreign residents or by temporarily present persons, and unoccupied dwellings.

Due to data quality reasons, Statistics Canada recommends that users combine the categories of unoccupied dwellings and dwellings occupied solely by foreign residents or by temporarily present persons when conducting any analysis on unoccupied dwellings.

Figure 2.1.1. Private Dwellings Occupied by Usual Residents, Metro Areas, 2016 to 2021

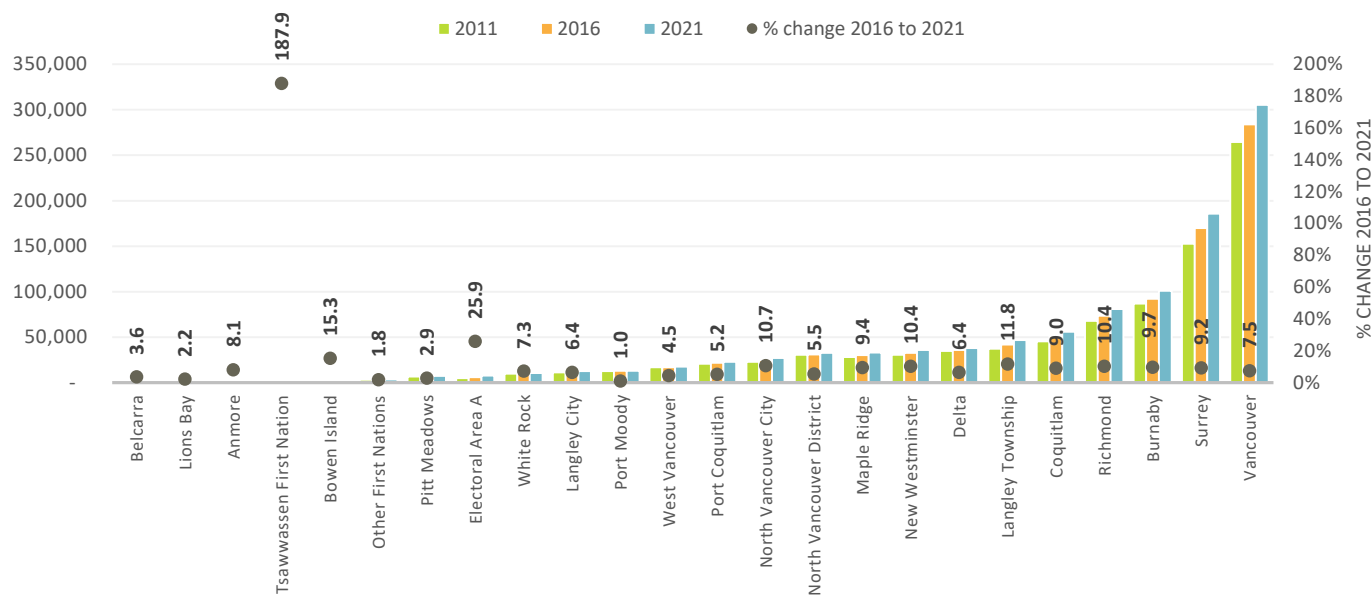


Source: Statistics Canada, 2011, 2016, and 2021 Census of Population

Key Observations

- In 2021, there were 1,104,532 private dwellings in the Metro Vancouver region, of which 94% were occupied by usual residents.
- Between 2016 and 2021, the number of private dwellings occupied by usual residents increased by 8.6% in Metro Vancouver.
- In comparison, Montreal and Toronto metro areas saw increases of 6.2% and 5.9% respectively during the same period.
- In Metro Vancouver, the areas with the greatest per cent change in occupied private dwellings between 2016 and 2021 were Tsawwassen First Nation and Electoral Area A.

Figure 2.1.2. Private Dwellings Occupied by Usual Residents, Metro Vancouver Jurisdictions, 2011 to 2021



Source: Statistics Canada, 2011, 2016, and 2021 Census of Population

Table 2.1. Total Private Dwellings and Private Dwellings Occupied by Usual Residents, Metro Vancouver Jurisdictions, 2011 Census to 2021 Census

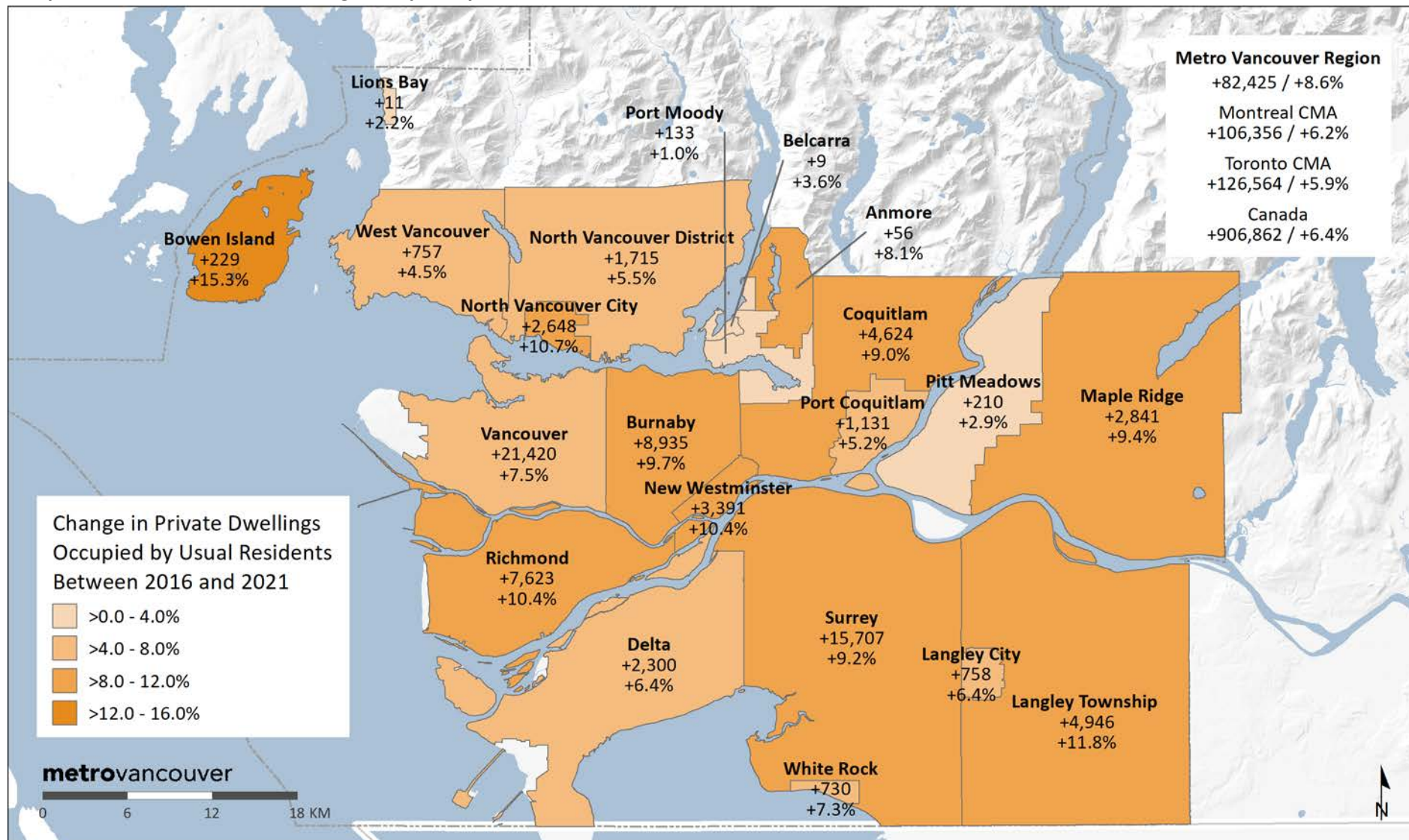
MUNICIPALITY / MEMBER JURISDICTION	2011			2016			2021			2016 to 2021 % change	
	Total Private Dwellings	Private Dwellings Occupied by Usual Residents	% Private Dwellings Occupied by Usual Residents	Total Private Dwellings	Private Dwellings Occupied by Usual Residents	% Private Dwellings Occupied by Usual Residents	Total Private Dwellings	Private Dwellings Occupied by Usual Residents	% Private Dwellings Occupied by Usual Residents	Total Private Dwellings	Private Dwellings Occupied by Usual Residents
Anmore	706	628	89%	723	688	95%	768	744	97%	6%	8.1%
Belcarra	292	268	92%	292	253	87%	289	262	91%	-1%	3.6%
Bowen Island	1,760	1,345	76%	1,915	1,495	78%	2,036	1,724	85%	6%	15.3%
Burnaby	91,383	86,839	95%	98,030	92,201	94%	107,046	101,136	94%	9%	9.7%
Coquitlam	48,083	45,553	95%	54,393	51,325	94%	58,683	55,949	95%	8%	9.0%
Delta	35,781	34,755	97%	37,590	35,758	95%	39,736	38,058	96%	6%	6.4%
Langley Township	39,114	37,237	95%	43,720	41,982	96%	49,011	46,928	96%	12%	11.8%
Langley City	11,810	11,315	96%	12,264	11,840	97%	13,271	12,598	95%	8%	6.4%
Lions Bay	556	507	91%	547	495	90%	557	506	91%	2%	2.2%
Maple Ridge	29,158	28,044	96%	31,400	30,262	96%	34,254	33,103	97%	9%	9.4%
Electoral Area A	6,063	5,041	83%	8,542	6,103	71%	9,201	7,682	83%	8%	25.9%
New Westminster	32,605	30,586	94%	34,235	32,708	96%	37,737	36,099	96%	10%	10.4%
North Vancouver District	31,741	30,553	96%	32,488	30,985	95%	34,179	32,700	96%	5%	5.5%
North Vancouver City	24,206	22,789	94%	26,426	24,645	93%	29,021	27,293	94%	10%	10.7%
Pitt Meadows	7,013	6,718	96%	7,356	7,194	98%	7,628	7,404	97%	4%	2.9%
Port Coquitlam	21,533	20,651	96%	22,586	21,753	96%	23,671	22,884	97%	5%	5.2%
Port Moody	12,989	12,628	97%	13,318	12,976	97%	13,603	13,109	96%	2%	1.0%
Richmond	71,170	67,976	96%	77,478	73,457	95%	85,035	81,080	95%	10%	10.4%
Surrey	163,986	152,847	93%	181,159	169,964	94%	195,098	185,671	95%	8%	9.2%
Vancouver	286,742	264,573	92%	309,418	283,916	92%	328,347	305,336	93%	6%	7.5%
West Vancouver	18,670	17,074	91%	18,649	16,933	91%	18,795	17,690	94%	1%	4.5%
White Rock	10,498	9,866	94%	10,856	10,005	92%	11,541	10,735	93%	6%	7.3%
Tsawwassen First Nation	319	303	95%	368	323	88%	1,081	930	86%	194%	187.9%
Other First Nations	3,387	3,240	96%	3,860	3,633	94%	3,944	3,698	94%	2%	1.8%
METRO VANCOUVER	949,565	891,336	94%	1,027,613	960,894	94%	1,104,532	1,043,319	94%	7.5%	8.6%

Source: Statistics Canada, 2011, 2016, and 2021 Census of Population.

Note: Data is based on Census counts, and does not include undercount estimates.

Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

Map 2.1. Growth in Private Dwellings Occupied by Usual Residents, Metro Vancouver, 2016 to 2021 Census



Tsawwassen First Nation and Electoral Area A are not displayed due to data availability, geography limitations, or relatively large value of percent change.

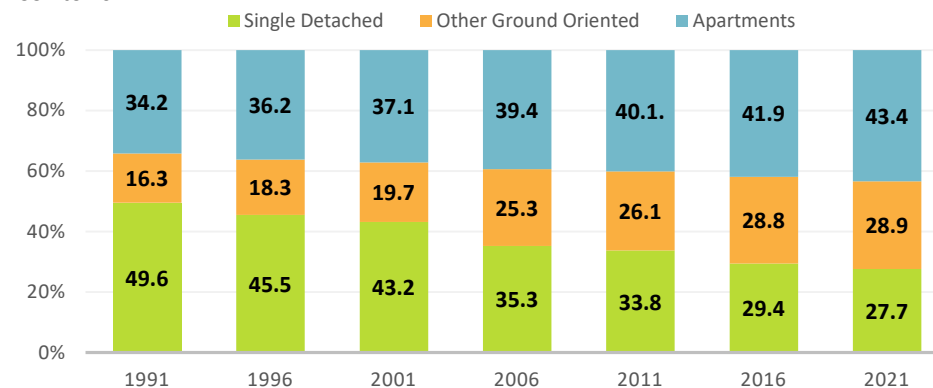
Source: Statistics Canada, 2016 and 2021 Census of Population

2.2 Occupied Dwellings by Structure Type

Metro Vancouver, similar to other large urban centres, has much higher population density and housing prices than much of the rest of the country. The combination of population density and high housing prices has a direct impact on the type of dwelling units that are built.

Over the past three decades, Metro Vancouver has experienced a distinct shift away from single detached homes and towards more multi-unit types of dwellings. As Figure 2.2.1. shows, the proportion of single detached dwellings in the region has decreased significantly, from 50% in 1991 to 28% in 2021, while the proportion of apartments and other attached dwellings such as duplexes and townhouses, has increased.

Figure 2.2.1. Distribution of Occupied Private Dwellings by Structure Type, Metro Vancouver, 1991 to 2021

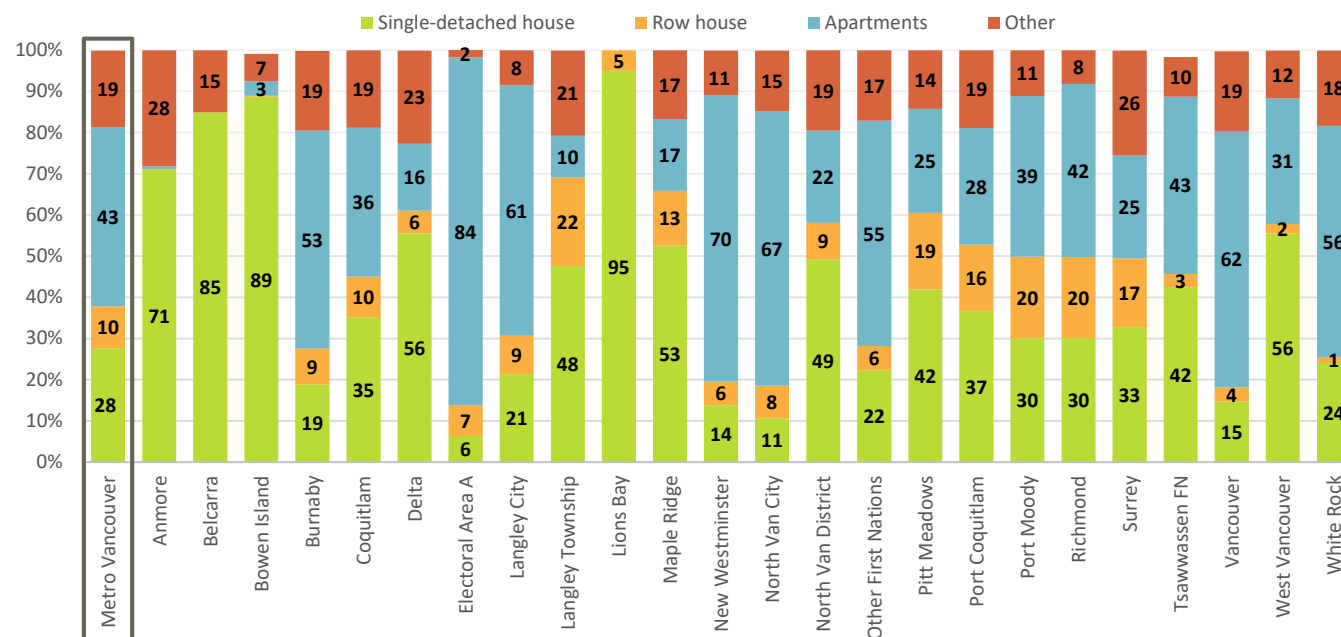


Source: Statistics Canada, Census of Population, 1991 to 2021

Key Observations

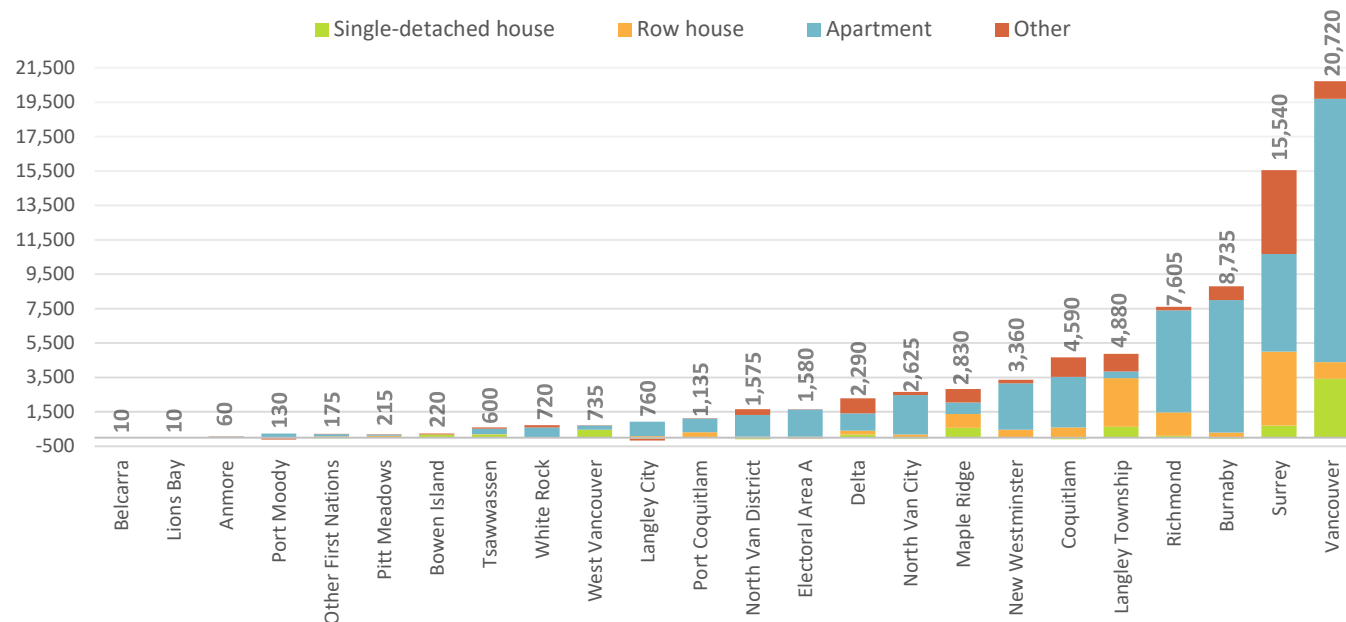
- In 2021, there were 452,835 apartment units in Metro Vancouver, representing 43.4% of the occupied housing stock.
- The number of apartments increased by 12.6% since the last census.
- Single detached homes represented 27.7% of the housing stock, and increased by just 2.3% since 2016.
- Row houses, or townhouses, despite representing the smallest segment of the housing stock at 10.2%, outpaced all other structure types, increasing by 13.4% since the last census.
- The distribution of housing stock varies significantly across the region. Electoral Area A and New Westminster had the highest proportion of apartments.

Figure 2.2.2. Distribution of Occupied Private Dwellings by Structure Type, Metro Vancouver Jurisdictions, 2021



Source: Statistics Canada, 2021 Census of Population

Note: "Other" category includes duplexes, secondary suites, mobile homes, and other types of structures.

Figure 2.2.3. Net New Occupied Private Dwellings Since 2016 Census by Structure Type, Metro Vancouver Jurisdictions, 2021

- Between 2016 and 2021, 62.4% of the net new occupied dwellings in the region were apartments, followed by 15.5% row houses, 14.2% other, and 7.9% single detached houses.
- Vancouver, Burnaby, Richmond, and Surrey added the largest number of apartments, in that order.
- Surrey, Langley Township, and Richmond added the largest number of row houses, in that order.
- Vancouver built the largest number of new single detached houses.

Source: Statistics Canada, 2021 Census of Population

Note: "Other" category includes duplexes, secondary suites, mobile homes, and other types of structures.



A neighbourhood in Metro Vancouver with predominantly single detached homes and apartments.

Table 2.2.1. Occupied Private Dwellings by Structure Type, Metro Vancouver Jurisdictions, 2011 Census to 2021 Census

MUNICIPALITY / MEMBER JURISDICTION	2011				2016				2021				2016 to 2021 % change	
	Total Occupied Dwellings	Single Detached Houses	Other Ground Oriented	Apartments	Total Occupied Dwellings	Single Detached Houses	Other Ground Oriented	Apartments	Total Occupied Dwellings	Single Detached Houses	Other Ground Oriented	Apartments	Total Occupied Dwellings	Apartments
Anmore	625	435	185	0	690	485	200	0	745	530	210	5	8.0%	n/a
Belcarra	270	225	50	0	255	210	45	0	265	225	40	0	3.9%	n/a
Bowen Island	1,345	1,180	110	60	1,495	1,335	80	75	1,725	1,530	120	60	15.4%	-20.0%
Burnaby	86,840	21,360	23,250	42,235	92,200	19,135	27,220	45,850	101,135	19,080	28,510	53,550	9.7%	16.8%
Coquitlam	45,550	20,155	11,630	13,760	51,325	19,785	14,255	17,290	55,950	19,700	16,020	20,235	9.0%	17.0%
Delta	34,755	22,155	7,585	5,020	35,760	20,940	9,615	5,190	38,060	21,135	10,750	6,180	6.4%	19.1%
Electoral Area A	5,040	470	825	3,745	6,105	425	765	4,915	7,680	490	710	6,485	25.8%	31.9%
Langley City	11,315	2,805	2,135	6,380	11,840	2,730	2,270	6,830	12,595	2,685	2,255	7,660	6.4%	12.2%
Langley Township	37,235	21,940	12,380	2,915	41,980	21,690	15,940	4,355	46,925	22,330	19,855	4,740	11.8%	8.8%
Lions Bay	505	450	40	15	495	470	25	0	505	480	25	0	2.0%	n/a
Maple Ridge	28,045	16,650	6,895	4,495	30,260	16,830	8,345	5,090	33,105	17,410	9,930	5,765	9.4%	13.3%
New Westminister	30,590	5,580	4,320	20,680	32,705	4,995	5,320	22,395	36,100	5,000	6,025	25,090	10.4%	12.0%
North Vancouver City	22,790	3,430	5,100	14,255	24,645	2,955	5,790	15,895	27,295	2,910	6,195	18,180	10.8%	14.4%
North Vancouver District	30,555	17,130	8,055	5,375	31,115	16,200	8,870	6,045	32,700	16,110	9,270	7,315	5.1%	21.0%
Pitt Meadows	6,715	3,120	2,250	1,350	7,195	3,065	2,345	1,780	7,405	3,105	2,435	1,870	2.9%	5.1%
Port Coquitlam	20,650	8,625	6,945	5,075	21,755	8,375	7,700	5,675	22,880	8,390	8,020	6,475	5.2%	14.1%
Port Moody	12,630	4,000	4,035	4,585	12,975	3,925	4,165	4,880	13,105	3,940	4,065	5,105	1.0%	4.6%
Richmond	67,980	25,320	19,500	23,160	73,455	24,315	21,015	28,125	81,080	24,435	22,590	34,055	10.4%	21.1%
Surrey	152,850	64,515	53,190	35,145	169,960	60,195	69,165	40,610	185,675	60,895	78,475	46,295	9.2%	14.0%
Vancouver	264,575	47,535	59,340	157,695	283,915	41,330	67,960	174,635	305,335	44,755	70,650	189,940	7.5%	8.8%
West Vancouver	17,075	9,845	2,300	4,940	16,935	9,355	2,410	5,170	17,690	9,830	2,440	5,405	4.5%	4.5%
White Rock	9,870	2,820	1,735	5,310	10,005	2,535	1,990	5,480	10,735	2,580	2,130	6,030	7.3%	10.0%
Tsawwassen First Nation	300	185	30	95	320	215	15	85	930	395	140	400	190.6%	370.6%
Other First Nations	2,950	1,200	185	1,565	3,495	855	765	1,880	3,675	820	850	2,010	5.2%	6.9%
METRO VANCOUVER	891,335	301,140	232,360	357,840	960,895	282,355	276,270	402,260	1,043,320	288,775	301,710	452,835	8.6%	12.6%

Source: Statistics Canada, 2011, 2016, and 2021 Census of Population.

Notes: Data is based on Census counts, and does not include undercount estimates.

"Other Ground Oriented" includes Semi-detached, Apartment-duplex, Row house, Other single detached and moveable dwellings.

In 2006, 'apartment or flat in a duplex' replaces 'apartment or flat in a detached duplex' and includes duplexes attached to other dwellings or buildings.

This is a change from the 2001 Census where duplexes attached to other dwellings or buildings were classified as an 'apartment in a building that has fewer than five storeys'.

When examining increases and decreases among specific structural types, it cannot be determined how much of the change is a result of the improved enumeration methods, the additional classification instructions, or real increases since the last Census.

In 2011, Metro Vancouver staff have identified that some seniors apartment buildings may have been identified as "Collective Dwellings", whereas in 2006 they may have been reported as "apartment" units.

Values may not add up to 100% of Metro Vancouver total figures due to rounding, data suppression, and customized data orders.

Table 2.2.2. Net New Occupied Private Dwellings Between 2016 and 2021 Census by Structure Type, Metro Vancouver Jurisdictions

MUNICIPALITY / MEMBER JURISDICTION	Net New Occupied Private Dwellings Between 2016 and 2021					Distribution of Net New Occupied Private Dwellings Between 2016 and 2021			
	Total Occupied Dwellings	Single Detached Houses	Row Houses	Apartments	Other	Single Detached Houses	Row Houses	Apartments	Other
Anmore	55	45	0	5	10	75.0%	0.0%	8.3%	16.7%
Belcarra	10	15	0	0	-5	75.0%	0.0%	0.0%	-25.0%
Bowen Island	230	195	0	-15	40	78.0%	0.0%	-6.0%	16.0%
Burnaby	8,935	-55	305	7,700	785	-0.6%	3.4%	87.1%	8.9%
Coquitlam	4,625	-85	595	2,945	1,135	-1.8%	12.5%	61.9%	23.8%
Delta	2,300	195	225	990	880	8.5%	9.8%	43.2%	38.4%
Electoral Area A	1,575	65	-60	1,570	5	3.8%	-3.5%	92.4%	0.3%
Langley City	755	-45	95	830	-120	-4.1%	8.7%	76.1%	-11.0%
Langley Township	4,945	640	2,830	385	1,025	13.1%	58.0%	7.9%	21.0%
Lions Bay	10	10	5	0	-5	50.0%	25.0%	0.0%	-25.0%
Maple Ridge	2,845	580	790	675	785	20.5%	27.9%	23.9%	27.7%
New Westminister	3,395	5	470	2,695	190	0.1%	14.0%	80.2%	5.7%
North Vancouver City	2,650	-45	195	2,285	190	-1.7%	7.2%	84.2%	7.0%
North Vancouver District	1,585	-90	60	1,270	335	-5.1%	3.4%	72.4%	19.1%
Pitt Meadows	210	40	65	90	20	18.6%	30.2%	41.9%	9.3%
Port Coquitlam	1,125	15	295	800	25	1.3%	26.0%	70.5%	2.2%
Port Moody	130	15	-40	225	-70	4.3%	-11.4%	64.3%	-20.0%
Richmond	7,625	120	1,355	5,930	200	1.6%	17.8%	78.0%	2.6%
Surrey	15,715	700	4,300	5,685	4,855	4.5%	27.7%	36.6%	31.2%
Vancouver	21,420	3,425	975	15,305	1,015	16.5%	4.7%	73.9%	4.9%
West Vancouver	755	475	0	235	25	64.6%	0.0%	32.0%	3.4%
White Rock	730	45	-10	550	135	6.1%	-1.4%	74.3%	18.2%
Tsawwassen First Nation	610	180	25	315	80	30.0%	4.2%	52.5%	13.3%
Other First Nations	180	-35	75	130	5	-14.3%	30.6%	53.1%	2.0%
METRO VANCOUVER	82,425	6,420	12,550	50,575	11,550	7.9%	15.5%	62.4%	14.2%

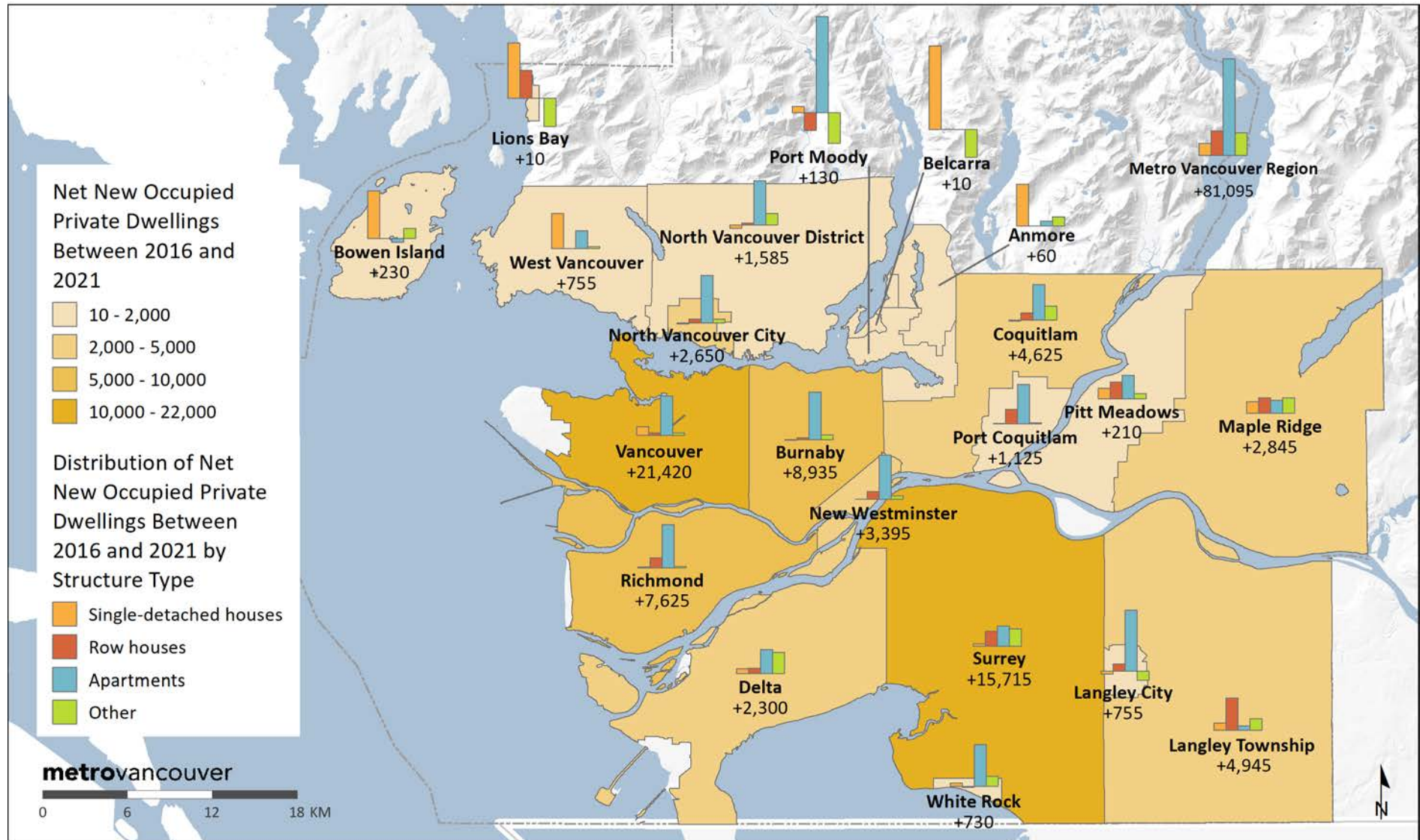
Source: Statistics Canada, 2016 and 2021 Census of Population.

Notes: Data is based on Census counts, and does not include undercount estimates.

When examining increases and decreases among specific structural types, it cannot be determined how much of the change is a result of the improved enumeration methods, the additional classification instructions, or real increases since the last Census.

Values may not add up to 100% of Metro Vancouver total figures due to rounding, data suppression, and customized data orders.

Map 2.2. Net New Occupied Private Dwellings Between 2016 and 2021 Census by Structure Type, Metro Vancouver



Tsawwassen First Nation and Electoral Area A are not displayed due to data availability, or geography limitations.
Source: Statistics Canada, 2016 and 2021 Census of Population

2.3 Occupied Dwellings by Tenure and Structure Type

The regional growth strategy recognizes the need for a diverse supply of housing across the region. This includes different types and tenures of housing units which can offer improved affordability across all income levels and for all household types.

Although the region is made up of diverse communities, from small rural areas to large, dense, urban areas, the availability of diverse housing choices is an important goal for each community in order to ensure that residents live in healthy and complete communities with access to the type of housing that meets their needs.

Figure 2.3.1. Distribution of Occupied Private Dwellings by Structure Type, Metro Vancouver Jurisdictions, 2021 Census

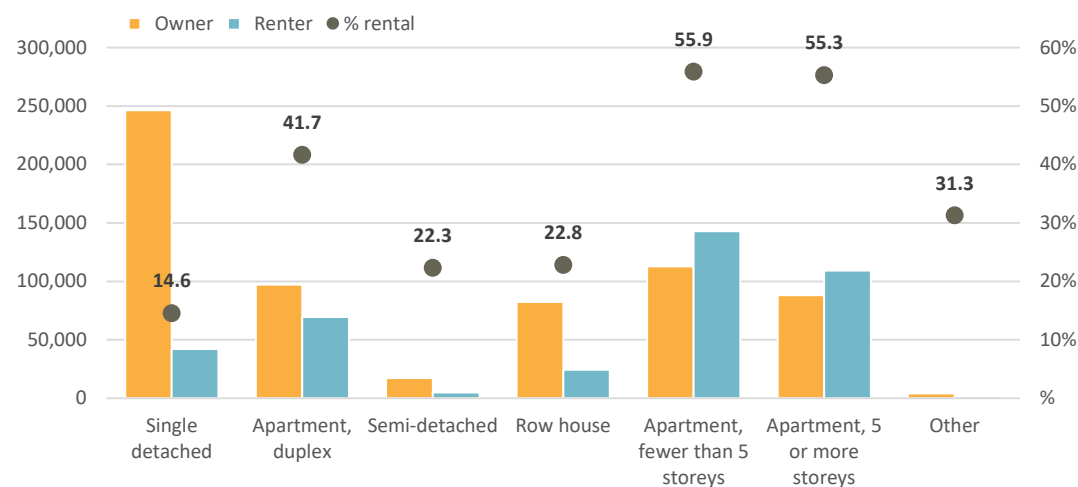


Source: Statistics Canada, 2021 Census of Population

Key Observations

- Although apartments are becoming a more common housing form across the region, the type of apartments varies significantly across the region. Areas such as the City of Langley, the City of North Vancouver, White Rock, Tsawwassen First Nation, Port Coquitlam, Pitt Meadows, Maple Ridge, and Delta had low-rise apartments as the majority of their apartment units. Conversely, Electoral Area A, Burnaby, New Westminster, Vancouver, and West Vancouver were the areas where the majority of apartments were high-rise apartments.
- The majority of apartment units in the region were renter-occupied in 2021, as shown in Figure 2.3.2. The majority of all other dwelling types were owner-occupied.
- A large proportion of secondary suites ("apartment, duplex" category) were renter-occupied (42%).

Figure 2.3.2. Occupied Private Dwellings by Structure Type and Tenure, Metro Vancouver, 2021 Census



Source: Statistics Canada, 2021 Census of Population

Table 2.3.1 Occupied Private Dwellings by Structure Type (Total, Single Detached, Apartment, Semi-Detached) and Tenure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total Occupied Dwellings			Single Detached			Apartment, Duplex			Semi-Detached		
	Owner-Occupied	Renter-Occupied	% Rental	Owner-Occupied	Renter-Occupied	% Rental	Owner-Occupied	Renter-Occupied	% Rental	Owner-Occupied	Renter-Occupied	% Rental
Anmore	675	65	8.8%	540	20	3.6%	40	35	46.7%	25	0	0.0%
Belcarra	230	30	11.3%	215	25	10.4%	20	0	0.0%	0	0	n/a
Bowen Island	1,465	260	15.1%	1,365	170	11.1%	65	45	40.9%	10	0	0.0%
Burnaby	61,185	39,955	39.5%	16,450	2,610	13.7%	9,615	6,990	42.1%	2,245	615	21.5%
Coquitlam	38,795	17,155	30.7%	17,175	2,525	12.8%	5,045	3,370	40.1%	1,430	280	16.4%
Delta	28,785	9,270	24.4%	18,450	2,705	12.8%	4,145	3,100	42.8%	920	200	17.9%
Electoral Area A	3,280	4,395	57.3%	365	80	18.0%	50	20	26.7%	60	25	31.3%
Langley City	7,920	4,680	37.1%	2,430	245	9.1%	430	300	41.1%	255	45	14.8%
Langley Township	38,430	8,500	18.1%	19,720	2,605	11.7%	4,290	2,320	35.1%	895	165	15.6%
Lions Bay	445	60	11.9%	430	55	11.2%	0	0	n/a	0	0	n/a
Maple Ridge	26,210	6,905	20.9%	15,345	2,060	11.8%	2,890	1,390	32.5%	690	250	26.5%
New Westminster	19,740	16,355	45.3%	4,385	605	12.1%	2,125	1,470	40.9%	135	105	44.7%
North Vancouver City	14,540	12,755	46.7%	2,525	385	13.2%	1,835	1,235	40.2%	660	245	26.9%
North Vancouver District	24,990	7,710	23.6%	14,550	1,565	9.7%	3,715	2,165	36.8%	460	80	14.7%
Pitt Meadows	5,880	1,520	20.5%	2,810	290	9.4%	445	180	28.8%	195	45	18.8%
Port Coquitlam	17,650	5,235	22.9%	7,550	820	9.8%	2,260	1,240	35.5%	610	225	27.1%
Port Moody	9,900	3,210	24.5%	3,540	400	10.2%	645	380	37.1%	400	35	8.1%
Richmond	57,800	23,280	28.7%	21,345	3,095	12.7%	2,915	1,945	40.0%	1,220	390	24.2%
Surrey	129,100	56,570	30.5%	51,710	9,170	15.1%	23,590	18,855	44.4%	3,135	715	18.6%
Tsawwassen First Nation	715	175	18.8%	325	50	12.7%	0	0	n/a	10	0	0.0%
Vancouver	138,850	166,485	54.5%	34,560	10,155	22.7%	31,205	23,015	42.5%	3,455	1,420	29.1%
West Vancouver	12,540	5,150	29.1%	8,145	1,705	17.3%	945	565	37.3%	425	85	16.8%
White Rock	6,960	3,780	35.2%	1,960	615	23.8%	955	900	48.4%	75	25	23.8%
METRO VANCOUVER	647,870	394,715	37.8%	246,250	42,050	14.6%	97,250	69,555	41.7%	17,325	4,980	22.3%

Source: Statistics Canada, 2021 Census of Population.

Note: Data is based on Census counts, and does not include undercount estimates.

Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

Table 2.3.2 Occupied Private Dwellings by Structure Type (Row House, Apartment (Fewer Than 5 Storeys), Apartment (5 or More Storeys), Other) and Tenure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Row House			Apartment, Fewer Than 5 Storeys			Apartment, 5 or More Storeys			Other		
	Owner-Occupied	Renter-Occupied	% Rental	Owner-Occupied	Renter-Occupied	% Rental	Owner-Occupied	Renter-Occupied	% Rental	Owner-Occupied	Renter-Occupied	% Rental
Anmore	0	0	n/a	0	0	n/a	0	0	n/a	70	0	0.0%
Belcarra	0	0	n/a	0	0	n/a	0	0	n/a	0	0	n/a
Bowen Island	0	15	100.0%	30	25	50.0%	0	0	n/a	0	0	n/a
Burnaby	6,260	2,570	29.1%	9,125	14,740	61.8%	17,375	12,340	41.5%	120	90	42.9%
Coquitlam	4,320	1,225	22.1%	6,040	5,835	49.1%	4,555	3,820	45.6%	240	100	29.0%
Delta	1,795	340	15.9%	2,785	2,775	49.9%	520	120	18.9%	170	40	19.0%
Electoral Area A	260	330	55.9%	1,035	1,450	58.4%	1,500	2,485	62.3%	0	0	n/a
Langley City	915	295	24.3%	3,770	3,675	49.4%	100	115	54.8%	0	0	n/a
Langley Township	8,595	1,585	15.6%	2,555	865	25.3%	960	360	27.3%	1,405	595	29.8%
Lions Bay	20	0	0.0%	0	0	n/a	0	0	n/a	0	0	n/a
Maple Ridge	3,965	545	12.1%	2,630	2,145	44.9%	515	500	49.3%	160	15	8.3%
New Westminster	1,495	610	28.9%	5,065	7,500	59.7%	6,510	6,010	48.0%	25	45	60.0%
North Vancouver City	1,595	595	27.2%	4,140	6,250	60.2%	3,765	4,035	51.8%	20	0	0.0%
North Vancouver District	1,955	885	31.2%	2,855	1,600	35.9%	1,450	1,410	49.3%	10	10	50.0%
Pitt Meadows	1,050	345	24.7%	1,125	590	34.3%	75	70	50.0%	180	0	0.0%
Port Coquitlam	3,015	695	18.7%	3,950	2,115	34.9%	270	145	34.9%	0	0	n/a
Port Moody	2,005	600	23.0%	2,025	1,180	36.8%	1,290	605	31.9%	0	10	100.0%
Richmond	12,335	3,670	22.9%	11,105	7,485	40.3%	8,825	6,670	43.0%	50	15	21.4%
Surrey	26,065	4,925	15.9%	19,650	17,805	47.5%	4,005	4,800	54.5%	945	300	24.1%
Tsawwassen First Nation	15	10	33.3%	185	60	23.5%	110	35	23.3%	70	20	21.1%
Vancouver	6,025	4,945	45.1%	30,700	64,395	67.7%	32,795	61,995	65.4%	115	565	83.7%
West Vancouver	325	85	21.0%	960	640	40.0%	1,730	2,070	54.5%	10	0	0.0%
White Rock	130	15	10.3%	2,825	1,630	36.6%	1,005	570	36.1%	10	10	50.0%
METRO VANCOUVER	82,255	24,355	22.8%	112,635	142,810	55.9%	88,155	109,115	55.3%	4,000	1,835	31.3%

Source: Statistics Canada, 2021 Census of Population.

Note: Data is based on Census counts, and does not include undercount estimates.

Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

2.4 Total Housing Starts

Housing starts in the region reflect economic patterns and the cyclical nature of the housing market. Housing starts also provide an indication of the housing supply that will become available in the near future.

The CMHC Starts and Completions Survey provides the number of housing starts in each municipality on a monthly or quarterly basis, based on the size of the municipality.

Starts are defined as the beginning of construction work on a building, usually when the concrete has been poured for the whole of the footing around the structure, or an equivalent stage where a basement will not be part of the structure.

Figure 2.4.1. Total Housing Starts, Metro Vancouver Region, 1999 to 2022

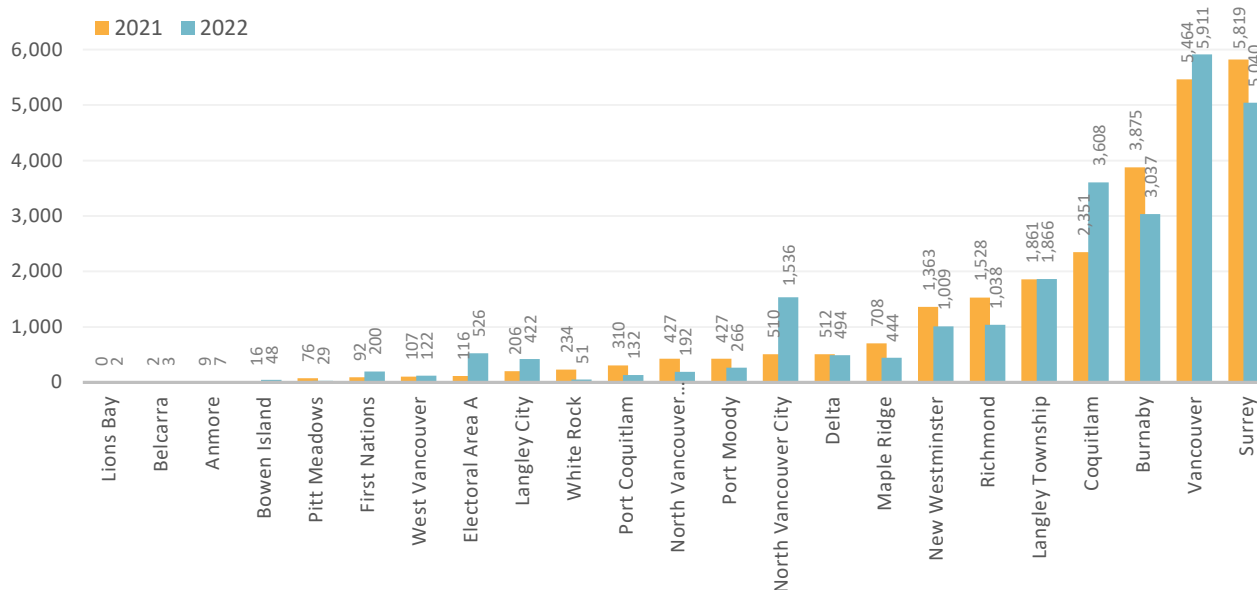


Source: CMHC Starts and Completions Survey

Key Observations

- In 2022, housing starts remained at pre-pandemic levels after temporarily dipping in 2020 as a result of COVID-19.
- Housing starts in the region have been at or above the 10-year average (23,880) every year since 2016, with the exception of 2018 and 2020. Even in 2018 and 2020, the number of housing starts remained higher than those of any year prior to 2016.
- In 2022, Vancouver's housing starts outpaced all other jurisdictions – including Surrey, which dipped since 2021.
- Between 2021 and 2022, Coquitlam saw the greatest increase in the number of starts (+1,257) and Electoral Area A saw the greatest annual growth rate (+353.4%).

Figure 2.4.2. Total Housing Starts, Metro Vancouver Jurisdictions, 2021 and 2022



Source: CMHC Starts and Completions Survey

Table 2.4. Housing Starts for Metro Vancouver Jurisdictions 2013 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Anmore	10	21	10	24	31	18	4	5	9	7	9	14
Belcarra	0	5	0	3	2	2	5	4	2	3	3	3
Bowen Island	7	48	18	29	45	28	33	53	16	48	36	33
Burnaby	2,298	1,674	1,918	4,172	4,173	2,576	4,411	3,914	3,875	3,037	3,563	3,205
Coquitlam	1,390	1,598	971	1,625	2,130	1,103	1,668	1,941	2,351	3,608	2,134	1,839
Delta	289	537	635	482	567	664	577	295	512	494	508	505
Electoral Area A	522	211	466	215	460	7	638	466	116	526	351	363
Langley City	18	114	193	32	155	557	542	493	206	422	444	273
Langley Township	936	1,187	1,304	1,383	1,928	1,027	2,019	2,210	1,861	1,866	1,797	1,572
Lions Bay	1	3	0	0	3	1	3	1	0	2	1	1
Maple Ridge	400	547	548	826	716	937	625	525	708	444	648	628
New Westminster	378	551	920	1,235	1,397	453	178	517	1,363	1,009	704	800
North Vancouver City	521	535	833	879	327	1,134	842	510	510	1,536	906	763
North Vancouver District	378	492	330	816	278	1,549	879	611	427	192	732	595
Pitt Meadows	154	88	54	18	105	44	153	70	76	29	74	79
Port Coquitlam	342	375	460	219	485	268	436	292	310	132	288	332
Port Moody	8	9	26	43	42	238	941	546	427	266	484	255
Richmond	1,427	3,036	2,657	2,215	2,070	2,092	2,088	1,374	1,528	1,038	1,624	1,953
Surrey	3,071	3,194	4,561	3,471	5,380	3,402	4,312	4,123	5,819	5,040	4,539	4,237
Vancouver	6,071	4,648	4,616	9,759	5,617	6,522	6,823	3,625	5,464	5,911	5,669	5,906
West Vancouver	257	136	183	254	137	449	339	237	107	122	251	222
White Rock	218	161	160	178	114	230	417	393	234	51	265	216
First Nations	0	42	0	36	42	212	208	166	92	200	176	100
METRO VANCOUVER	18,696	19,212	20,863	27,914	26,204	23,404	28,141	22,371	26,013	25,983	25,182	23,880

Source: CMHC Starts and Completions Survey, accessed via CMHC Housing Market Information Portal.

Notes: While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Total includes ownership, rental, and co-op units. There were zero co-op housing unit starts in 2018, 2019, 2021, and 2022, and 27 co-op unit starts in 2020 (all in the City of North Vancouver).

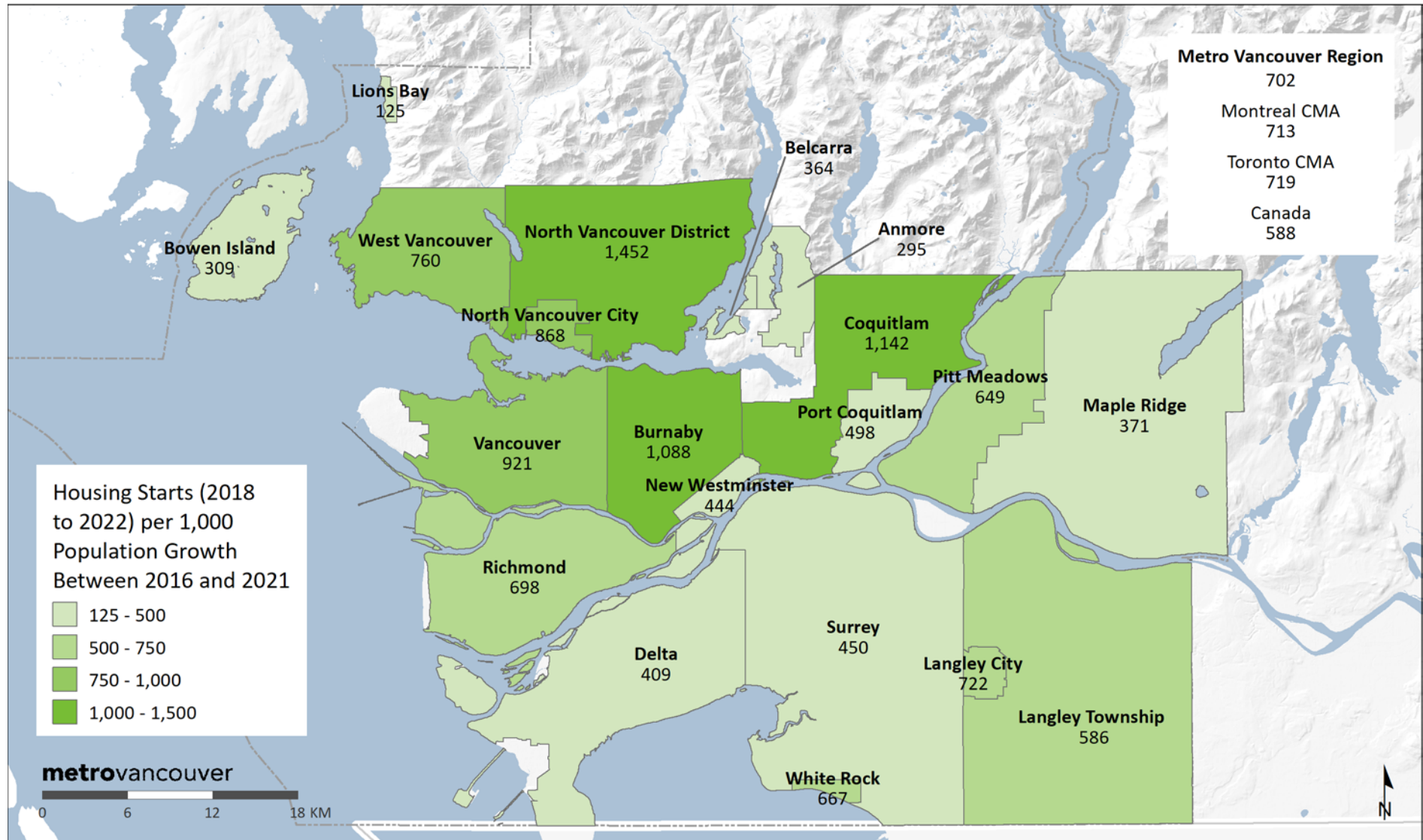
Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands)

Numbers for individual years and municipalities provided by CMHC may not necessarily equal the column total.

Seniors' independent/assisted living units are included in the count if units are self contained with full kitchen.

Units where there is only a microwave and bar fridge are excluded.

Map 2.4. Housing Starts per 1,000 Population Growth Between 2016 and 2021 Census, Metro Vancouver



Note: Housing starts and population growth were calculated using different time frames. Total housing starts were calculated for the period of 2018-2022, while population growth was calculated for the period 2016-2021, following the Census. Tsawwassen First Nation, Port Moody, and Electoral Area A are not displayed due to data availability, or geography limitations. Source: Statistics Canada, 2016 and 2021 Census of Population; CMHC Starts and Completions Survey

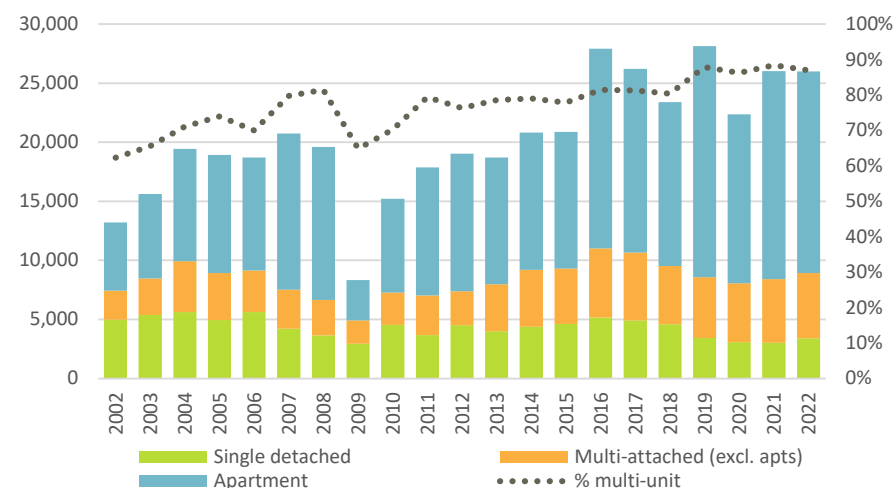
2.5 Housing Starts by Structure Type

The composition of the housing stock in Metro Vancouver has continued to evolve over the past decade. Multi-unit developments account for an increasing proportion of the total housing starts in the region. As both the population and the demand for housing continue to grow, the region must make more efficient use of its limited land base in order to meet this demand. Higher density developments are one way to achieve this efficiency.

Key Observations

- In 2022, 65.7% of all housing starts in the region were apartments. The share of apartment starts has remained relatively constant over the past four years after a steady increase since 2009.
- Although the total number of housing starts has not changed much between 2020 and 2021, the single detached increased by 12.5% (+377 units) and multi-attached units increased by 2.4% (+132 units).

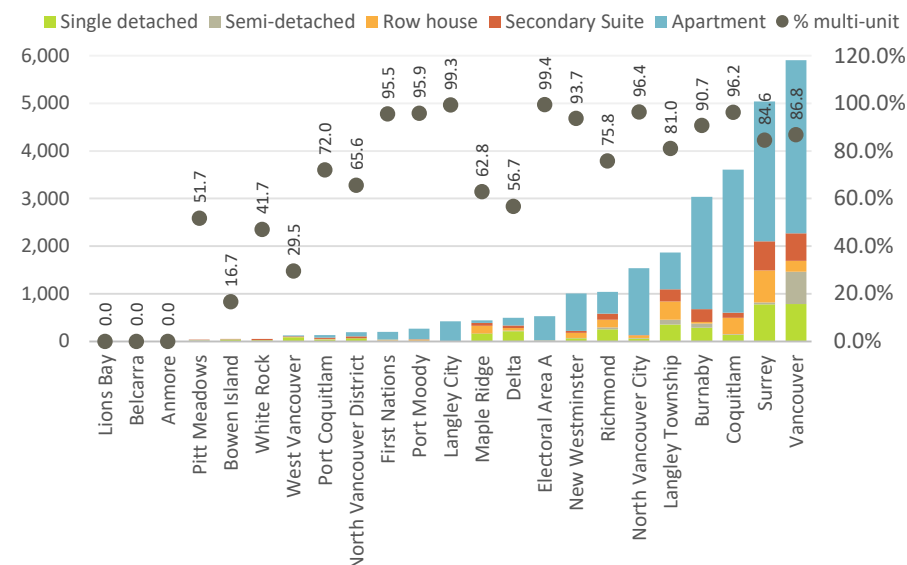
Figure 2.5.1. Housing Starts by Structure Type, Metro Vancouver Region, 2002 to 2022*



Source: CMHC Starts and Completions Survey

*Note: until 2013, secondary suite data was included in the apartment category.

Figure 2.5.2. Housing Starts by Structure Type, Metro Vancouver Jurisdictions, 2022



Source: CMHC Starts and Completions Survey

- When compared to all other types of housing starts, apartment starts were most affected by the slowdown experienced in 2020 as a result of the Covid-19 pandemic. Between 2019 and 2020, the number of apartment starts decreased by 26.8%, while all other types of housing starts were less affected. Continuing to monitor this trend is needed to understand if apartment starts have begun to recover since the 2020 slowdown.
- The distribution of housing starts by structure type varies among the municipalities and First Nations in the region, as shown in Figure 2.5.2.
- In 2022, multi-unit starts represented 86.9% of all housing starts in the region; this varied from lows of 16.7% on Bowen Island, to highs of 99.4% in Electoral Area A (includes UBC) and 99.2% in Langley City.

Table 2.5.1. Single Detached Housing Starts for Metro Vancouver Jurisdictions, 2013 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Anmore	10	21	10	24	31	7	4	5	7	7	6	13
Belcarra	0	5	0	3	2	2	5	4	2	3	3	3
Bowen Island	6	17	18	26	30	24	21	22	14	40	24	22
Burnaby	268	364	308	357	312	240	146	170	177	283	203	263
Coquitlam	301	329	242	342	260	230	140	157	146	136	162	228
Delta	128	162	142	146	223	200	196	139	169	214	184	172
Electoral Area A	2	12	6	3	10	7	3	4	6	3	5	6
Langley City	13	14	9	10	17	28	7	6	11	3	11	12
Langley Township	268	240	261	406	389	281	258	267	356	355	303	308
Lions Bay	1	3	0	0	3	1	3	1	0	2	1	1
Maple Ridge	193	213	334	406	322	210	119	218	203	165	183	238
New Westminster	65	63	58	70	98	66	66	45	56	64	59	65
North Vancouver City	42	48	41	68	73	50	28	25	39	56	40	47
North Vancouver District	118	113	145	135	172	124	54	47	62	66	71	104
Pitt Meadows	4	14	13	16	17	11	10	7	8	14	10	11
Port Coquitlam	50	26	26	34	46	49	33	29	34	37	36	36
Port Moody	8	7	12	32	26	13	10	21	19	11	15	16
Richmond	274	399	472	474	488	332	184	161	207	251	227	324
Surrey	769	965	1,009	1,063	1,062	1,138	975	922	800	778	923	948
Vancouver	1,284	1,106	1,309	1,280	1,116	1,419	1,090	750	567	782	922	1,070
West Vancouver	138	124	150	189	131	116	47	43	71	86	73	110
White Rock	62	87	57	52	67	44	27	28	31	27	31	48
First Nations	n/a	n/a	n/a	n/a	n/a	0	0	14	30	9	11	5
METRO VANCOUVER	4,004	4,374	4,622	5,169	4,911	4,592	3,426	3,085	3,015	3,392	3,502	4,059

Source: CMHC Starts and Completions Survey, accessed via CMHC Housing Market Information Portal.

Notes: While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands)

Numbers for individual years and municipalities provided by CMHC may not necessarily equal the column total.

Effective January 2013, single-detached houses with an attached accessory suite are recorded as one unit "Ownership, Single" and the accessory suite as one unit Rental, Apt + Other. In 2012 and prior years, these structures were recorded as two units, "Ownership, Apt + Other" in some markets, including the Vancouver CMA.

n/a: not available

Table 2.5.2. Accessory Suite Housing Starts for Metro Vancouver Jurisdictions, 2013 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Anmore	0	0	0	0	0	0	0	0	2	0	0	0
Belcarra	0	0	0	0	0	0	0	0	0	0	0	0
Bowen Island	1	1	0	1	7	3	3	4	1	4	3	3
Burnaby	0	167	231	261	258	208	126	158	166	272	186	185
Coquitlam	143	191	114	215	187	143	88	93	118	105	109	140
Delta	50	99	87	67	86	82	91	59	43	49	65	71
Electoral Area A	0	0	0	0	0	0	0	0	0	0	0	0
Langley City	0	0	0	0	5	11	0	0	6	2	4	2
Langley Township	111	112	85	147	146	124	122	122	248	261	175	148
Lions Bay	0	0	0	0	0	0	0	0	0	0	0	0
Maple Ridge	0	0	3	24	50	42	34	55	65	60	51	33
New Westminster	0	0	34	58	79	52	43	23	34	40	38	36
North Vancouver City	17	35	12	49	53	51	73	40	41	10	43	38
North Vancouver District	59	50	48	73	87	74	33	22	27	36	38	51
Pitt Meadows	0	0	1	0	0	0	1	0	0	1	0	0
Port Coquitlam	19	5	12	16	28	30	23	18	22	26	24	20
Port Moody	0	0	0	4	4	4	6	10	13	7	8	5
Richmond	65	87	101	120	93	100	66	83	86	128	93	93
Surrey	227	415	509	507	433	554	641	670	609	610	617	518
Vancouver	350	371	418	439	391	504	391	327	323	578	425	409
West Vancouver	0	0	0	0	1	0	5	7	19	15	9	5
White Rock	41	61	35	37	42	32	23	21	25	24	25	34
First Nations	n/a	n/a	n/a	n/a	n/a	n/a	0	0	0	0	n/a	n/a
METRO VANCOUVER	1,083	1,594	1,690	2,018	1,950	2,014	1,769	1,712	1,848	2,228	1,914	1,791

Source: CMHC regional housing data, custom data request by Metro Vancouver.

Notes: While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Data not available prior to 2013.

Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands)

Numbers for individual years and municipalities provided by CMHC may not necessarily equal the column total.

Not all municipalities record accessory suite permits. In 2013 there is no accessory suite data for Burnaby, New Westminster, Maple Ridge and Pitt Meadows.

n/a: not available

Table 2.5.3. Semi-Detached Housing Starts for Metro Vancouver Jurisdictions, 2013 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Anmore	0	0	0	0	0	0	0	0	0	0	0	0
Belcarra	0	0	0	0	0	0	0	0	0	0	0	0
Bowen Island	0	0	0	2	4	0	4	0	0	4	2	1
Burnaby	62	124	100	78	75	78	48	60	38	92	63	76
Coquitlam	68	60	64	54	36	32	32	48	18	18	30	43
Delta	98	18	4	4	0	8	36	10	12	12	16	20
Electoral Area A	0	0	0	0	0	0	0	0	0	0	0	0
Langley City	0	0	0	0	0	0	0	0	0	0	0	0
Langley Township	2	24	24	32	8	28	36	54	46	96	52	35
Lions Bay	0	0	0	0	0	0	0	0	0	0	0	0
Maple Ridge	6	24	18	16	10	4	14	4	12	2	7	11
New Westminster	8	2	4	10	16	10	14	12	24	10	14	11
North Vancouver City	12	18	6	30	28	14	20	32	26	16	22	20
North Vancouver District	0	0	0	0	0	2	6	2	0	0	2	1
Pitt Meadows	0	6	4	2	6	16	40	4	24	14	20	12
Port Coquitlam	2	10	2	8	4	0	2	2	4	10	4	4
Port Moody	0	2	0	0	4	0	2	0	0	0	0	1
Richmond	32	36	28	38	30	48	40	36	46	42	42	38
Surrey	24	52	66	48	64	36	40	88	22	38	45	48
Vancouver	172	132	160	100	118	130	190	278	370	678	329	233
West Vancouver	22	0	2	8	2	12	4	6	6	0	6	6
White Rock	2	0	4	0	0	2	2	0	0	0	1	1
First Nations	n/a	n/a	n/a	n/a	n/a	0	0	0	0	6	1	1
METRO VANCOUVER	510	508	486	430	409	420	530	636	648	1,038	654	562

Source: CMHC Starts and Completions Survey, accessed via CMHC Housing Market Information Portal.

Notes: While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands)

Numbers for individual years and municipalities provided by CMHC may not necessarily equal the column total.

n/a: not available

Table 2.5.4. Row Housing Starts for Metro Vancouver Jurisdictions, 2013 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Anmore	0	0	0	0	0	0	0	0	0	0	0	0
Belcarra	0	0	0	0	0	0	0	0	0	0	0	0
Bowen Island	0	30	0	0	0	0	4	0	0	0	1	3
Burnaby	141	137	62	108	137	51	22	8	45	32	32	74
Coquitlam	161	87	96	38	90	139	239	297	290	341	261	178
Delta	0	136	21	170	90	127	151	54	100	55	97	90
Electoral Area A	0	0	11	0	0	99	33	0	0	12	29	16
Langley City	5	33	0	14	63	50	91	144	57	0	68	46
Langley Township	265	447	475	730	565	228	375	540	684	384	442	469
Lions Bay	0	0	0	0	0	0	0	0	0	0	0	0
Maple Ridge	104	166	140	267	213	91	309	122	106	162	158	168
New Westminster	109	82	15	127	44	76	55	90	65	106	78	77
North Vancouver City	0	42	0	15	9	86	88	13	7	51	49	31
North Vancouver District	0	107	39	15	14	70	47	76	17	0	42	39
Pitt Meadows	24	4	36	0	0	17	102	59	44	0	44	29
Port Coquitlam	107	141	160	33	91	32	23	0	14	3	14	60
Port Moody	0	0	14	7	8	221	49	30	28	28	71	39
Richmond	246	115	212	260	95	290	225	54	165	162	179	182
Surrey	1,089	1,132	1,124	1,386	1,793	871	897	1,070	1,097	675	922	1,113
Vancouver	85	60	80	225	145	56	39	27	112	230	93	106
West Vancouver	4	0	23	0	3	0	0	0	10	4	3	4
White Rock	26	0	4	0	4	0	0	0	0	0	2	6
First Nations	n/a	n/a	n/a	n/a	n/a	99	115	44	62	20	68	34
METRO VANCOUVER	2,373	2,719	2,512	3,398	3,386	2,504	2,864	2,628	2,903	2,265	2,633	2,755

Source: CMHC Starts and Completions Survey, accessed via CMHC Housing Market Information Portal.

Notes: While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands)

Numbers for individual years and municipalities provided by CMHC may not necessarily equal the column total.

n/a: not available

Table 2.5.5. Apartment Housing Starts for Metro Vancouver Jurisdictions, 2013 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Anmore	0	0	0	0	0	1	0	0	0	0	0	0
Belcarra	0	0	0	0	0	0	0	0	0	0	0	0
Bowen Island	0	1	0	0	4	1	1	27	1	0	6	4
Burnaby	1,827	1,049	1,217	3,368	3,391	1,999	4,069	3,518	3,449	2,358	3,079	2,625
Coquitlam	717	1,122	455	976	1,557	559	1,169	1,346	1,779	3,008	1,572	1,269
Delta	13	221	381	95	168	247	103	33	188	164	147	161
Electoral Area A	513	199	449	212	450	450	602	462	110	511	427	396
Langley City	0	67	184	8	70	468	444	343	132	417	361	213
Langley Township	290	475	459	68	820	366	1,228	1,227	527	770	824	623
Lions Bay	0	0	0	0	0	0	0	0	0	0	0	0
Maple Ridge	97	144	53	113	121	590	149	126	322	55	248	177
New Westminster	196	404	809	970	1,160	249	0	347	1,184	789	514	611
North Vancouver City	450	427	774	717	164	933	633	400	397	1,403	753	630
North Vancouver District	201	272	98	593	5	1,180	739	464	321	90	559	396
Pitt Meadows	126	64	0	0	82	0	0	0	0	0	0	27
Port Coquitlam	164	198	260	128	316	157	355	243	236	56	209	211
Port Moody	0	0	0	0	0	0	874	485	367	220	389	195
Richmond	810	2,486	1,844	1,323	1,364	1,322	1,573	1,040	1,024	455	1,083	1,324
Surrey	962	1,045	1,853	467	2,028	803	1,759	1,373	3,291	2,939	2,033	1,652
Vancouver	4,180	3,350	2,649	7,715	3,847	4,413	5,113	2,243	4,092	3,643	3,901	4,125
West Vancouver	93	12	8	57	0	321	283	181	1	17	161	97
White Rock	87	74	60	89	1	152	365	344	178	0	208	135
First Nations	n/a	n/a	n/a	n/a	n/a	113	93	108	0	165	96	48
METRO VANCOUVER	10,726	11,611	11,553	16,899	15,548	13,874	19,552	14,310	17,599	17,060	16,479	14,873

Source: CMHC regional housing data, custom data request by Metro Vancouver.

Notes: CMHC's full category title is "apartment & other".

While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands)

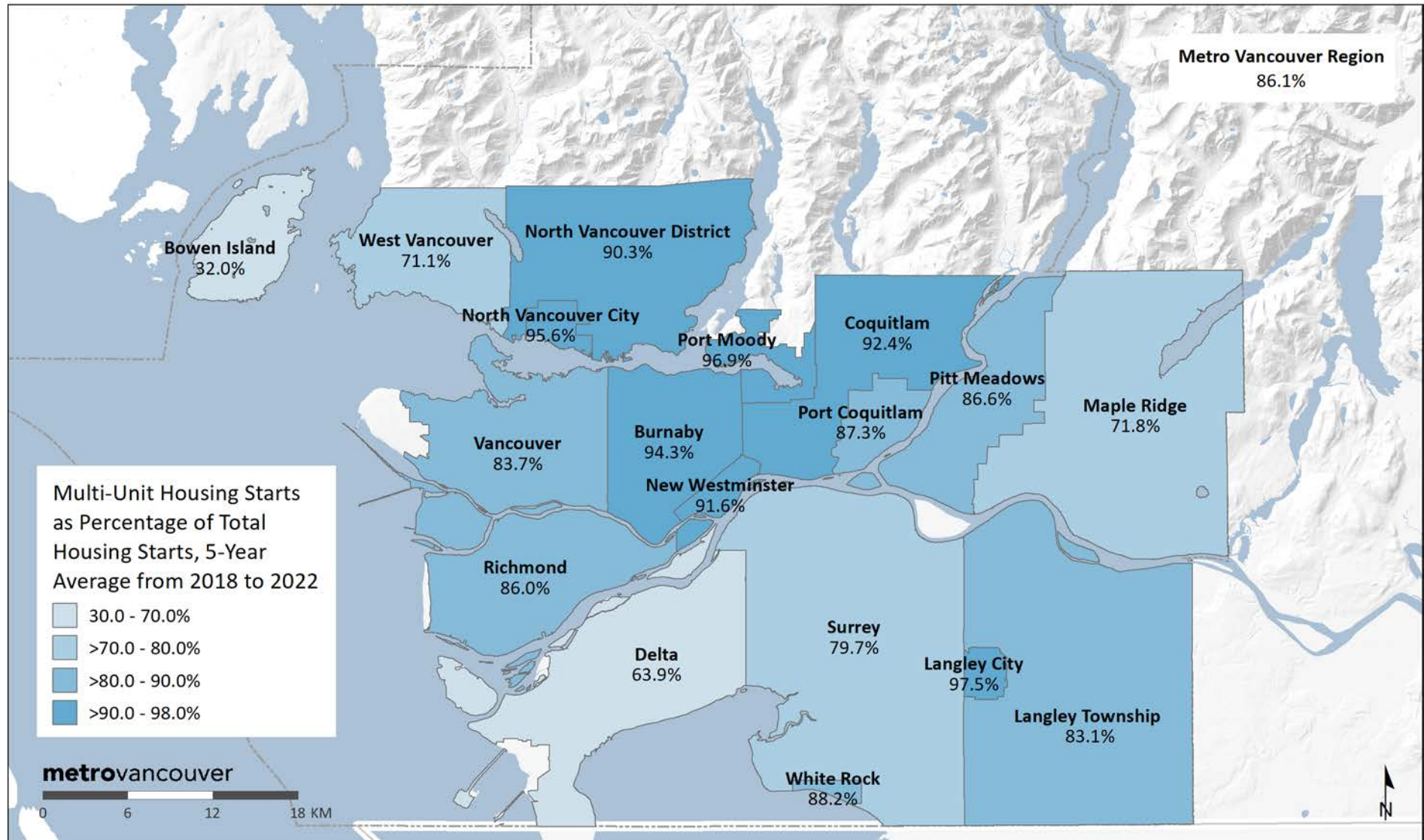
Numbers for individual years and municipalities provided by CMHC may not necessarily equal the column total.

Effective January 2013, single-detached houses with an attached accessory suite are recorded as one unit "Ownership, Single" and the accessory suite as one unit Rental, Apt + Other. In 2012 and prior years, these structures were recorded as two units, "Ownership, Apt + Other" in some markets, including the Vancouver CMA.

Seniors' independent/assisted living units are included in the count if units are self contained with full kitchen. Units with only a microwave and bar fridge are excluded.

n/a: not available

Map 2.5. Multi-Unit Housing Starts as Percentage of Total Housing Starts, Metro Vancouver, 2018 to 2022 (5 year average)



Tsawwassen First Nation, Anmore, Belcarra, Lions Bay, and Electoral Area A are not displayed due to data availability, geography limitations, or relatively small values of 5-year average.

Source: CMHC Starts and Completions Survey

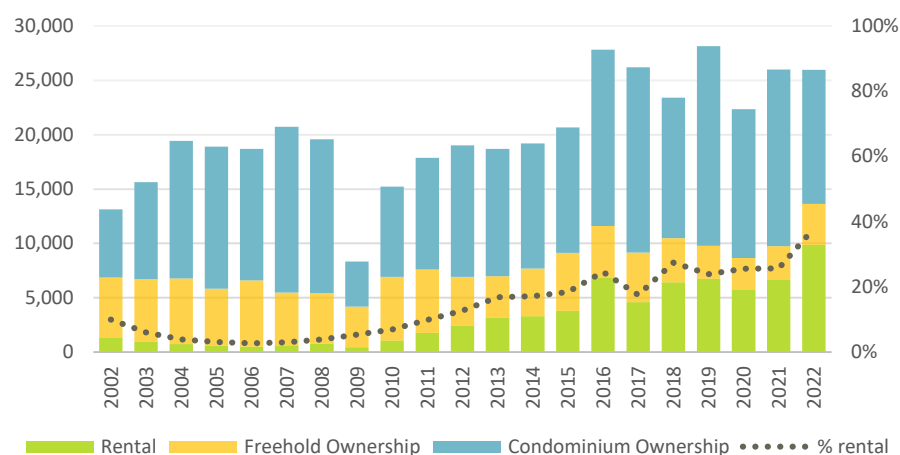
2.6 Housing Starts by Tenure

One of the priorities set out in the *Metro Vancouver Regional Affordable Housing Strategy* is to expand the supply of rental housing, including new purpose built market rental housing. Over the past twenty years, there have been very few newly built rental units in the region, although in recent years, and in 2016 in particular, there has been growth in rental starts.

Key Observations

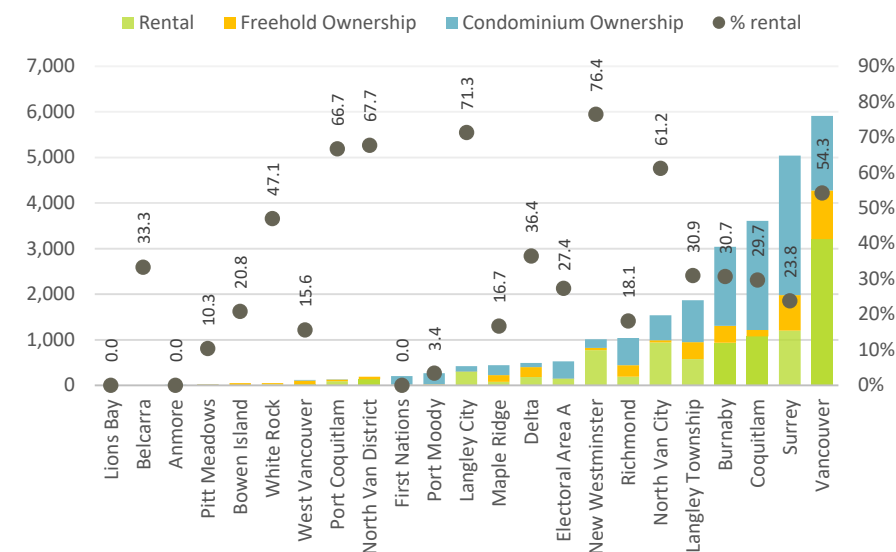
- In 2022, there were 9,867 rental starts in the region, accounting for 38.0% of all housing starts. This is the third highest number of rental starts in the past 20 years, after a high of 6,841 rental starts in 2016 and 6,727 rental starts in 2019, and surpassing those in 2021 (6,683).
- The proportion of rental starts has been increasing in recent years, though it has been low historically, hitting an all-time low of 2.7% in 2006 and remaining under 10% for the following five years.

Figure 2.6.1. Housing Starts by Tenure, Metro Vancouver Region, 2002 to 2022



Source: CMHC Starts and Completions Survey

Figure 2.6.2. Housing Starts by Tenure, Metro Vancouver Jurisdictions, 2022



Source: CMHC Starts and Completions

- Strata condominiums (apartment or townhouse) have represented more than half of all housing starts in the region since 2003, with the exception of 2009 following the economic downturn. The number of condominium starts peaked in 2019 at 18,372, before falling again in 2020 as a result of the COVID-19 pandemic. 2021 observed an increase in condominium starts (16,267), however by 2022 condominium starts have dropped again to 12,353.
- The distribution of housing starts by tenure varies among the municipalities in the region, as shown in Figure 2.6.2.
- In 2022, rental starts represented 38.0% of all housing starts in the region, but this varied from lows of 0.0% in First Nation communities and 3.4% in Port Moody, to highs of 76.4% in New Westminster and 71.3% in Langley City.

Table 2.6.1. Ownership Housing Starts by Ownership Type for Metro Vancouver Jurisdictions, 2018 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2018		2019		2020		2021		2022	
	Freehold	Condominium	Freehold	Condominium	Freehold	Condominium	Freehold	Condominium	Freehold	Condominium
Anmore	5	1	2	1	2	1	5	1	6	1
Belcarra	2	0	4	0	2	0	1	0	2	0
Bowen	24	0	23	4	17	0	11	0	38	0
Burnaby	316	2,030	194	3,708	230	3,059	215	3,383	375	1,731
Coquitlam	222	611	126	1,061	152	1,222	145	1,830	145	2,392
Delta	201	303	198	285	123	101	166	300	219	95
Electoral Area A	7	0	3	456	4	152	6	0	3	379
Langley City	28	350	7	535	6	487	11	189	3	118
Langley Township	238	602	224	1,552	229	1,663	346	1,228	371	918
Lions Bay	1	0	3	0	1	0	0	0	2	0
Maple Ridge	203	675	110	372	202	247	185	442	149	221
New West	71	231	72	55	35	337	52	1,259	49	189
North Vancouver City*	52	741	36	355	46	27	47	94	52	544
North Vancouver District	135	1,043	52	791	45	434	57	167	62	0
Pitt Meadows	25	17	9	140	11	59	8	66	15	11
Port Coquitlam	44	189	31	337	27	243	31	169	35	9
Port Moody	11	223	9	554	15	384	15	395	9	248
Richmond	330	1,627	179	1,649	171	1,091	204	1,128	256	594
Surrey	1,133	1,442	976	2,531	929	2,283	798	3,259	779	3,062
Vancouver	828	2,261	705	3,402	617	1,275	644	2,087	1,068	1,636
West Vancouver	126	322	50	39	48	122	76	10	83	20
White Rock	46	51	29	337	28	344	31	178	27	0
First Nations	0	212	0	208	0	166	9	82	15	185
METRO VANCOUVER	4,048	12,931	3,042	18,372	2,940	13,697	3,063	16,267	3,763	12,353

Source: CMHC Starts and Completions Survey, accessed via CMHC Housing Market Information Portal.

Notes: Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands).

Total includes ownership, rental, and co-op units. There were zero co-op housing unit starts in 2018, 2019, 2021, and 2022, and 27 co-op unit starts in 2020 (all in the City of North Vancouver).

Definition: Freehold - A residence where the owner owns the dwelling and the lot outright.

Definition: Condominium - An individual dwelling which is privately owned, but where the building and/or land are collectively owned by all dwelling unit owners.

*There were zero cooperative housing unit starts in 2018, 2019, 2021, and 2022, and 27 co-op unit starts in 2020 (all in the City of North Vancouver).

n/a: not available

Table 2.6.2. Purpose-Built Rental Starts for Metro Vancouver Jurisdictions, 2012 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2012	2013	2014	2015 *	2016 *	2017 *	2018 *	2019 *	2020 *	2021 *	2022 *	5 Year Average	10 Year Average
Anmore	0	3	1	1	0	1	2	1	2	3	0	2	1
Belcarra	0	0	0	0	0	0	0	1	2	1	1	1	1
Bowen Island	2	1	1	0	4	12	4	6	36	5	10	12	8
Burnaby	6	0	167	231	789	493	230	509	625	277	931	514	425
Coquitlam	175	157	197	149	231	260	270	481	567	376	1,071	553	376
Delta	41	56	166	89	67	91	160	94	71	46	180	110	102
Electoral Area A	0	281	94	0	212	90	0	179	310	110	144	149	142
Langley City	0	0	0	37	0	5	179	0	0	6	301	97	53
Langley Township	146	188	126	220	175	443	187	243	318	287	577	322	276
Lions Bay	0	0	0	0	0	0	0	0	0	0	0	0	0
Maple Ridge	4	3	3	12	27	68	59	143	76	81	74	87	55
New Westminister	25	0	0	316	974	416	151	51	145	52	771	234	288
North Vancouver City	54	44	209	149	253	97	341	451	410	369	940	502	326
North Vancouver District	43	59	131	146	78	97	272	36	132	203	130	155	128
Pitt Meadows	1	0	0	1	2	2	2	4	0	2	3	2	2
Port Coquitlam	19	19	5	12	16	29	35	68	22	110	88	65	40
Port Moody	0	0	0	0	4	4	4	378	147	17	9	111	56
Richmond	163	76	389	367	123	97	135	260	112	196	188	178	194
Surrey	342	275	477	588	598	458	827	805	911	1,762	1,199	1,101	790
Vancouver	1,088	1,944	1,252	1,456	3,245	1,883	3,433	2,716	1,733	2,733	3,207	2,764	2,360
West Vancouver	271	1	0	1	2	2	1	250	67	21	19	72	36
White Rock	32	42	66	35	37	43	133	51	21	25	24	51	48
First Nations	0	0	2	0	4	0	0	0	0	1	0	0	1
METRO VANCOUVER	2,412	3,149	3,286	3,810	6,841	4,591	6,425	6,727	5,707	6,683	9,867	7,082	5,709

Source: CMHC Starts and Completions Survey, accessed via CMHC Housing Market Information Portal.

Notes: While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Total does not include co-op starts.

Electoral Area A contains data for UBC/UEL (University of British Columbia and University Endowment Lands).

Definition: Rental - A dwelling constructed for rental purposes regardless of who finances the structure.

*2015/16/17/18/19/20/21/22 data includes secondary suites and laneway rental housing (single detached rental).

Some data for 2012 have been restated in the above table, to allow comparison with 2013 and 2014 data. Other CMHC reports do not contain this restated data, therefore figures for 2012 may not match the above. Effective January 2013, single-detached houses with an attached accessory suite are recorded as one unit "Ownership, Single" and the accessory suite as one unit "Rental, Apt + Other". In 2012 and prior years, these structures were recorded as two units, "Ownership, Freehold, Apt + Other" in some markets, including the Vancouver CMA. The impact of this adjustment was the 2012 figure for Metro Vancouver changed from 1,277 rental starts to 2,412 rental starts.

Table 2.6.3. Purpose-Built Rental Starts By Rental Housing Type for Metro Vancouver Jurisdictions, 2019 - 2022**

MUNICIPALITY / MEMBER JURISDICTION	Accessory Suites				Single Detached Rental *				Market Rental (apt & row)				Social Hsg Rental			
	2019	2020	2021	2022	2019	2020	2021	2022	2019	2020	2021	2022	2019	2020	2021	2022
Anmore	0	0	2	0	1	2	1	0	0	0	0	0	0	0	0	0
Belcarra	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0
Bowen Island	3	4	1	4	2	5	3	6	1	27	1	0	0	0	0	0
Burnaby	126	158	166	272	0	0	0	0	240	327	86	427	143	140	25	232
Coquitlam	88	93	118	105	14	11	2	4	304	246	118	727	75	217	138	235
Delta	91	59	43	49	0	3	3	1	3	9	0	0	0	0	0	130
Electoral Area A	0	0	0	0	0	0	0	0	179	137	110	144	0	173	0	0
Langley City	0	0	6	2	0	0	0	0	0	0	0	198	0	0	0	101
Langley Township	122	122	248	261	28	40	35	40	81	155	4	30	0	1	0	246
Lions Bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maple Ridge	34	55	65	60	7	8	9	13	8	13	1	1	94	0	6	0
New Westminster	43	23	34	40	8	6	18	19	0	72	0	616	0	44	0	96
North Vancouver City	73	40	41	10	12	9	18	20	366	351	310	907	0	10	0	3
North Vancouver District	33	22	27	36	2	4	4	4	1	0	130	0	0	106	42	90
Pitt Meadows	1	0	0	1	3	0	2	2	0	0	0	0	0	0	0	0
Port Coquitlam	23	18	22	26	4	4	5	6	41	0	0	56	0	0	72	0
Port Moody	6	10	13	7	1	6	4	2	371	76	0	0	0	55	0	0
Richmond	66	83	86	128	4	2	2	3	3	0	33	0	187	27	75	57
Surrey	641	670	609	610	4	1	1	0	159	179	941	404	1	61	196	185
Vancouver	391	327	323	578	563	396	278	374	679	687	1,382	1,375	1,083	323	750	880
West Vancouver	5	7	19	15	1	1	1	3	233	53	1	1	11	6	0	0
White Rock	23	21	25	24	0	0	0	0	28	0	0	0	0	0	0	0
METRO VANCOUVER	1,769	1,712	1,848	2,228	655	500	388	498	2,697	2,332	3,117	4,886	1,594	1,163	1,304	2,255

Source: CMHC Starts and Completions Survey, custom data request.

Notes: While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

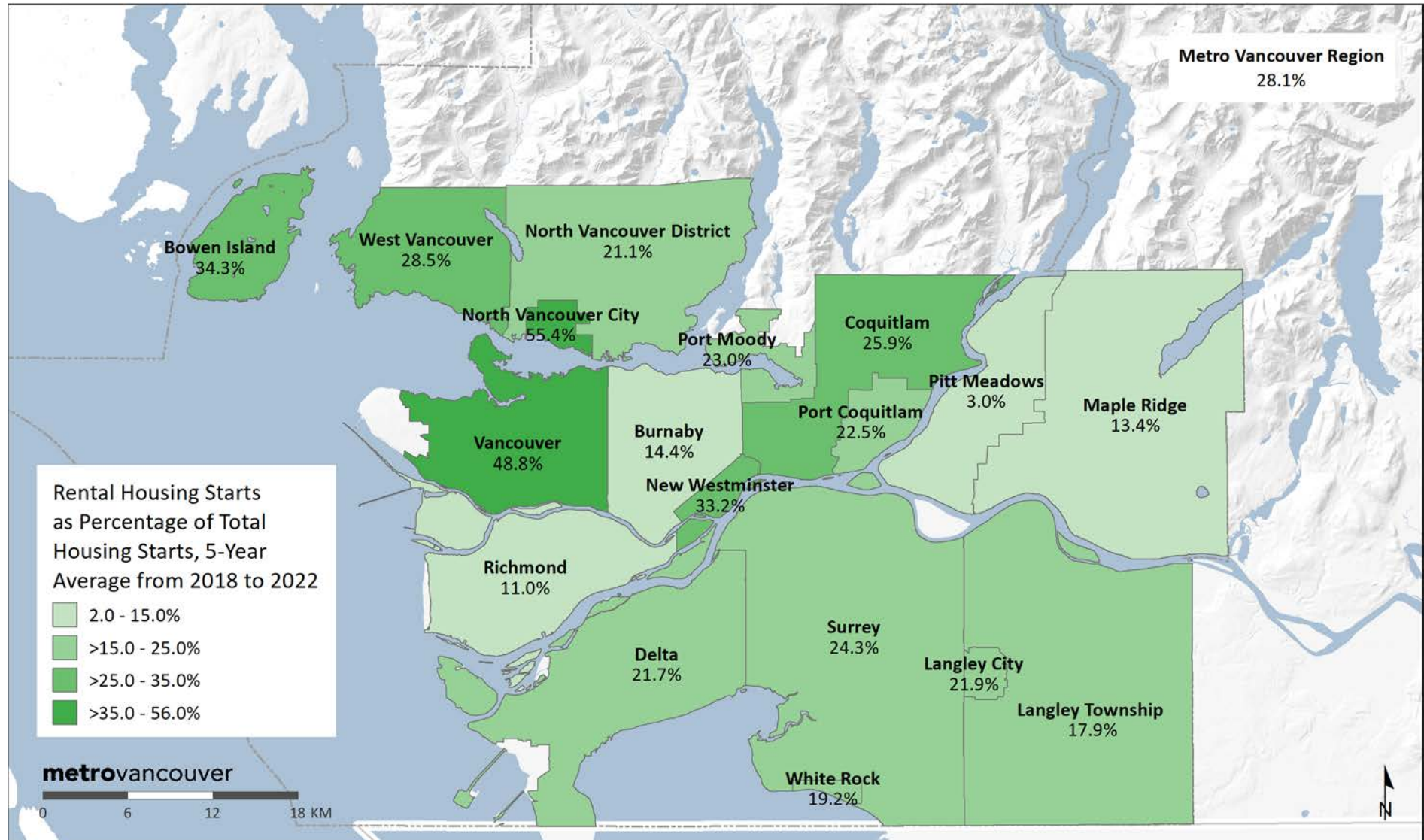
Electoral Area A contains data for UBC/UEL (University of British Columbia and University Endowment Lands).

Definition: Rental - A dwelling constructed for rental purposes regardless of who finances the structure.

*Single detached rental is usually laneway / coachhouse rental housing that is non-subsidized.

**Purpose-built rental units in mixed-tenure structures are included in this table if they were indicated as rental at the time of the survey.

Map 2.6. Rental Housing Starts as Percentage of Total Housing Starts, Metro Vancouver, 2018 to 2022 (5 year average)



Tsawwassen First Nation, Anmore, Belcarra, Lions Bay, and Electoral Area A are not displayed due to data availability, geography limitations, or relatively small values of 5-year average.

Source: CMHC Starts and Completions Survey

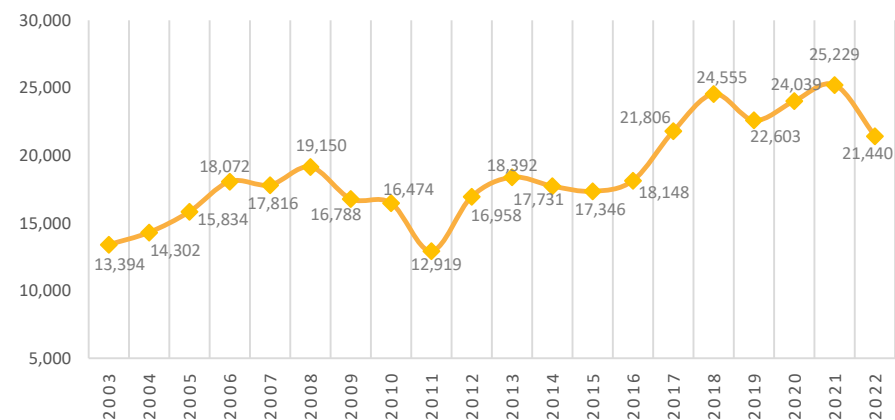
2.7 Total Housing Completions

Housing completions are the most reliable measure of increasing supply of housing across the region. Housing completions also reflect economic patterns and the cyclical nature of the housing market.

The CMHC Starts and Completions Survey provides the number of housing completions in each municipality on a monthly or quarterly basis, based on the size of the municipality.

Completions are defined as the stage at which all the proposed construction work on a dwelling unit has been performed, although under some circumstances a dwelling may be counted as completed where up to 10% of the proposed work remains to be done.

Figure 2.7.1. Total Housing Completions, Metro Vancouver Region, 2003 to 2022

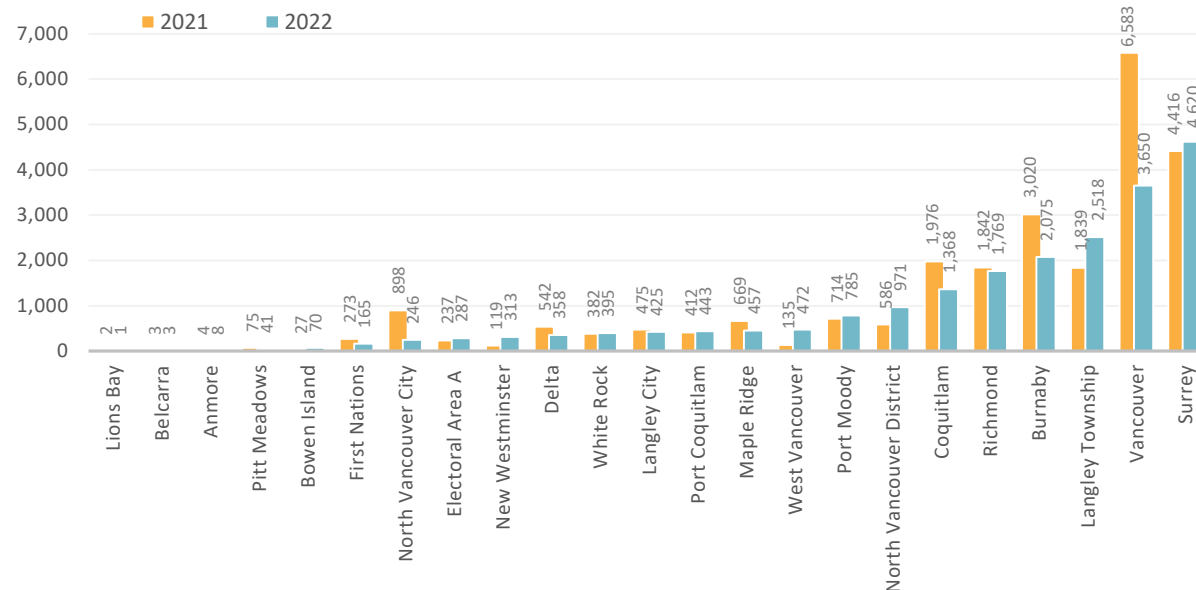


Source: CMHC Starts and Completions Survey

Key Observations

- In 2022, housing completions in the region decreased to 21,440 since the record high of 25,229 completions in 2021 (higher than any recorded in the previous 30 years). This is a 15% decrease in completions to the previous year.
- Despite overall lower amounts of housing completion in 2022, Surrey observed the highest number of units (4,620) – a 5% increase over 2021. In contrast, Vancouver had a record high of housing completions in 2021 but had 45% fewer completions in 2022 (second highest regionally).
- Langley Township had the third greatest amount of completions in 2022 – a 37% since 2021. West Vancouver, New Westminster, and North Vancouver District also observed increased housing completions since 2021, but with relatively lower amounts compared to all regional completions.

Figure 2.7.2. Total Housing Completions, Metro Vancouver Jurisdictions, 2021 and 2022



Source: CMHC Starts and Completions Survey

Table 2.7. Housing Completions for Metro Vancouver Jurisdictions, 2013 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Anmore	15	16	15	21	21	16	9	10	4	8	9	14
Belcarra	1	1	0	3	2	3	2	4	3	3	3	2
Bowen Island	13	12	45	16	26	31	48	14	27	70	38	30
Burnaby	1,340	1,460	2,674	1,414	2,079	2,837	2,521	4,463	3,020	2,075	2,983	2,388
Coquitlam	1,832	1,377	1,128	1,134	1,348	974	1,632	1,433	1,976	1,368	1,477	1,420
Delta	294	404	308	465	774	314	826	553	542	358	519	484
Electoral Area A	487	243	203	254	347	288	262	557	237	287	326	317
Langley City	66	54	78	5	278	66	402	396	475	425	353	225
Langley Township	958	1,179	1,019	1,201	1,602	1,361	1,091	1,187	1,839	2,518	1,599	1,396
Lions Bay	0	1	3	1	0	1	1	0	2	1	1	1
Maple Ridge	532	298	702	757	532	618	551	933	669	457	646	605
New Westminister	446	533	314	608	1,127	736	1,491	661	119	313	664	635
North Vancouver City	480	585	450	343	692	865	632	754	898	246	679	595
North Vancouver District	312	138	607	524	240	752	604	839	586	971	750	557
Pitt Meadows	116	99	162	26	17	20	161	111	75	41	82	83
Port Coquitlam	272	380	239	255	434	183	518	265	412	443	364	340
Port Moody	320	8	7	36	35	42	86	88	714	785	343	212
Richmond	2,047	1,822	1,968	2,623	2,083	2,862	1,079	1,899	1,842	1,769	1,890	1,999
Surrey	3,562	2,932	3,068	3,262	4,121	4,142	3,871	3,847	4,416	4,620	4,179	3,784
Vancouver	4,598	5,772	3,844	4,947	5,616	7,973	6,315	5,578	6,583	3,650	6,020	5,488
West Vancouver	274	268	283	120	185	207	214	168	135	472	239	233
White Rock	324	120	216	101	231	114	165	151	382	395	241	220
First Nations	103	29	13	32	16	150	122	95	273	165	161	100
METRO VANCOUVER	18,392	17,731	17,346	18,148	21,806	24,555	22,603	24,039	25,229	21,440	23,573	21,129

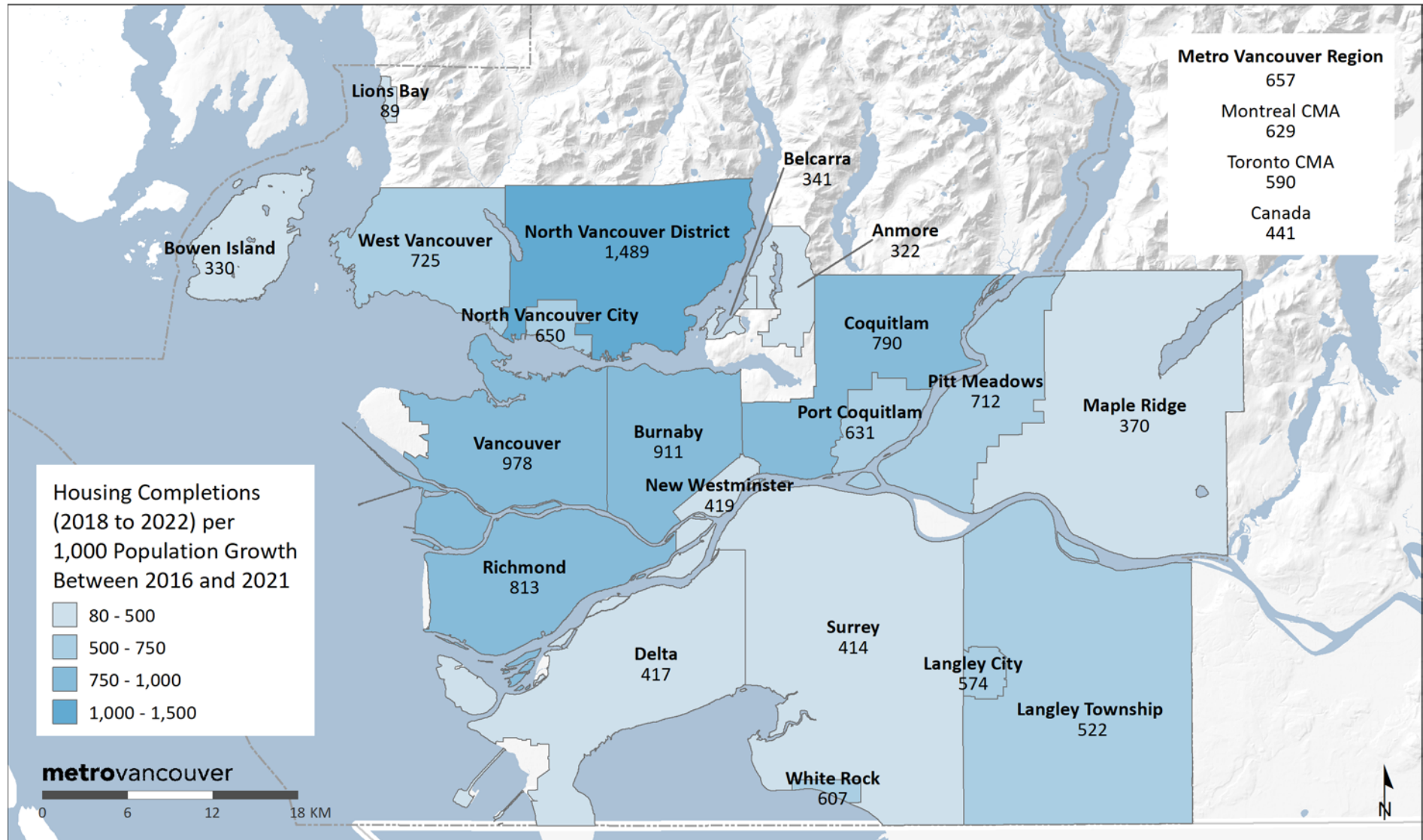
Source: CMHC Starts and Completions Survey, accessed via CMHC Housing Market Information Portal.

Notes: While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Total includes ownership, rental, and co-op units. There were zero co-op housing unit completions in 2019 and 2022, and 90 co-op unit completions in 2018 (all in the City of Vancouver), 188 co-op unit completions in 2020 (all in the City of Vancouver), and 27 co-op unit completions in 2021 (all in the City of North Vancouver).

Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands).

Numbers for individual years and municipalities provided by CMHC may not necessarily equal the column total.

Map 2.7. Housing Completions per 1,000 Population Growth Between 2016 and 2021 Census, Metro Vancouver

Note: Housing completions and population growth were calculated using different time frames. Total housing completions were calculated for the period of 2018-2022, while population growth was calculated for the period 2016-2021, following the Census. Tsawwassen First Nation, Port Moody, and Electoral Area A are not displayed due to data availability, or geography limitations.

Source: Statistics Canada, 2016 and 2021 Census of Population; CMHC Starts and Completions Survey

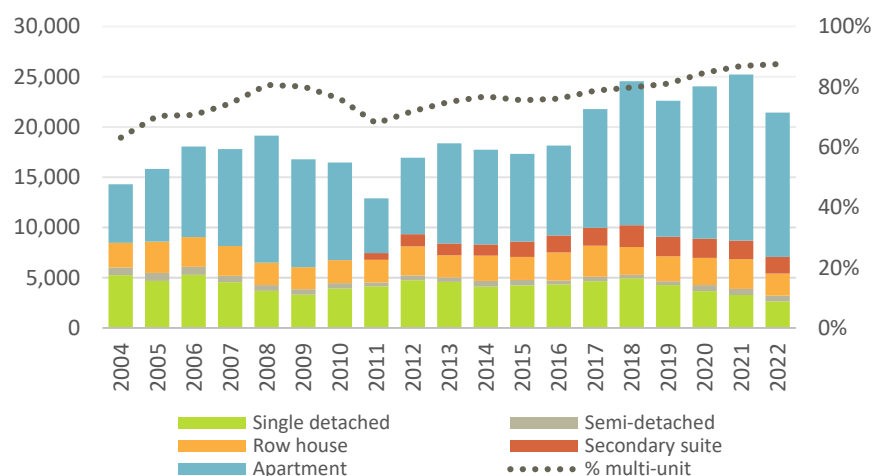
2.8 Housing Completions by Structure Type

The composition of the housing stock in Metro Vancouver has continued to evolve over the past decade. Multi-unit developments account for an increasing proportion of the total housing completions in the region. As both the population and the demand for housing continue to grow, the region must make more efficient use of its limited land base in order to meet this demand. Higher density developments are one way to achieve this efficiency.

Key Observations

- In 2022, there were 18,773 multi-unit housing completions in the region, accounting for 87.6% of total completions.
- Apartments accounted for the highest share among all structure types (67%); less single detached (12.4%), row houses (10.2%), secondary suites (7.7%) and semi-detached (2.7%) was completed.

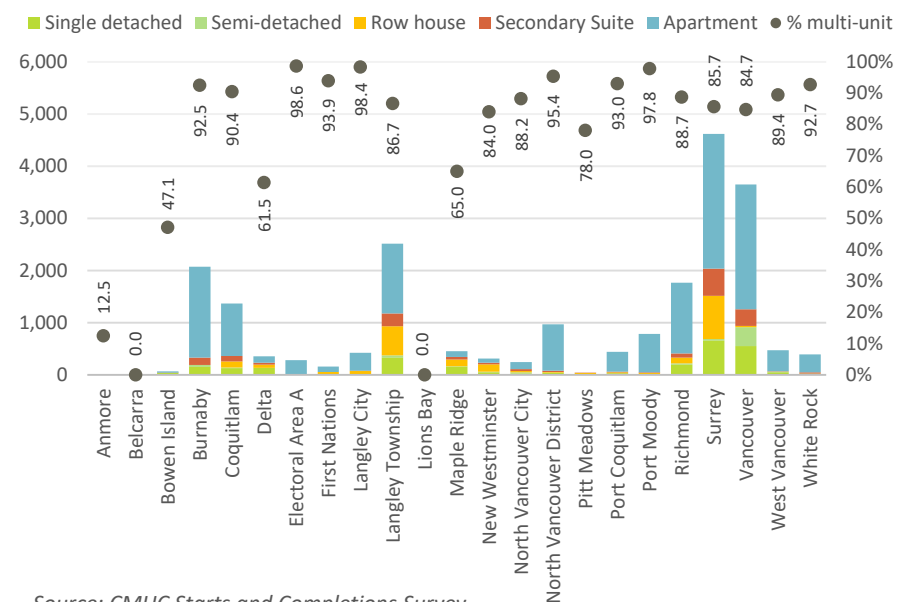
Figure 2.8.1. Housing Completions by Type, Metro Vancouver Region, 2004 to 2022*



Source: CMHC Starts and Completions Survey

*Note: until 2011, secondary suite data was included in the apartment category.

Figure 2.8.2. Housing Completions by Type, Metro Vancouver Jurisdictions, 2022



Source: CMHC Starts and Completions Survey

- The share of multi-unit completions has increased over the years, from 63.1% in 2004, to a high of 80.6% in 2008 before decreasing again to 67.9% in 2011 as a result of the 2008-2009 global economic downturn.
- Since 2011, the share of multi-unit completions has continued to increase steadily, including through the COVID-19 pandemic, to a record high of 86.9% in 2021. However, the current 2022 number of multi-unit dwellings decreased from the previous year (-3,158; -14%).
- The distribution of housing completions by structure type varies among the municipalities and First Nations in the region (Figure 2.8.2).
- In 2022, the greatest number of multi-unit completions occurred in Surrey (3,959; 85.7%) and Vancouver (3,093; 84.7%). However, despite a lower number of housing completions, most jurisdictions observed multi-unit dwelling completion proportions of 80% or greater.

Table 2.8.1. Single Detached Housing Completions for Metro Vancouver Jurisdictions, 2013 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2013*	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Anmore	15	16	15	21	21	16	9	10	4	7	9	13
Belcarra	1	1	0	3	2	3	2	4	3	3	3	2
Bowen Island	13	11	15	15	21	21	37	9	19	37	25	20
Burnaby	292	358	308	303	308	358	224	149	178	155	213	263
Coquitlam	361	278	290	291	256	234	227	162	143	131	179	237
Delta	137	131	152	130	149	211	202	191	166	138	182	161
Electoral Area A	5	4	4	8	7	6	7	5	3	4	5	5
Langley City	3	16	11	5	11	24	17	10	11	7	14	12
Langley Township	310	262	275	243	420	364	273	275	253	336	300	301
Lions Bay	0	1	3	1	0	1	1	2	2	1	1	1
Maple Ridge	208	175	288	369	274	283	196	149	244	160	206	235
New Westminster	38	60	58	49	93	92	64	56	56	50	64	62
North Vancouver City	48	48	46	46	54	71	45	40	32	29	43	46
North Vancouver District	90	97	149	122	152	131	124	89	54	45	89	105
Pitt Meadows	18	5	16	17	11	16	12	6	13	9	11	12
Port Coquitlam	28	54	26	32	38	35	46	30	28	31	34	35
Port Moody	6	6	7	15	31	25	9	17	14	17	16	15
Richmond	354	344	321	413	437	521	272	215	218	200	285	330
Surrey	973	855	892	993	933	1,042	1,095	1,010	943	661	950	940
Vancouver	1,518	1,195	1,125	1,058	1,194	1,321	1,256	1,122	790	557	1,009	1,114
West Vancouver	121	106	159	110	173	112	128	82	75	50	89	112
White Rock	59	62	72	57	49	63	35	40	24	29	38	49
First Nations	n/a	n/a	n/a	32	11	6	0	9	25	10	10	9
METRO VANCOUVER	4,598	4,114	4,245	4,333	4,645	4,956	4,281	3,682	3,298	2,667	3,777	4,082

Source: CMHC Starts and Completions Survey, accessed via CMHC Housing Market Information Portal.

Notes: While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Electoral Area A includes UBC/Uel (University of British Columbia / University Endowment Lands)

Numbers for individual years and municipalities provided by CMHC may not necessarily equal the column total.

*Effective January 2013, single-detached houses with an attached accessory suite are recorded as one unit "Ownership, Single" and the accessory suite as one unit Rental, Apt + Other. In 2012 and prior years, these structures were recorded as two units, "Ownership, Apt + Other" in some markets, including the Vancouver CMA.

n/a: not available

Table 2.8.2. Secondary Suite Housing Completions for Metro Vancouver Jurisdictions, 2013 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Anmore	0	0	0	0	0	0	0	0	0	1	0	0
Belcarra	0	0	0	0	0	0	0	0	0	0	0	0
Bowen Island	0	1	0	1	2	6	7	1	4	4	4	3
Burnaby	0	8	161	229	213	287	189	134	161	144	183	153
Coquitlam	171	138	170	168	159	170	144	104	108	104	126	144
Delta	45	50	80	74	68	88	85	95	61	34	73	68
Electoral Area A	0	0	0	0	0	0	0	0	0	0	0	0
Langley City	0	0	0	0	0	9	6	2	2	5	5	2
Langley Township	111	116	118	65	153	165	135	145	143	242	166	139
Lions Bay	0	0	0	0	0	0	0	0	0	0	0	0
Maple Ridge	0	0	0	14	31	63	43	43	83	48	56	33
New Westminister	0	0	1	31	61	82	51	36	29	30	46	32
North Vancouver City	31	23	26	27	37	51	34	79	49	36	50	39
North Vancouver District	45	38	70	49	86	67	72	50	27	23	48	53
Pitt Meadows	0	0	0	1	0	0	0	1	0	1	0	0
Port Coquitlam	19	19	3	19	20	21	31	20	19	18	22	19
Port Moody	0	0	0	0	4	5	3	6	10	11	7	4
Richmond	93	88	81	90	112	106	95	67	104	83	91	92
Surrey	254	252	391	503	422	516	600	690	702	523	606	485
Vancouver	378	375	367	349	368	481	415	411	348	317	394	381
West Vancouver	0	0	3	0	0	1	0	5	10	8	5	3
White Rock	31	32	52	39	33	46	25	28	16	22	27	32
First Nations	0	0	0	0	0	0	0	0	0	0	0	0
METRO VANCOUVER	1,178	1,133	1,523	1,659	1,769	2,164	1,935	1,917	1,876	1,654	1,909	1,681

Source: CMHC regional housing data, custom data request by Metro Vancouver.

Notes: While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands)

Numbers for individual years and municipalities provided by CMHC may not necessarily equal the column total.

Not all municipalities record accessory suite permits. Before 2014, there was no accessory suite data for Burnaby, New Westminister, Maple Ridge and Pitt Meadows.

n/a: not available

Table 2.8.3. Semi-Detached Housing Completions for Metro Vancouver Jurisdictions, 2013 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Anmore	0	0	0	0	0	0	0	0	0	0	0	0
Belcarra	0	0	0	0	0	0	0	0	0	0	0	0
Bowen Island	0	0	0	0	2	4	0	4	0	2	2	1
Burnaby	68	138	116	98	70	62	78	54	56	36	57	78
Coquitlam	56	64	74	40	72	18	26	38	42	12	27	44
Delta	76	84	2	4	2	0	8	32	16	0	11	22
Electoral Area A	0	0	0	0	0	0	0	0	0	0	0	0
Langley City	0	0	0	0	0	0	0	0	0	0	0	0
Langley Township	4	18	14	20	34	4	28	50	46	42	34	26
Lions Bay	0	0	0	0	0	0	0	0	0	0	0	0
Maple Ridge	2	4	36	8	20	8	6	12	4	10	8	11
New Westminster	6	4	4	6	16	8	8	12	22	14	13	10
North Vancouver City	16	6	18	8	28	28	14	20	28	24	23	19
North Vancouver District	0	0	0	0	0	6	0	2	4	0	2	1
Pitt Meadows	2	2	4	4	6	4	30	26	2	2	13	8
Port Coquitlam	2	6	2	4	6	2	2	2	2	4	2	3
Port Moody	0	2	0	0	0	4	0	0	0	0	1	1
Richmond	26	22	40	20	40	28	40	56	36	26	37	33
Surrey	48	50	52	56	56	60	32	68	70	28	52	52
Vancouver	126	178	166	120	100	104	122	204	262	358	210	174
West Vancouver	6	0	24	0	4	10	0	4	8	8	6	6
White Rock	2	0	2	2	0	0	0	4	0	0	1	1
First Nations	n/a	n/a	n/a	0	0	4	0	0	0	4	2	1
METRO VANCOUVER	440	578	554	390	456	354	394	588	598	570	501	492

Source: CMHC Starts and Completions Survey, accessed via CMHC Housing Market Information Portal.

Notes: While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands)

Numbers for individual years and municipalities provided by CMHC may not necessarily equal the column total.

n/a: not available

Table 2.8.4. Row Housing Completions for Metro Vancouver Jurisdictions, 2013 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Anmore	0	0	0	0	0	0	0	0	0	0	0	0
Belcarra	0	0	0	0	0	0	0	0	0	0	0	0
Bowen Island	0	0	30	0	0	0	0	0	4	0	1	3
Burnaby	50	102	83	74	93	146	4	10	38	0	40	60
Coquitlam	241	84	103	73	44	70	179	226	297	115	177	143
Delta	0	24	74	74	208	13	138	107	115	64	87	82
Electoral Area A	16	7	0	11	0	0	0	26	7	0	7	7
Langley City	0	38	0	0	13	29	65	60	185	70	82	46
Langley Township	201	384	459	500	713	323	207	404	563	559	411	431
Lions Bay	0	0	0	0	0	0	0	0	0	0	0	0
Maple Ridge	30	68	177	320	157	141	175	282	86	126	162	156
New Westminster	43	90	55	32	89	70	81	54	12	141	72	67
North Vancouver City	23	4	24	0	18	18	15	96	22	24	35	24
North Vancouver District	37	0	46	100	0	28	25	54	72	16	39	38
Pitt Meadows	28	8	36	4	0	0	37	78	60	29	41	28
Port Coquitlam	94	128	83	137	68	61	59	17	9	14	32	67
Port Moody	23	0	0	21	0	8	74	65	36	22	41	25
Richmond	144	206	90	206	288	47	271	220	139	107	157	172
Surrey	1,134	1,245	982	1,155	1,309	1,545	931	864	1,203	825	1,074	1,119
Vancouver	132	95	35	102	99	197	71	53	56	25	80	87
West Vancouver	0	0	4	9	0	14	3	0	0	6	5	4
White Rock	15	21	0	0	0	4	4	0	0	0	2	4
First Nations	n/a	n/a	n/a	0	5	49	122	86	42	43	68	35
METRO VANCOUVER	2,211	2,504	2,281	2,818	3,104	2,763	2,461	2,702	2,946	2,186	2,612	2,598

Source: CMHC Starts and Completions Survey, accessed via CMHC Housing Market Information Portal.

Notes: While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands)

Numbers for individual years and municipalities provided by CMHC may not necessarily equal the column total.

n/a: not available

Table 2.8.5. Apartment Housing Completions for Metro Vancouver Jurisdictions, 2013 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Anmore	0	0	0	0	0	0	0	0	0	0	0	0
Belcarra	0	0	0	0	0	0	0	0	0	0	0	0
Bowen Island	0	0	0	0	1	0	4	0	0	27	6	3
Burnaby	930	858	2,006	710	1,395	1,984	2,026	4,116	2,587	1,740	2,491	1,835
Coquitlam	1,003	813	491	562	817	482	1,056	903	1,386	1,006	967	852
Delta	36	115	0	183	347	2	393	128	184	122	166	151
Electoral Area A	466	232	199	235	340	282	249	557	227	283	320	307
Langley City	63	0	67	0	254	4	314	324	277	343	252	165
Langley Township	332	399	153	373	282	505	448	313	834	1,339	688	498
Lions Bay	0	0	0	0	0	0	0	0	0	0	0	0
Maple Ridge	292	51	201	46	50	123	131	447	252	113	213	171
New Westminister	359	379	196	490	868	484	1,287	503	0	78	470	464
North Vancouver City	362	504	336	262	555	697	524	519	767	133	528	466
North Vancouver District	140	3	342	253	2	520	383	644	429	887	573	360
Pitt Meadows	68	84	106	0	0	0	82	0	0	0	16	34
Port Coquitlam	129	129	125	63	302	64	380	196	354	376	274	212
Port Moody	291	291	0	0	0	0	0	0	654	735	278	197
Richmond	1,430	1,430	1,436	1,894	1,206	2,160	401	1,341	1,345	1,353	1,320	1,400
Surrey	1,153	1,153	751	555	1,401	979	1,213	1,215	1,498	2,583	1,498	1,250
Vancouver	2,444	2,443	2,151	3,318	3,855	5,870	4,451	3,788	5,127	2,393	4,326	3,584
West Vancouver	147	147	93	1	8	70	83	77	42	400	134	107
White Rock	217	5	90	3	149	1	101	79	342	344	173	133
First Nations	n/a	n/a	n/a	0	0	91	0	0	206	108	81	41
METRO VANCOUVER	9,965	9,402	8,743	8,948	11,832	14,318	13,532	15,150	16,511	14,363	14,775	12,276

Source: CMHC regional housing data, custom data request by Metro Vancouver.

Notes: CMHC's full category title is "apartment & other".

While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Electoral Area A includes UBC/Uel (University of British Columbia / University Endowment Lands)

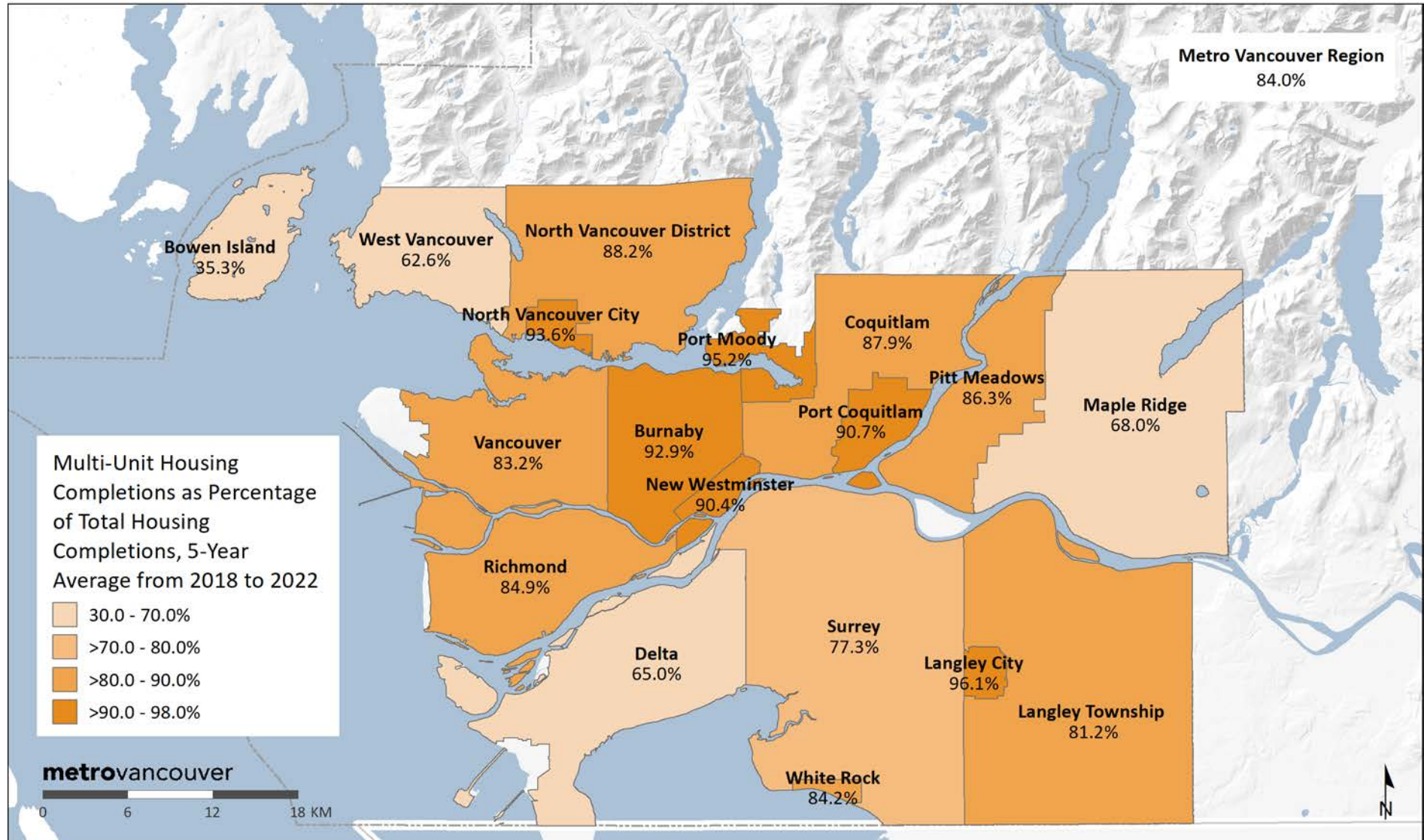
Numbers for individual years and municipalities provided by CMHC may not necessarily equal the column total.

*Effective January 2013, single-detached houses with an attached accessory suite are recorded as one unit "Ownership, Single" and the accessory suite as one unit Rental, Apt + Other. In 2012 and prior years, these structures were recorded as two units, "Ownership, Apt + Other" in some markets, including the Vancouver CMA.

Seniors' independent/assisted living units are included in the count if units are self contained with full kitchen. Units with only a microwave and bar fridge are excluded.

n/a: not available

Map 2.8. Multi-Unit Housing Completions as Percentage of Total Housing Completions, Metro Vancouver, 2018 to 2022 (5 year average)



Tsawwassen First Nation, Anmore, Belcarra, Lions Bay, and Electoral Area A are not displayed due to data availability, geography limitations, or relatively small values of 5-year average.

Source: CMHC Starts and Completions Survey

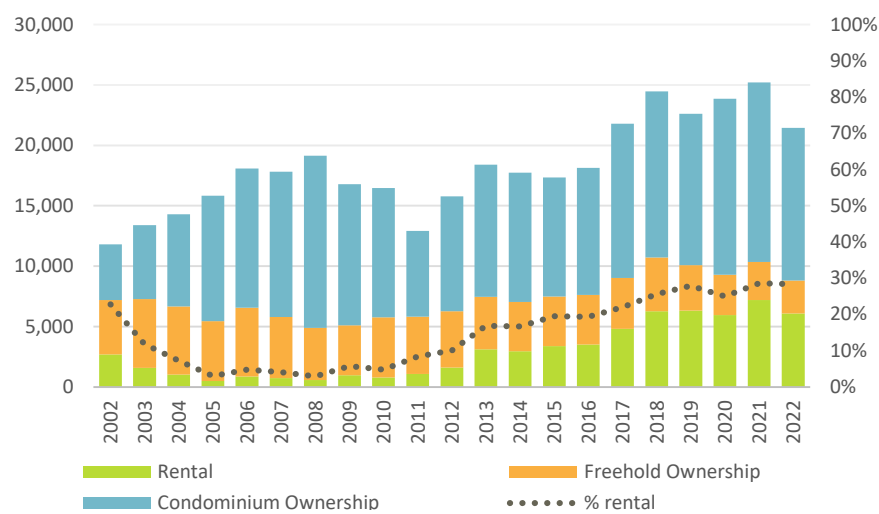
2.9 Housing Completions by Tenure

One of the priorities set out in the *Metro Vancouver Regional Affordable Housing Strategy* is to expand the supply of rental housing, including new purpose built market rental housing. Over the past twenty years, there have been very few newly built rental units in the region, although in recent years the number of rental completions has started to grow.

Key Observations

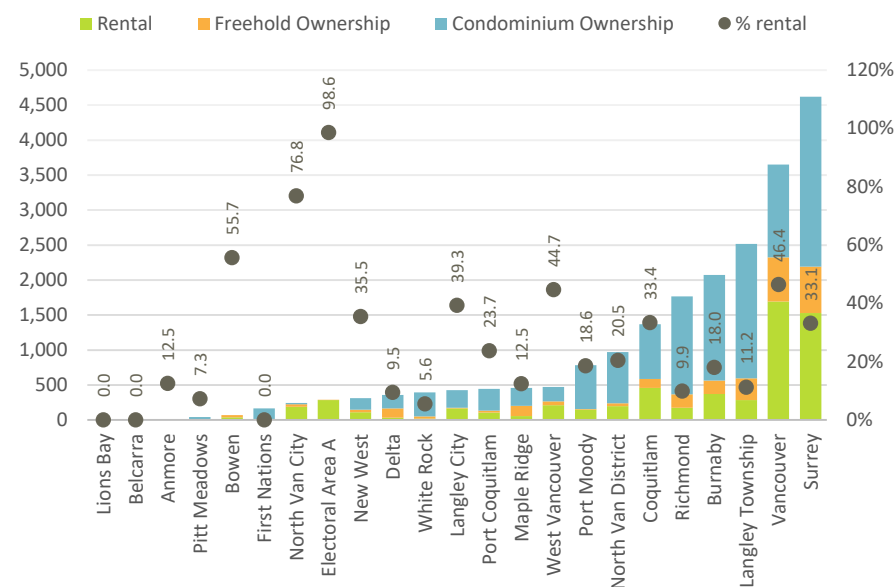
- In 2022, the region had 6,082 rental housing completions (28.4% of all completions). Although the amount of housing completions decreased since 2021 (-16%), the proportion (of all) has remained constant.
- The distribution of housing completions has changed substantially over the past 20 years (Figure 2.9.1). Over time, the proportion of ownership completions has decreased. Meanwhile, rental completions have recovered from several years of historic lows; overall they have gradually increased over the past 10 years.

Figure 2.9.1. Housing Completions by Tenure, Metro Vancouver Region, 2002 to 2022



Source: CMHC Starts and Completions Survey

Figure 2.9.2. Housing Completions by Tenure, Metro Vancouver Jurisdictions, 2022



Source: CMHC Starts and Completions Survey

- Freehold ownership has decreased from 38.2% of all completions in 2002 to 12.7% in 2022. In the same period, condo ownership has increased from 39.0% to 59.0%.
- The distribution of housing completions by tenure varies among the jurisdictions across the region, as shown in Figure 2.9.2.
- In 2022, rental completions represented an average of 28.4% of all housing completions in the region, but this varied from a low of 0% in Lions Bay, Belcarra, and First Nations of the region, to a high of 98.6% in Electoral Area A (a substantial increase since 2021, which had zero rental completions).
- The greatest number of rental completions (1,695) were in the City of Vancouver, same as in 2021. However, Vancouver's 2022 rental completions were much lower (-44%) than in the previous year.

Table 2.9.1. Ownership Housing Completions by Ownership Type for Metro Vancouver Jurisdictions, 2018 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2018		2019		2020		2021		2022	
	Freehold	Condominium	Freehold	Condominium	Freehold	Condominium	Freehold	Condominium	Freehold	Condominium
Anmore	13	2	8	1	6	1	1	1	6	1
Belcarra	3	0	1	0	4	0	1	0	3	0
Bowen	23	0	37	0	13	0	18	4	31	0
Burnaby	420	1,935	300	1,535	203	4,124	234	2,275	191	1,510
Coquitlam	236	555	216	1,255	149	994	140	1,419	129	782
Delta	188	31	203	467	189	253	155	281	133	191
Electoral Area A	6	106	7	255	5	267	3	234	4	0
Langley City	24	33	17	119	10	330	11	462	7	251
Langley Township	308	776	238	404	234	686	219	1,297	313	1,922
Lion's Bay	1	0	1	0	2	0	2	0	1	0
Maple Ridge	279	262	187	295	142	451	222	196	146	254
New West	96	355	64	625	62	514	54	20	38	164
North Van City	84	591	43	369	48	470	51	217	38	19
North Van District	129	552	121	199	87	371	50	324	41	731
Pitt Meadows	18	0	23	135	9	100	13	60	9	29
Port Coquitlam	31	66	40	147	27	172	26	296	29	309
Port Moody	16	21	7	75	13	65	12	319	13	626
Richmond	516	2,234	270	672	209	1,587	228	1,468	193	1,401
Surrey	1,063	2,415	1,088	2,178	1,026	1,840	952	2,436	661	2,428
Vancouver*	790	3,591	752	3,564	757	2,118	646	2,928	632	1,323
West Vancouver	118	86	125	88	85	77	82	0	56	205
White Rock	67	0	35	4	44	51	24	342	29	344
First Nations	6	144	0	122	0	95	0	272	14	151
METRO VANCOUVER	4,435	13,755	3,783	12,509	3,324	14,566	3,144	14,851	2,717	12,641

Source: CMHC Starts and Completions Survey, accessed via CMHC Housing Market Information Portal.

Notes: Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands).

Total includes ownership, rental, and co-op units. There were zero co-op housing unit completions in 2019 and 2022, and 90 co-op unit completions in 2018 (all in the City of Vancouver), 188 co-op unit completions in 2020 (all in the City of Vancouver), and 27 co-op unit completions in 2021 (all in the City of North Vancouver).

Definition: Freehold - A residence where the owner owns the dwelling and the lot outright.

Definition: Condominium - An individual dwelling which is privately owned, but where the building and/or land are collectively owned by all dwelling unit owners.

*There was a 90-unit cooperative housing project in the City of Vancouver completed in 2018.

Table 2.9.2. Purpose-Built Rental Completions for Metro Vancouver Jurisdictions, 2012-2022

MUNICIPALITY / MEMBER JURISDICTION	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Anmore	0	3	2	0	1	0	1	0	3	2	1	1	1
Belcarra	0	0	0	0	0	0	0	1	0	2	0	1	0
Bowen Island	0	0	1	0	1	4	8	11	1	5	39	13	7
Burnaby	64	6	12	161	229	380	482	686	136	511	374	438	298
Coquitlam	197	187	164	177	173	176	183	161	290	417	457	302	239
Delta	27	52	71	82	142	73	95	156	111	106	34	100	92
Electoral Area A	0	281	0	94	0	126	176	0	316	0	283	155	128
Langley City	0	0	0	0	0	184	9	266	56	2	167	100	68
Langley Township	149	130	191	147	271	190	277	449	267	323	283	320	253
Lions Bay	46	0	0	0	0	0	0	0	0	0	0	0	0
Maple Ridge	0	6	2	78	21	40	77	69	340	251	57	159	94
New Westminster	24	25	0	1	70	621	285	802	85	45	111	266	205
North Vancouver City	115	96	29	206	163	150	190	220	236	603	189	288	208
North Vancouver District	188	45	41	70	229	93	71	284	381	212	199	229	163
Pitt Meadows	71	2	0	0	2	2	2	3	2	2	3	2	2
Port Coquitlam	17	19	80	5	48	20	86	331	66	90	105	136	85
Port Moody	0	0	0	0	0	4	5	4	10	383	146	110	55
Richmond	298	300	150	382	257	376	112	137	103	146	175	135	214
Surrey	107	451	342	426	577	526	664	605	981	1,028	1,531	962	713
Vancouver	690	1,346	1,693	1,495	1,284	1,802	3,502	1,999	2,515	3,009	1,695	2,544	2,034
West Vancouver	0	129	141	3	2	0	3	1	6	53	211	55	55
White Rock	25	31	42	53	39	33	47	126	56	16	22	53	47
First Nations	0	0	0	2	4	0	0	0	0	1	0	0	1
METRO VANCOUVER	2,416	3,109	2,961	3,382	3,513	4,800	6,275	6,311	5,961	7,207	6,082	6,367	4,960

Source: CMHC Starts and Completions Survey, accessed via CMHC Housing Market Information Portal.

Notes: While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Total does not include co-op starts.

Electoral Area A contains data for UBC/UEL (University of British Columbia and University Endowment Lands).

Definition: Rental - A dwelling constructed for rental purposes regardless of who finances the structure.

2015/16/17/18/19/20/21/22 data includes secondary suites and laneway rental housing (single detached rental).

Some data for 2012 have been restated in the above table, to allow comparison with the more recent data. Other CMHC reports do not contain this restated data, therefore figures for 2012 may not match the above. Effective January 2013, single-detached houses with an attached accessory suite are recorded as one unit "Ownership, Single" and the accessory suite as one unit "Rental, Apt + Other". In 2012 and prior years, these structures were recorded as two units, "Ownership, Freehold, Apt + Other" in some markets, including the Vancouver CMA.

Table 2.9.3. Purpose-Built Rental Completions By Rental Housing Type for Metro Vancouver Jurisdictions, 2019-2022**

MUNICIPALITY / MEMBER JURISDICTION	Accessory Suites				Single Detached Rental *				Market Rental (apt & row)				Social Hsg Rental			
	2019	2020	2021	2022	2019	2020	2021	2022	2019	2020	2021	2022	2019	2020	2021	2022
Anmore	0	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0
Belcarra	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
Bowen Island	7	1	4	4	0	0	1	8	4	0	0	27	0	0	0	0
Burnaby	189	134	161	144	0	0	0	0	300	2	259	90	197	0	91	140
Coquitlam	144	104	108	104	16	17	6	1	1	169	303	277	0	0	0	75
Delta	85	95	61	34	1	4	3	0	70	12	0	0	0	0	0	0
Electoral Area A	0	0	0	0	0	0	0	0	0	316	0	110	0	0	0	173
Langley City	6	2	2	5	0	0	0	0	260	48	0	162	0	0	0	0
Langley Township	135	145	143	242	30	40	35	41	284	0	145	0	0	82	0	0
Lions Bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maple Ridge	43	43	83	48	6	9	8	9	18	288	66	0	0	0	94	0
New Westminster	51	36	29	30	6	5	16	9	734	0	0	72	6	44	0	0
North Vancouver City	34	79	49	36	16	12	12	13	170	145	542	123	0	0	0	10
North Vancouver District	72	50	27	23	3	2	4	4	209	319	75	130	0	0	106	42
Pitt Meadows	0	1	0	1	3	1	2	2	0	0	0	0	0	0	0	0
Port Coquitlam	31	20	19	18	6	5	4	4	294	41	67	0	0	0	0	72
Port Moody	3	6	10	11	1	4	2	4	0	0	371	76	0	0	0	55
Richmond	95	67	104	83	2	5	2	2	0	31	0	0	40	0	40	90
Surrey	600	690	702	523	4	1	1	0	1	217	224	723	0	73	101	285
Vancouver	415	411	348	317	618	548	384	276	779	1,028	1,298	782	187	490	979	320
West Vancouver	0	5	10	8	1	1	1	0	0	0	42	192	0	0	0	11
White Rock	25	28	16	22	0	0	0	0	101	28	0	0	0	0	0	0
First Nations	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
METRO VANCOUVER	1,935	1,917	1,876	1,654	714	657	486	373	3,225	2,644	3,392	2,764	430	689	1,411	1,273

Source: CMHC Starts and Completions Survey, custom data request.

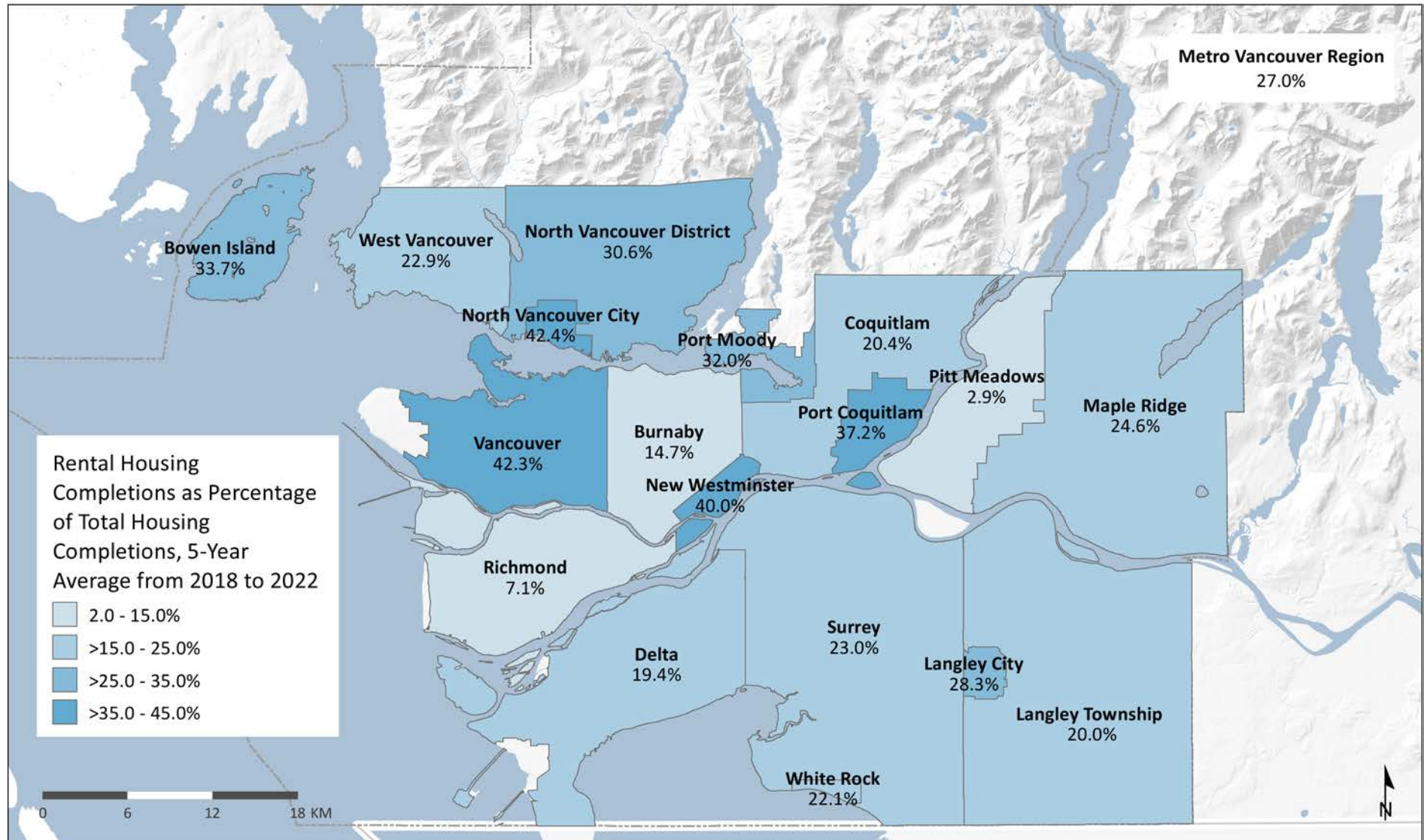
Notes: While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Electoral Area A contains data for UBC/UEL (University of British Columbia and University Endowment Lands).

Definition: Rental - A dwelling constructed for rental purposes regardless of who finances the structure.

*Single detached rental is usually laneway / coachhouse rental housing that is non-subsidized.

**Purpose-built rental units in mixed-tenure structures are included in this table if they were indicated as rental at the time of the survey.

Map 2.9. Rental Housing Completions as Percentage of Total Housing Completions, Metro Vancouver, 2018 to 2022 (5 year average)

Tsawwassen First Nation, Anmore, Belcarra, Lions Bay, and Electoral Area A are not displayed due to data availability, geography limitations, or relatively small values of 5-year average.
Source: CMHC Starts and Completions Survey

2.10 Demolitions

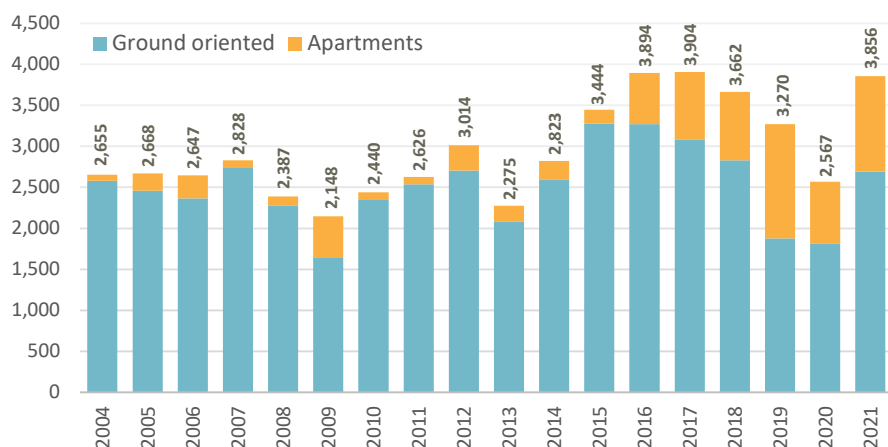
It is important to monitor the number of demolitions as they affect the net unit additions to the housing stock. Especially in the case of rental housing stock, demolitions can result in a loss of needed affordable rental units through the demolition and redevelopment of older rental apartment buildings.

Demolition data presented here is made available through a custom data request from Statistics Canada. Municipalities may have additional data available through their own internal administrative records.

Key Observations

- The number of residential unit demolitions in Metro Vancouver in 2021 was higher than the previous three years, and higher than the 10-year average of 3,271 unit demolitions.
- 2021 saw the second-highest number of apartment unit demolitions in the past 15 years, following 2019 when apartment units accounted for 42.6% of demolitions.

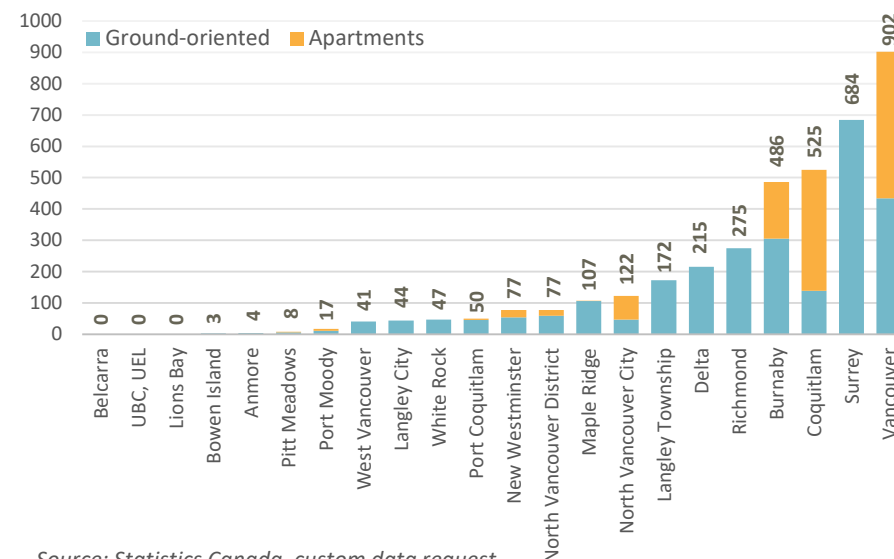
Figure 2.10.1. Housing Unit Demolitions in Metro Vancouver, 2004 to 2021



Source: Statistics Canada, custom data request

Note: Secondary suite demolitions are included in the "Apartments" group.

Figure 2.10.2. Housing Unit Demolitions in Metro Vancouver Jurisdictions, 2021



Source: Statistics Canada, custom data request

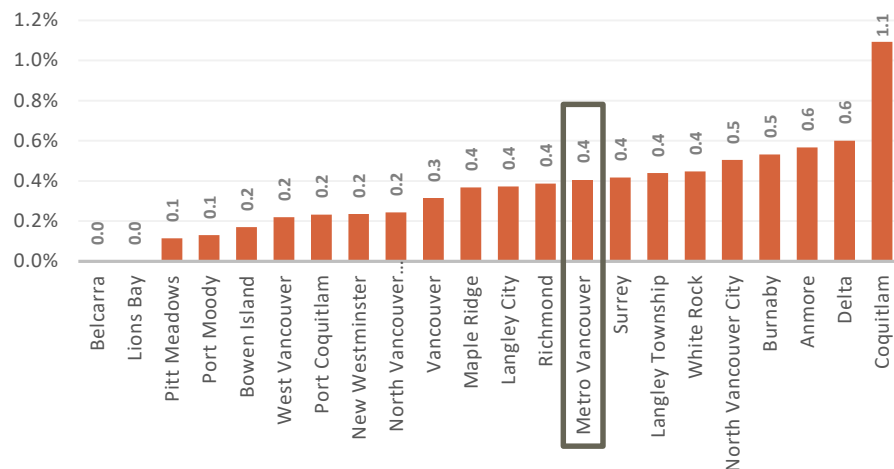
Note: Secondary suite demolitions are included in the "Apartments" group.

- Vancouver, Surrey, and Coquitlam had the highest number of total unit demolitions in 2021.
- The municipalities with the most apartment unit demolitions in 2021 were Vancouver, Coquitlam, and Burnaby.



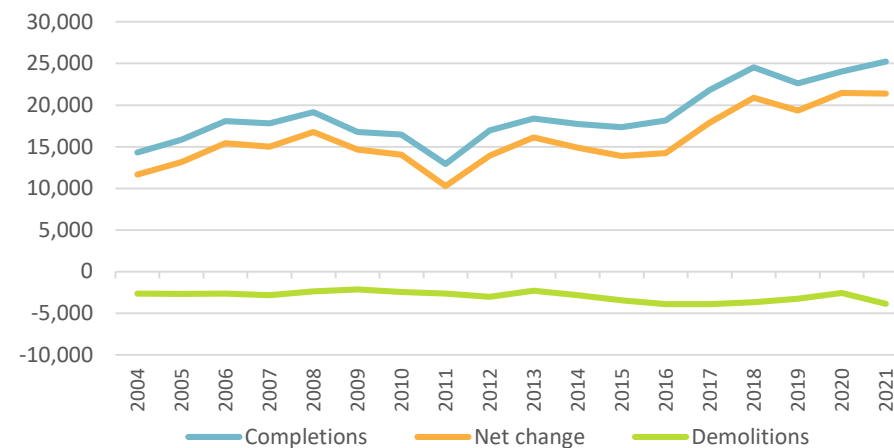
Demolition site, Metro Vancouver.

Figure 2.10.3. Demolitions as Percentage of Total Private Dwellings, 2021



Source: Statistics Canada, custom data request, and 2021 Census of Population

Figure 2.10.4. Residential Unit Completions, Demolitions, and Net Change in Metro Vancouver, 2004 to 2021

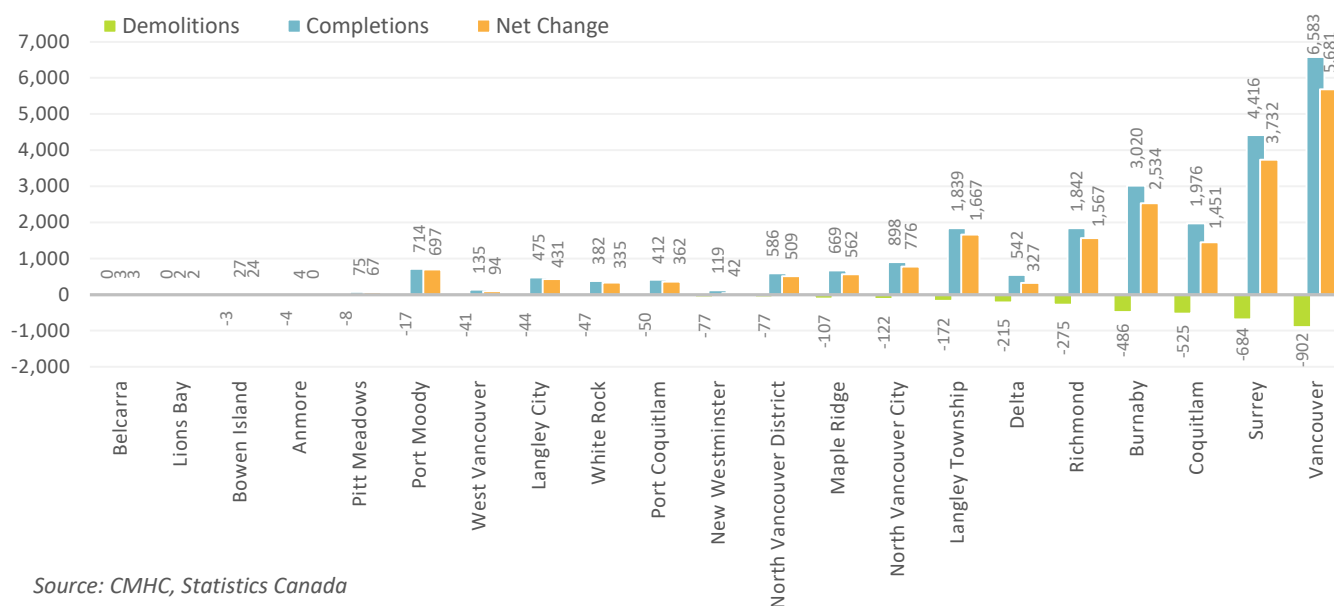


Source: CMHC, Statistics Canada

Although demolitions in the region have increased significantly over the past 10 years (46.8%), residential completions have increased even more (95.3%), resulting in significant growth in the annual net change in residential units between 2011 and 2021 (107.6%).

It is difficult to compare demolitions in different jurisdictions, as housing stock composition and development conditions may differ in each one. However, Figure 2.10.3 shows that Coquitlam had a higher rate of unit demolition than the rest of the region when compared against the total number of private dwellings. And Figure 2.10.5 shows how demolitions compared to completions in each jurisdiction in 2021.

Figure 2.10.5. Residential Unit Completions, Demolitions, and Net Change in Metro Vancouver Jurisdictions, 2021



Source: CMHC, Statistics Canada

Table 2.10.1. Total Housing Unit Demolitions for Metro Vancouver Jurisdictions, 2012 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Anmore	6	1	5	4	0	2	2	1	2	4	1	2	2
Belcarra	1	2	1	1	1	4	0	0	2	0	2	1	1
Bowen Island	0	1	3	4	7	4	9	4	4	3	7	5	5
Burnaby	434	419	556	481	781	525	468	263	347	486	668	446	499
Coquitlam	154	111	45	113	60	102	216	319	168	525	104	266	176
Delta	94	97	99	131	161	175	164	129	122	215	155	157	145
Electoral Area A	3	0	0	0	0	0	0	0	0	0	0	0	0
Langley City	3	12	10	16	61	36	49	169	82	44	39	77	52
Langley Township	83	73	79	115	125	129	181	102	117	172	42	123	114
Lions Bay	0	0	0	0	0	0	0	3	0	0	0	1	0
Maple Ridge	60	41	44	62	131	61	56	51	87	107	35	67	68
New Westminster	106	46	70	68	57	54	60	52	34	77	35	52	55
North Vancouver City	112	35	58	84	69	154	78	227	74	122	31	106	93
North Vancouver District	109	127	152	154	165	111	133	275	84	77	54	125	133
Pitt Meadows	6	8	8	2	14	10	47	12	6	8	7	16	12
Port Coquitlam	27	26	38	35	31	45	84	43	18	50	36	46	41
Port Moody	3	5	8	12	18	15	49	15	20	17	7	22	17
Richmond	184	60	203	450	509	388	148	32	162	275	156	155	238
Surrey	453	432	464	506	604	637	721	486	483	684	415	558	543
Vancouver	1,034	606	0	1,030	886	1,291	1,068	1,010	689	902	496	833	798
West Vancouver	116	121	99	124	165	101	73	57	40	41	55	53	88
White Rock	29	52	68	52	49	60	56	20	26	47	26	35	46
METRO VANCOUVER	3,014	2,275	2,823	3,444	3,894	3,904	3,662	3,270	2,567	3,856	2,371	3,145	3,207

Source: Statistics Canada, custom data request, and municipalities

Notes: While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Table 2.10.2. Apartment Unit Demolitions for Metro Vancouver Jurisdictions, 2012 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Anmore	0	0	1	0	0	0	0	0	0	0	0	0	0
Belcarra	0	0	0	0	0	0	0	0	0	0	0	0	0
Bowen Island	0	0	0	0	0	0	0	0	0	0	0	0	0
Burnaby	52	111	137	60	377	165	83	105	157	181	393	184	177
Coquitlam	0	0	0	1	0	0	21	216	72	386	36	146	73
Delta	0	0	0	0	1	0	2	0	0	0	2	1	1
Electoral Area A	0	0	0	0	0	0	0	0	0	0	0	0	0
Langley City	0	0	0	0	45	2	6	4	41	0	0	10	10
Langley Township	0	2	4	2	4	2	5	66	4	0	0	15	9
Lions Bay	0	0	0	0	0	0	0	0	0	0	0	0	0
Maple Ridge	0	0	0	0	54	0	0	1	0	1	0	0	6
New Westminster	58	0	29	5	0	0	0	12	3	23	0	8	7
North Vancouver City	66	0	0	31	13	16	13	179	33	75	0	60	36
North Vancouver District	0	0	0	2	2	0	5	123	28	18	0	35	18
Pitt Meadows	0	0	0	0	0	0	0	0	0	2	0	0	0
Port Coquitlam	0	0	0	0	1	0	47	0	0	4	0	10	5
Port Moody	0	0	0	0	0	0	0	5	4	6	2	3	2
Richmond	0	0	0	6	0	0	0	0	2	0	2	1	1
Surrey	0	0	0	0	1	1	0	1	0	0	1	0	0
Vancouver	134	76	0	61	123	638	650	682	412	468	168	476	328
West Vancouver	0	0	0	0	2	0	0	0	0	0	0	0	0
White Rock	0	3	0	0	0	2	0	0	0	0	0	0	1
METRO VANCOUVER	310	192	231	168	623	826	832	1,394	756	1,164	604	950	679

Source: Statistics Canada, custom data request, and municipalities

Source: City of Coquitlam 2016 (apartment data).

Notes: Secondary suite demolitions are included with the "apartment" demolitions.

While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Table 2.10.3. Ground Oriented Dwelling Demolitions for Metro Vancouver Jurisdictions, 2012 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Anmore	6	1	4	4	0	2	2	1	2	4	1	2	2
Belcarra	1	2	1	1	1	4	0	0	2	0	2	1	1
Bowen Island	0	1	3	4	7	4	9	4	4	3	7	5	5
Burnaby	382	308	419	421	404	360	385	158	190	305	275	263	323
Coquitlam	154	111	45	112	60	102	195	103	96	139	68	120	103
Delta	94	97	99	131	160	175	162	129	122	215	153	156	144
Electoral Area A	3	0	0	0	0	0	0	0	0	0	0	0	0
Langley City	3	12	10	16	16	34	43	165	41	44	39	66	42
Langley Township	83	71	75	113	121	127	176	36	113	172	42	108	105
Lions Bay	0	0	0	0	0	0	0	3	0	0	0	1	0
Maple Ridge	60	41	44	62	77	61	56	50	87	106	35	67	62
New Westminster	48	46	41	63	57	54	60	40	31	54	35	44	48
North Vancouver City	46	35	58	53	56	138	65	48	41	47	31	46	57
North Vancouver District	109	127	152	152	163	111	128	152	56	59	54	90	115
Pitt Meadows	6	8	8	2	14	10	47	12	6	6	7	16	12
Port Coquitlam	27	26	38	35	30	45	37	43	18	46	36	36	35
Port Moody	3	5	8	12	18	15	49	10	16	11	5	18	15
Richmond	184	60	203	444	509	388	148	32	160	275	154	154	237
Surrey	453	432	464	506	603	636	721	485	483	684	414	557	543
Vancouver	900	530	0	969	763	653	418	328	277	434	328	357	470
West Vancouver	116	121	99	124	163	101	73	57	40	41	55	53	87
White Rock	29	49	68	52	49	58	56	20	26	47	26	35	45
METRO VANCOUVER	2,704	2,083	2,592	3,276	3,271	3,078	2,830	1,876	1,811	2,692	1,767	2,195	2,528

Source: Statistics Canada, custom data request, and municipalities

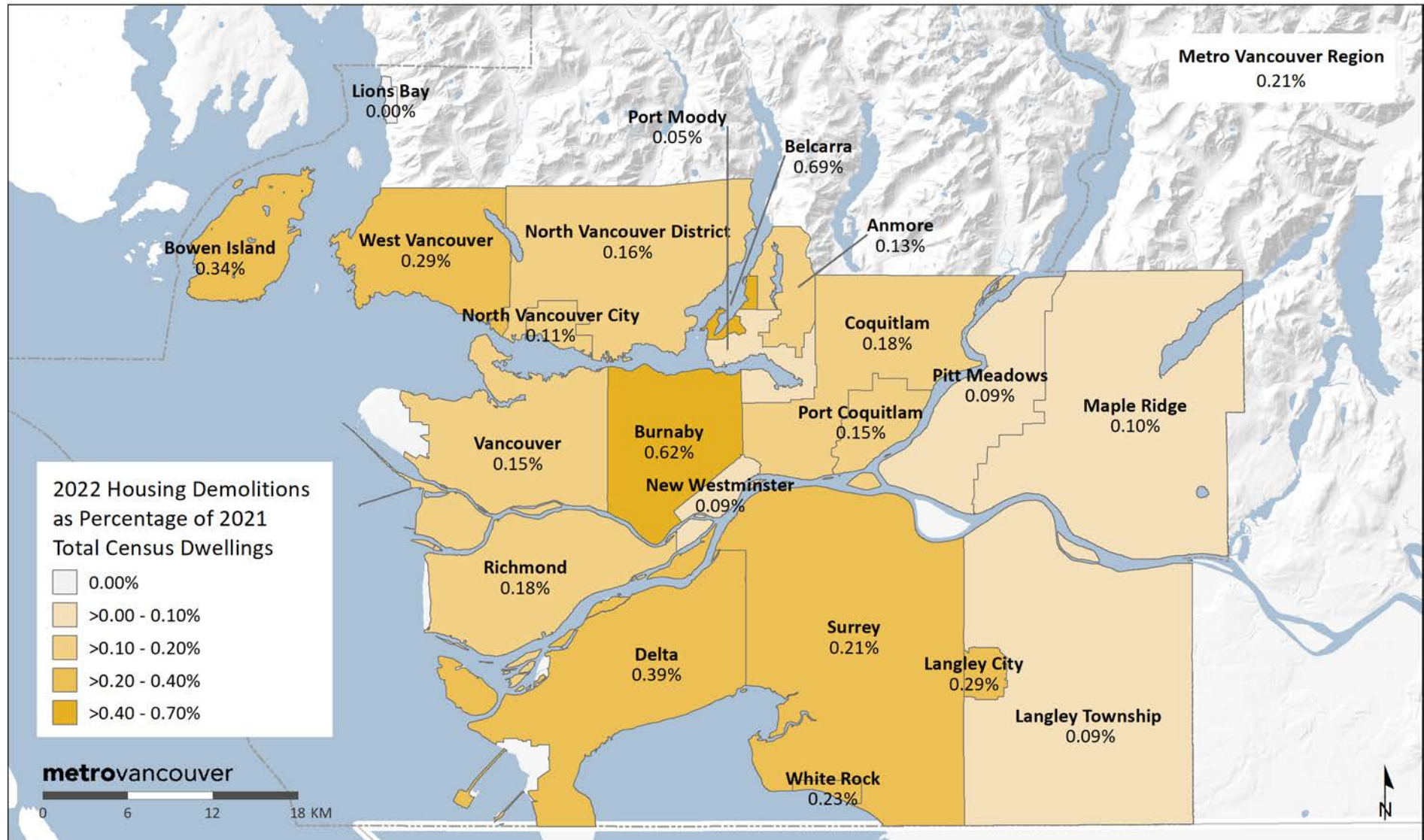
Source: City of Coquitlam 2016 (apartment data).

Notes: Ground Oriented Dwellings include Single Detached, Cottages, Mobiles, Duplexes, Semi-detached, and Row House.

Secondary suite demolitions are included with the "apartment" demolitions.

While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

Map 2.10. Housing Demolitions as Percentage of Total Dwellings, Metro Vancouver, 2022



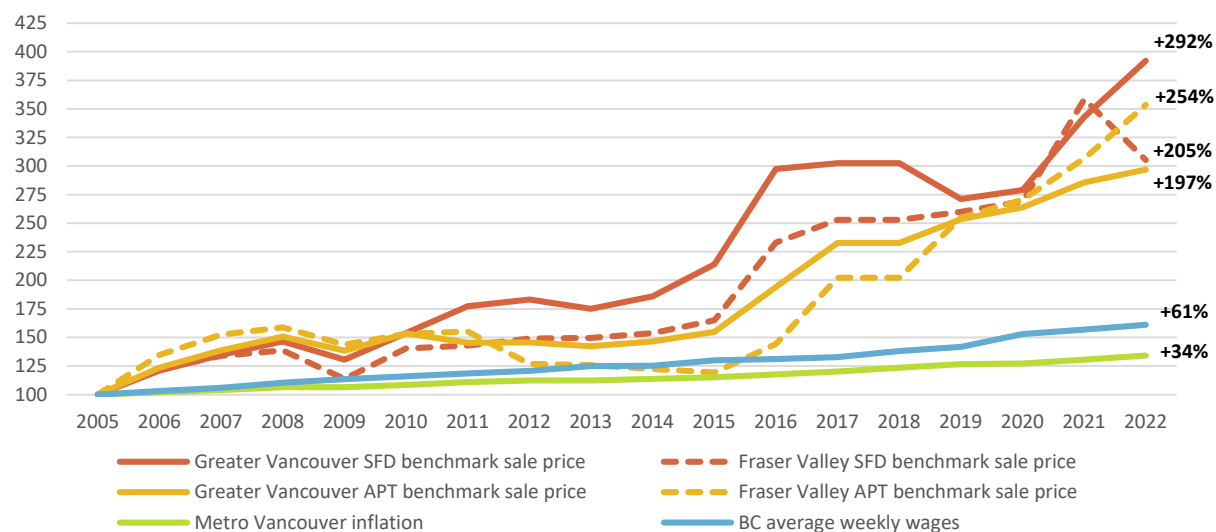
PART 3 | OWNERSHIP HOUSING

This section provides an overview of ownership housing in Metro Vancouver and member jurisdictions. It includes information on the different types of ownership housing available, the median value of owned homes, benchmark sale prices, sale volumes, and a sales-to-income ratio.

HIGHLIGHTS

- **The ownership stock is renewing rapidly.** More than half (55%) of owner-occupied dwellings in the region were built within the past 30 years (between 1991 and 2021).
- **Home prices have increased much faster than wages or inflation.** Across the region, benchmark home sale prices have doubled and tripled in the past 15 years, while wages and inflation have increased much more slowly (see chart below).
- **Home sales also increased quickly in the past few years, leading to increasing sale prices.** During the COVID-19 pandemic, the number of sales increased drastically despite high home prices – especially of single detached homes. In 2022, the number of home sales dropped by almost 40% compared to levels in 2021.

Growth (% change from 2005 levels) in Benchmark Home Sale Prices, Weekly Wages, and Inflation, 2005 to 2022



Source: Statistics Canada, REBGV, FVREB, BC Stats



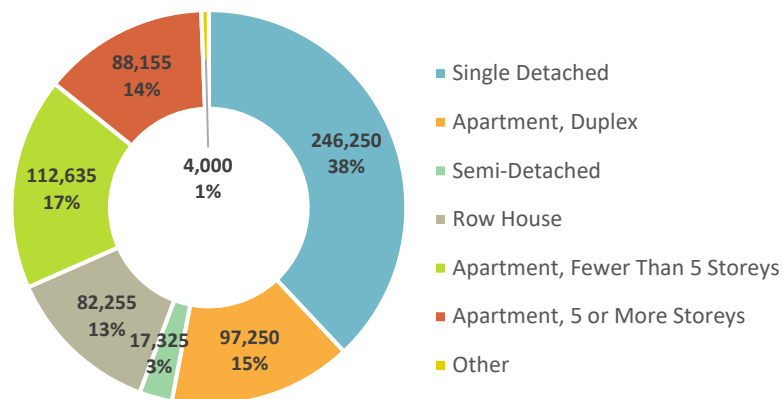
3.1 Owner-Occupied Housing Inventory by Structure Type and Age of Building

The Census provides information on owner-occupied units by structure type as well as unit age. Providing diverse housing choices for owners requires a good understanding of the makeup of the existing housing stock available for ownership, as well as any changes that may be expected due to aging of the housing stock.

Key Observations

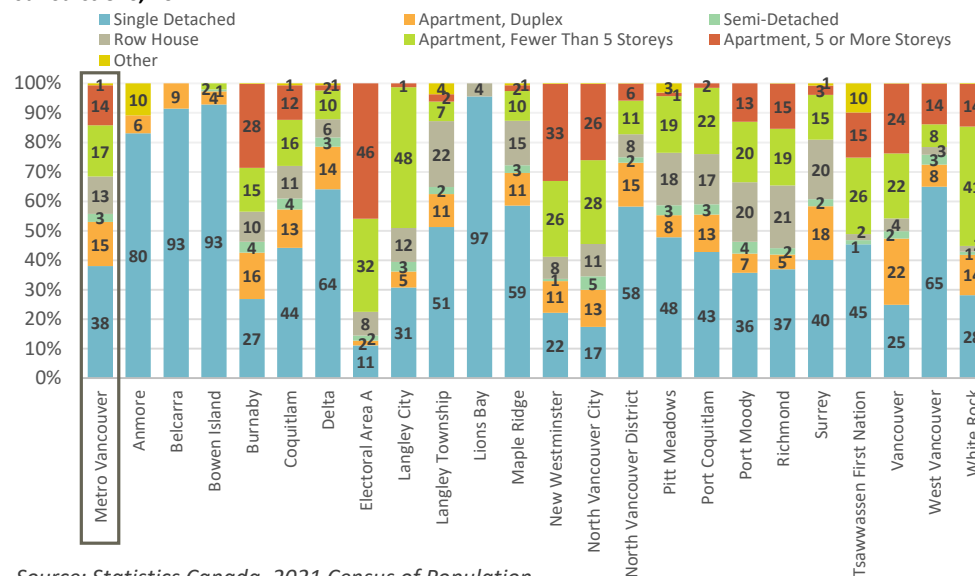
- In 2021, 38% of owner households in Metro Vancouver lived in single detached housing. This proportion varied substantially across the region.
- Owner-occupied apartments (low-rise and high-rise condominiums) accounted for 31% of owner-occupied units in the region.
- Between 2016 and 2021, there was a decrease of 3,600 owner-occupied single detached units in the region. During the same time, the number of owner-occupied high-rise apartments increased by 14,975 units, low-rises increased by 9,435 units, row houses increased by 8,220 units, etc.
- The areas with the greatest increase in high-rise owner-occupied units were Burnaby, Vancouver, Richmond, Surrey, and Coquitlam.

Figure 3.1.2. Distribution of Owner-Occupied Dwellings by Structure Type, Metro Vancouver, 2021



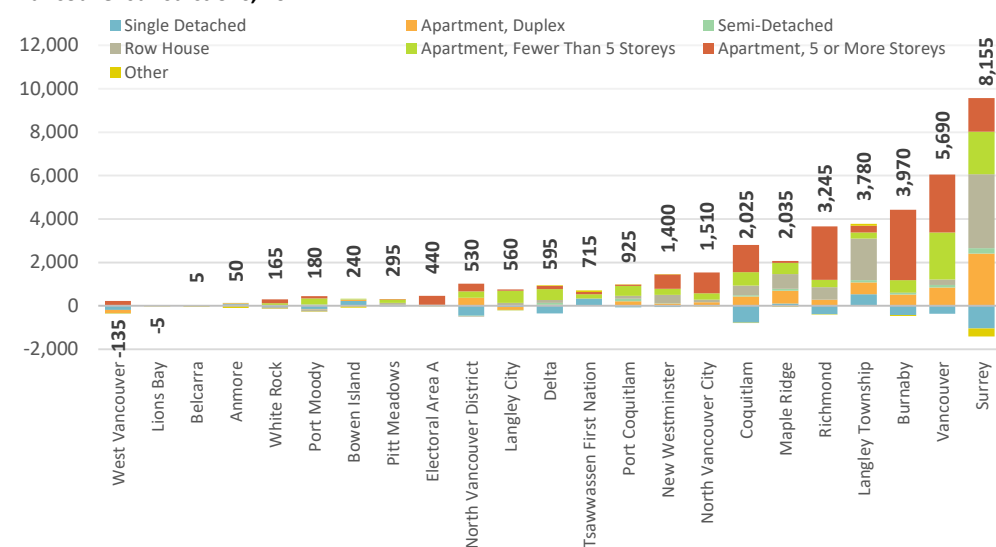
Source: Statistics Canada, 2021 Census of Population

Figure 3.1.1. Distribution of Owner-Occupied Dwellings by Structure Type, Metro Vancouver Jurisdictions, 2021



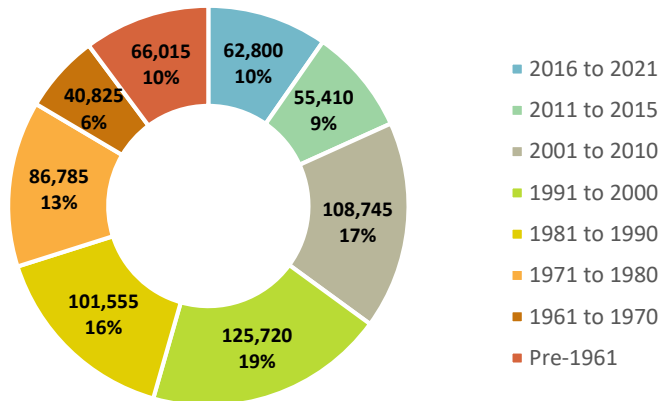
Source: Statistics Canada, 2021 Census of Population

Figure 3.1.3. Change in Owner-Occupied Dwellings Since 2016 Census by Structure Type, Metro Vancouver Jurisdictions, 2021



Source: Statistics Canada, 2021 Census of Population

Figure 3.1.4. Distribution of Owner-Occupied Dwellings by Year of Construction, Metro Vancouver, 2021

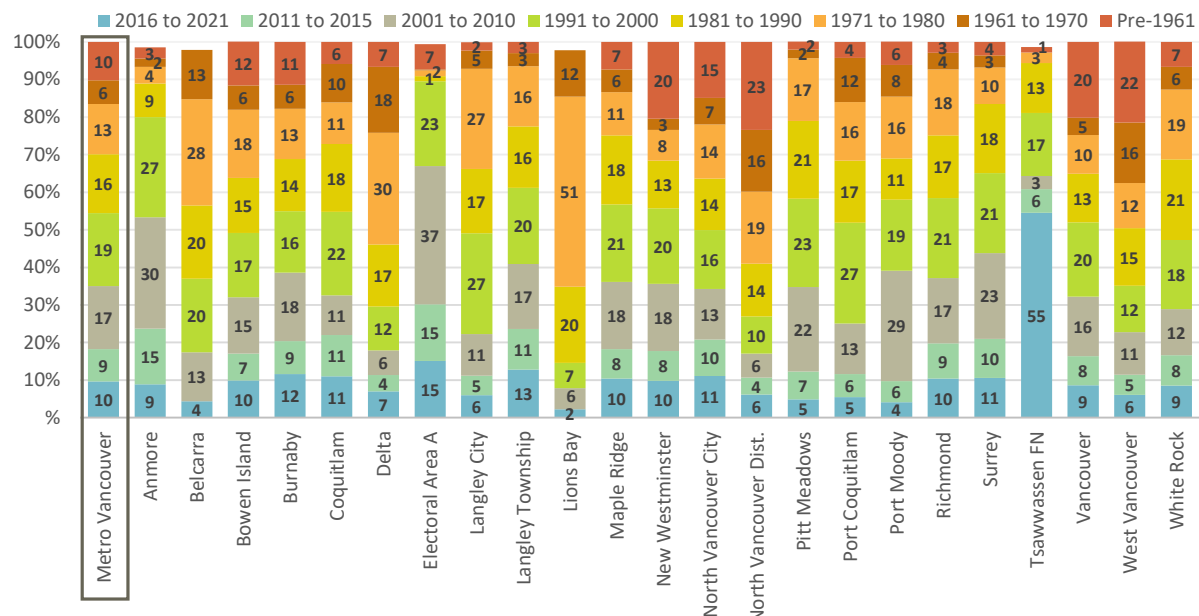


Source: Statistics Canada, 2021 Census of Population

Key Observations

- 10% of the owner-occupied dwellings in Metro Vancouver in 2021 were built between 2016 and 2021.
- Another 9% of owner-occupied dwellings were built between 2011 and 2015.
- More than half (55%) of owner-occupied dwellings in the region were built in the past 30 years (between 1991 and 2021).
- The age composition of owner-occupied housing varies across the region.
- The areas with the greatest proportion of newly-built owner-occupied housing stock (built between 2016 and 2021) were Tsawwassen First Nation, Electoral Area A, Langley Township, Burnaby, Coquitlam, and Surrey.
- The areas with the greatest proportion of older owner-occupied housing stock (built prior to 1961) were the District of North Vancouver, West Vancouver, Vancouver, and New Westminster.

Figure 3.1.5. Distribution of Owner-Occupied Dwellings by Year of Construction, Metro Vancouver Jurisdictions, 2021



Source: Statistics Canada, 2021 Census of Population

Note: Totals may not equal sum of individual values due to rounding or data suppression.

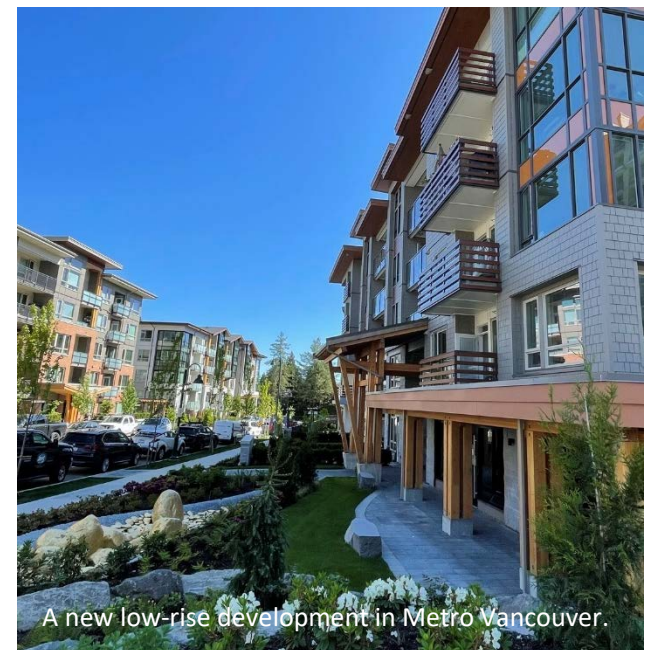


Table 3.1.1. Owner-Occupied Dwellings by Structure Type, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total Owner- Occupied	Single Detached		Apartment, Duplex		Semi-Detached		Row House		Apartment, Fewer Than 5 Storeys		Apartment, 5 or More Storeys		Other	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	675	540	80.0%	40	5.9%	25	0.0%	0	0.0%	0	0.0%	0	0.0%	70	10.4%
Belcarra	230	215	93.5%	20	8.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bowen Island	1,465	1,365	93.2%	65	4.4%	10	0.7%	0	0.0%	30	2.0%	0	0.0%	0	0.0%
Burnaby	61,185	16,450	26.9%	9,615	15.7%	2,245	3.7%	6,260	10.2%	9,125	14.9%	17,375	28.4%	120	0.2%
Coquitlam	38,795	17,175	44.3%	5,045	13.0%	1,430	3.7%	4,320	11.1%	6,040	15.6%	4,555	11.7%	240	0.6%
Delta	28,785	18,450	64.1%	4,145	14.4%	920	3.2%	1,795	6.2%	2,785	9.7%	520	1.8%	170	0.6%
Electoral Area A	3,280	365	11.1%	50	1.5%	60	1.8%	260	7.9%	1,035	31.6%	1,500	45.7%	0	0.0%
Langley City	7,920	2,430	30.7%	430	5.4%	255	3.2%	915	11.6%	3,770	47.6%	100	1.3%	0	0.0%
Langley Township	38,430	19,720	51.3%	4,290	11.2%	895	2.3%	8,595	22.4%	2,555	6.6%	960	2.5%	1,405	3.7%
Lions Bay	445	430	96.6%	0	0.0%	0	0.0%	20	4.5%	0	0.0%	0	0.0%	0	0.0%
Maple Ridge	26,210	15,345	58.5%	2,890	11.0%	690	2.6%	3,965	15.1%	2,630	10.0%	515	2.0%	160	0.6%
New Westminster	19,740	4,385	22.2%	2,125	10.8%	135	0.7%	1,495	7.6%	5,065	25.7%	6,510	33.0%	25	0.1%
North Vancouver City	14,540	2,525	17.4%	1,835	12.6%	660	4.5%	1,595	11.0%	4,140	28.5%	3,765	25.9%	20	0.1%
North Vancouver District	24,990	14,550	58.2%	3,715	14.9%	460	1.8%	1,955	7.8%	2,855	11.4%	1,450	5.8%	10	0.0%
Pitt Meadows	5,880	2,810	47.8%	445	7.6%	195	3.3%	1,050	17.9%	1,125	19.1%	75	1.3%	180	3.1%
Port Coquitlam	17,650	7,550	42.8%	2,260	12.8%	610	3.5%	3,015	17.1%	3,950	22.4%	270	1.5%	0	0.0%
Port Moody	9,900	3,540	35.8%	645	6.5%	400	4.0%	2,005	20.3%	2,025	20.5%	1,290	13.0%	0	0.0%
Richmond	57,800	21,345	36.9%	2,915	5.0%	1,220	2.1%	12,335	21.3%	11,105	19.2%	8,825	15.3%	50	0.1%
Surrey	129,100	51,710	40.1%	23,590	18.3%	3,135	2.4%	26,065	20.2%	19,650	15.2%	4,005	3.1%	945	0.7%
Tsawwassen First Nation	715	325	45.5%	0	0.0%	10	1.4%	15	2.1%	185	25.9%	110	15.4%	70	9.8%
Vancouver	138,850	34,560	24.9%	31,205	22.5%	3,455	2.5%	6,025	4.3%	30,700	22.1%	32,795	23.6%	115	0.1%
West Vancouver	12,540	8,145	65.0%	945	7.5%	425	3.4%	325	2.6%	960	7.7%	1,730	13.8%	10	0.1%
White Rock	6,960	1,960	28.2%	955	13.7%	75	1.1%	130	1.9%	2,825	40.6%	1,005	14.4%	10	0.1%
METRO VANCOUVER	647,870	246,250	38.0%	97,250	15.0%	17,325	2.7%	82,255	12.7%	112,635	17.4%	88,155	13.6%	4,000	0.6%

Source: Statistics Canada, 2021 Census of Population.

Note: Structure type "Apartment, Duplex" would include up-down duplexes as well as houses with secondary suites (excludes the rented suite unit).

Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

Table 3.1.2. Owner-Occupied Dwelling Units by Age of Structure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total Owner- Occupied	2016 to 2021		2011 to 2015		2001 to 2010		1991 to 2000		1981 to 1990		1971 to 1980		1961 to 1970		Pre-1961	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	675	60	8.9%	100	14.8%	200	29.6%	180	26.7%	60	8.9%	30	4.4%	15	2.2%	20	3.0%
Belcarra	230	10	4.3%	0	0.0%	30	13.0%	45	19.6%	45	19.6%	65	28.3%	30	13.0%	0	0.0%
Bowen Island	1,465	145	9.9%	105	7.2%	220	15.0%	250	17.1%	215	14.7%	265	18.1%	95	6.5%	175	11.9%
Burnaby	61,185	7,110	11.6%	5,385	8.8%	11,110	18.2%	10,020	16.4%	8,505	13.9%	8,145	13.3%	3,920	6.4%	6,985	11.4%
Coquitlam	38,795	4,275	11.0%	4,245	10.9%	4,105	10.6%	8,625	22.2%	6,990	18.0%	4,300	11.1%	3,960	10.2%	2,295	5.9%
Delta	28,785	2,015	7.0%	1,260	4.4%	1,870	6.5%	3,370	11.7%	4,760	16.5%	8,540	29.7%	5,045	17.5%	1,920	6.7%
Electoral Area A	3,280	495	15.1%	495	15.1%	1,205	36.7%	740	22.6%	45	1.4%	50	1.5%	10	0.3%	220	6.7%
Langley City	7,920	475	6.0%	410	5.2%	880	11.1%	2,125	26.8%	1,350	17.0%	2,115	26.7%	385	4.9%	170	2.1%
Langley Township	38,430	4,905	12.8%	4,175	10.9%	6,655	17.3%	7,765	20.2%	6,300	16.4%	6,145	16.0%	1,340	3.5%	1,135	3.0%
Lions Bay	445	10	2.2%	0	0.0%	25	5.6%	30	6.7%	90	20.2%	225	50.6%	55	12.4%	0	0.0%
Maple Ridge	26,210	2,725	10.4%	2,070	7.9%	4,670	17.8%	5,415	20.7%	4,820	18.4%	3,010	11.5%	1,575	6.0%	1,920	7.3%
New Westminster	19,740	1,940	9.8%	1,565	7.9%	3,530	17.9%	3,970	20.1%	2,505	12.7%	1,600	8.1%	600	3.0%	4,035	20.4%
North Vancouver City	14,540	1,620	11.1%	1,410	9.7%	1,955	13.4%	2,275	15.6%	1,990	13.7%	2,100	14.4%	1,025	7.0%	2,160	14.9%
North Vancouver District	24,990	1,550	6.2%	1,110	4.4%	1,600	6.4%	2,470	9.9%	3,515	14.1%	4,785	19.1%	4,100	16.4%	5,855	23.4%
Pitt Meadows	5,880	285	4.8%	440	7.5%	1,320	22.4%	1,380	23.5%	1,220	20.7%	980	16.7%	135	2.3%	130	2.2%
Port Coquitlam	17,650	965	5.5%	1,085	6.1%	2,380	13.5%	4,735	26.8%	2,915	16.5%	2,740	15.5%	2,075	11.8%	755	4.3%
Port Moody	9,900	410	4.1%	555	5.6%	2,910	29.4%	1,870	18.9%	1,090	11.0%	1,620	16.4%	840	8.5%	615	6.2%
Richmond	57,800	6,000	10.4%	5,425	9.4%	10,040	17.4%	12,330	21.3%	9,655	16.7%	10,125	17.5%	2,530	4.4%	1,685	2.9%
Surrey	129,100	13,705	10.6%	13,415	10.4%	29,470	22.8%	27,475	21.3%	23,670	18.3%	12,515	9.7%	4,200	3.3%	4,650	3.6%
Tsawwassen First Nation	715	390	54.5%	45	6.3%	25	3.5%	120	16.8%	95	13.3%	20	2.8%	0	0.0%	10	1.4%
Vancouver	138,850	12,035	8.7%	10,765	7.8%	21,915	15.8%	27,400	19.7%	18,015	13.0%	14,350	10.3%	6,345	4.6%	28,025	20.2%
West Vancouver	12,540	765	6.1%	665	5.3%	1,425	11.4%	1,545	12.3%	1,925	15.4%	1,505	12.0%	2,015	16.1%	2,705	21.6%
White Rock	6,960	595	8.5%	560	8.0%	855	12.3%	1,280	18.4%	1,495	21.5%	1,290	18.5%	420	6.0%	465	6.7%
METRO VANCOUVER	647,870	62,800	9.7%	55,410	8.6%	108,745	16.8%	125,720	19.4%	101,555	15.7%	86,785	13.4%	40,825	6.3%	66,015	10.2%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

Table 3.1.3. Owner-Occupied Single Detached Houses by Age of Structure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Single Detached Units	2016 to 2021		2011 to 2015		2001 to 2010		1991 to 2000		1981 to 1990		1971 to 1980		1961 to 1970		Pre-1961	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	540	45	8.3%	85	15.7%	185	34.3%	150	27.8%	30	5.6%	0	0.0%	10	1.9%	20	3.7%
Belcarra	215	10	4.7%	0	0.0%	30	14.0%	35	16.3%	35	16.3%	60	27.9%	30	14.0%	0	0.0%
Bowen Island	1,365	125	9.2%	75	5.5%	200	14.7%	245	17.9%	205	15.0%	260	19.0%	85	6.2%	175	12.8%
Burnaby	16,450	765	4.7%	950	5.8%	1,445	8.8%	1,965	11.9%	2,105	12.8%	2,430	14.8%	2,220	13.5%	4,570	27.8%
Coquitlam	17,175	580	3.4%	1,115	6.5%	1,140	6.6%	2,985	17.4%	4,055	23.6%	2,765	16.1%	2,950	17.2%	1,590	9.3%
Delta	18,450	640	3.5%	430	2.3%	1,000	5.4%	1,475	8.0%	3,350	18.2%	6,325	34.3%	3,740	20.3%	1,490	8.1%
Electoral Area A	365	35	9.6%	15	4.1%	35	9.6%	40	11.0%	20	5.5%	20	5.5%	0	0.0%	195	53.4%
Langley City	2,430	75	3.1%	30	1.2%	30	1.2%	60	2.5%	465	19.1%	1,415	58.2%	250	10.3%	100	4.1%
Langley Township	19,720	1,260	6.4%	960	4.9%	3,110	15.8%	3,555	18.0%	4,205	21.3%	4,615	23.4%	1,065	5.4%	960	4.9%
Lions Bay	430	10	2.3%	0	0.0%	25	5.8%	30	7.0%	90	20.9%	210	48.8%	55	12.8%	0	0.0%
Maple Ridge	15,345	935	6.1%	1,040	6.8%	2,930	19.1%	2,185	14.2%	3,090	20.1%	2,225	14.5%	1,245	8.1%	1,690	11.0%
New Westminster	4,385	215	4.9%	145	3.3%	375	8.6%	375	8.6%	205	4.7%	125	2.9%	235	5.4%	2,710	61.8%
North Vancouver City	2,525	130	5.1%	150	5.9%	170	6.7%	175	6.9%	325	12.9%	140	5.5%	335	13.3%	1,100	43.6%
North Vancouver District	14,550	455	3.1%	420	2.9%	605	4.2%	805	5.5%	2,080	14.3%	2,515	17.3%	2,970	20.4%	4,695	32.3%
Pitt Meadows	2,810	75	2.7%	75	2.7%	565	20.1%	425	15.1%	765	27.2%	750	26.7%	80	2.8%	65	2.3%
Port Coquitlam	7,550	100	1.3%	125	1.7%	560	7.4%	1,365	18.1%	1,640	21.7%	1,760	23.3%	1,495	19.8%	500	6.6%
Port Moody	3,540	100	2.8%	50	1.4%	465	13.1%	570	16.1%	650	18.4%	695	19.6%	560	15.8%	445	12.6%
Richmond	21,345	1,390	6.5%	1,400	6.6%	2,635	12.3%	4,435	20.8%	4,315	20.2%	4,560	21.4%	1,505	7.1%	1,110	5.2%
Surrey	51,710	3,245	6.3%	2,845	5.5%	9,255	17.9%	9,970	19.3%	13,905	26.9%	6,690	12.9%	2,570	5.0%	3,225	6.2%
Tsawwassen First Nation	325	135	41.5%	40	12.3%	20	6.2%	30	9.2%	85	26.2%	15	4.6%	0	0.0%	10	3.1%
Vancouver	34,560	2,455	7.1%	2,130	6.2%	2,885	8.3%	4,835	14.0%	3,995	11.6%	2,775	8.0%	2,350	6.8%	13,150	38.0%
West Vancouver	8,145	550	6.8%	525	6.4%	880	10.8%	920	11.3%	1,060	13.0%	690	8.5%	1,400	17.2%	2,120	26.0%
White Rock	1,960	135	6.9%	195	9.9%	240	12.2%	255	13.0%	215	11.0%	310	15.8%	270	13.8%	340	17.3%
METRO VANCOUVER	246,250	13,475	5.5%	12,795	5.2%	28,840	11.7%	36,910	15.0%	46,925	19.1%	41,495	16.9%	25,480	10.3%	40,325	16.4%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

Table 3.1.4. Owner-Occupied "Apartment, Duplex" (Up/Down Duplex or House with Suite, Not Rented) by Age of Structure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Apartment Duplex (not rented suite)	2016 to 2021		2011 to 2015		2001 to 2010		1991 to 2000		1981 to 1990		1971 to 1980		1961 to 1970		Pre-1961	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	40	0	0.0%	0	0.0%	0	0.0%	0	0.0%	20	50.0%	0	0.0%	0	0.0%	0	0.0%
Belcarra	20	0	0.0%	0	0.0%	0	0.0%	10	50.0%	10	50.0%	0	0.0%	0	0.0%	0	0.0%
Bowen Island	65	20	30.8%	0	0.0%	20	30.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Burnaby	9,615	1,065	11.1%	455	4.7%	1,110	11.5%	1,545	16.1%	1,435	14.9%	1,090	11.3%	980	10.2%	1,935	20.1%
Coquitlam	5,045	755	15.0%	400	7.9%	565	11.2%	995	19.7%	665	13.2%	430	8.5%	730	14.5%	510	10.1%
Delta	4,145	430	10.4%	265	6.4%	180	4.3%	315	7.6%	345	8.3%	1,240	29.9%	1,085	26.2%	290	7.0%
Electoral Area A	50	0	0.0%	0	0.0%	10	20.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	30	60.0%
Langley City	430	0	0.0%	0	0.0%	0	0.0%	30	7.0%	70	16.3%	230	53.5%	65	15.1%	30	7.0%
Langley Township	4,290	535	12.5%	670	15.6%	730	17.0%	755	17.6%	710	16.6%	690	16.1%	130	3.0%	65	1.5%
Lions Bay	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Maple Ridge	2,890	465	16.1%	180	6.2%	455	15.7%	735	25.4%	430	14.9%	295	10.2%	195	6.7%	135	4.7%
New Westminster	2,125	170	8.0%	110	5.2%	205	9.6%	235	11.1%	145	6.8%	100	4.7%	110	5.2%	1,060	49.9%
North Vancouver City	1,835	215	11.7%	120	6.5%	130	7.1%	120	6.5%	135	7.4%	140	7.6%	190	10.4%	790	43.1%
North Vancouver District	3,715	180	4.8%	130	3.5%	225	6.1%	330	8.9%	420	11.3%	700	18.8%	770	20.7%	960	25.8%
Pitt Meadows	445	0	0.0%	15	3.4%	60	13.5%	110	24.7%	95	21.3%	120	27.0%	25	5.6%	25	5.6%
Port Coquitlam	2,260	125	5.5%	35	1.5%	135	6.0%	495	21.9%	440	19.5%	475	21.0%	385	17.0%	185	8.2%
Port Moody	645	20	3.1%	0	0.0%	45	7.0%	155	24.0%	110	17.1%	115	17.8%	120	18.6%	75	11.6%
Richmond	2,915	410	14.1%	235	8.1%	320	11.0%	330	11.3%	230	7.9%	805	27.6%	375	12.9%	205	7.0%
Surrey	23,590	3,495	14.8%	2,530	10.7%	6,150	26.1%	4,055	17.2%	3,205	13.6%	2,145	9.1%	1,025	4.3%	985	4.2%
Tsawwassen First Nation	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Vancouver	31,205	2,165	6.9%	1,785	5.7%	3,195	10.2%	4,125	13.2%	3,635	11.6%	3,310	10.6%	2,375	7.6%	10,615	34.0%
West Vancouver	945	40	4.2%	50	5.3%	70	7.4%	95	10.1%	90	9.5%	75	7.9%	135	14.3%	380	40.2%
White Rock	955	155	16.2%	110	11.5%	145	15.2%	190	19.9%	165	17.3%	75	7.9%	60	6.3%	45	4.7%
METRO VANCOUVER	97,250	10,250	10.5%	7,090	7.3%	13,770	14.2%	14,640	15.1%	12,370	12.7%	12,055	12.4%	8,760	9.0%	18,310	18.8%

Source: Statistics Canada, 2021 Census of Population.

Note: Structure type "Apartment, Duplex" would include up-down duplexes as well as houses with secondary suites (excludes the rented suite unit).

Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

Table 3.1.5. Owner-Occupied Semi-Detached (Side-By-Side Duplex) Units by Age of Structure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Semi-Detached Units	2016 to 2021		2011 to 2015		2001 to 2010		1991 to 2000		1981 to 1990		1971 to 1980		1961 to 1970		Pre-1961	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	25	0	0.0%	0	0.0%	0	0.0%	15	60.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Belcarra	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Bowen Island	10	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Burnaby	2,245	145	6.5%	265	11.8%	940	41.9%	315	14.0%	195	8.7%	200	8.9%	65	2.9%	115	5.1%
Coquitlam	1,430	95	6.6%	170	11.9%	250	17.5%	455	31.8%	160	11.2%	225	15.7%	45	3.1%	20	1.4%
Delta	920	115	12.5%	145	15.8%	150	16.3%	245	26.6%	70	7.6%	100	10.9%	60	6.5%	30	3.3%
Electoral Area A	60	0	0.0%	0	0.0%	30	50.0%	25	41.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Langley City	255	0	0.0%	0	0.0%	0	0.0%	90	35.3%	95	37.3%	50	19.6%	20	7.8%	0	0.0%
Langley Township	895	85	9.5%	35	3.9%	125	14.0%	515	57.5%	65	7.3%	45	5.0%	15	1.7%	10	1.1%
Lions Bay	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Maple Ridge	690	240	34.8%	45	6.5%	80	11.6%	135	19.6%	135	19.6%	20	2.9%	10	1.4%	20	2.9%
New Westminster	135	40	29.6%	15	11.1%	20	14.8%	0	0.0%	10	7.4%	10	7.4%	0	0.0%	30	22.2%
North Vancouver City	660	40	6.1%	90	13.6%	150	22.7%	180	27.3%	115	17.4%	30	4.5%	15	2.3%	40	6.1%
North Vancouver District	460	10	2.2%	0	0.0%	55	12.0%	105	22.8%	160	34.8%	85	18.5%	15	3.3%	30	6.5%
Pitt Meadows	195	30	15.4%	15	7.7%	40	20.5%	75	38.5%	30	15.4%	0	0.0%	0	0.0%	0	0.0%
Port Coquitlam	610	75	12.3%	10	1.6%	20	3.3%	275	45.1%	100	16.4%	80	13.1%	40	6.6%	10	1.6%
Port Moody	400	0	0.0%	15	3.8%	105	26.3%	205	51.3%	30	7.5%	15	3.8%	0	0.0%	20	5.0%
Richmond	1,220	60	4.9%	55	4.5%	255	20.9%	340	27.9%	195	16.0%	215	17.6%	65	5.3%	25	2.0%
Surrey	3,135	250	8.0%	350	11.2%	735	23.4%	905	28.9%	520	16.6%	245	7.8%	70	2.2%	60	1.9%
Tsawwassen First Nation	10	10	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Vancouver	3,455	190	5.5%	395	11.4%	675	19.5%	835	24.2%	820	23.7%	215	6.2%	45	1.3%	275	8.0%
West Vancouver	425	15	3.5%	20	4.7%	55	12.9%	100	23.5%	150	35.3%	50	11.8%	10	2.4%	15	3.5%
White Rock	75	0	0.0%	10	13.3%	0	0.0%	30	40.0%	0	0.0%	20	26.7%	0	0.0%	0	0.0%
METRO VANCOUVER	17,325	1,405	8.1%	1,650	9.5%	3,735	21.6%	4,845	28.0%	2,855	16.5%	1,605	9.3%	495	2.9%	725	4.2%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

Table 3.1.6. Owner-Occupied Row House Units by Age of Structure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Row House Units	2016 to 2021		2011 to 2015		2001 to 2010		1991 to 2000		1981 to 1990		1971 to 1980		1961 to 1970		Pre-1961	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Belcarra	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Bowen Island	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Burnaby	6,260	240	3.8%	525	8.4%	1,395	22.3%	1,550	24.8%	830	13.3%	1,460	23.3%	190	3.0%	70	1.1%
Coquitlam	4,320	635	14.7%	885	20.5%	630	14.6%	795	18.4%	855	19.8%	425	9.8%	55	1.3%	30	0.7%
Delta	1,795	225	12.5%	195	10.9%	280	15.6%	295	16.4%	255	14.2%	425	23.7%	95	5.3%	40	2.2%
Electoral Area A	260	0	0.0%	25	9.6%	100	38.5%	115	44.2%	0	0.0%	10	3.8%	0	0.0%	0	0.0%
Langley City	915	120	13.1%	50	5.5%	135	14.8%	125	13.7%	200	21.9%	245	26.8%	15	1.6%	10	1.1%
Langley Township	8,595	2,210	25.7%	1,560	18.2%	2,075	24.1%	1,720	20.0%	775	9.0%	225	2.6%	25	0.3%	10	0.1%
Lions Bay	20	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	20	100.0%	0	0.0%	0	0.0%
Maple Ridge	3,965	665	16.8%	495	12.5%	575	14.5%	1,450	36.6%	575	14.5%	150	3.8%	45	1.1%	0	0.0%
New Westminster	1,495	370	24.7%	315	21.1%	435	29.1%	260	17.4%	80	5.4%	30	2.0%	10	0.7%	0	0.0%
North Vancouver City	1,595	105	6.6%	45	2.8%	195	12.2%	370	23.2%	530	33.2%	285	17.9%	55	3.4%	10	0.6%
North Vancouver District	1,955	140	7.2%	125	6.4%	235	12.0%	245	12.5%	345	17.6%	625	32.0%	180	9.2%	50	2.6%
Pitt Meadows	1,050	85	8.1%	85	8.1%	265	25.2%	315	30.0%	250	23.8%	35	3.3%	10	1.0%	0	0.0%
Port Coquitlam	3,015	165	5.5%	320	10.6%	640	21.2%	1,140	37.8%	470	15.6%	155	5.1%	100	3.3%	10	0.3%
Port Moody	2,005	20	1.0%	80	4.0%	675	33.7%	370	18.5%	200	10.0%	620	30.9%	30	1.5%	15	0.7%
Richmond	12,335	865	7.0%	1,110	9.0%	2,965	24.0%	3,125	25.3%	1,925	15.6%	1,990	16.1%	280	2.3%	85	0.7%
Surrey	26,065	3,760	14.4%	4,905	18.8%	8,165	31.3%	4,605	17.7%	2,390	9.2%	1,860	7.1%	225	0.9%	150	0.6%
Tsawwassen First Nation	15	15	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Vancouver	6,025	450	7.5%	550	9.1%	1,315	21.8%	995	16.5%	1,190	19.8%	1,220	20.2%	95	1.6%	205	3.4%
West Vancouver	325	0	0.0%	15	4.6%	115	35.4%	25	7.7%	90	27.7%	35	10.8%	25	7.7%	0	0.0%
White Rock	130	15	11.5%	20	15.4%	10	7.7%	30	23.1%	10	7.7%	40	30.8%	0	0.0%	0	0.0%
METRO VANCOUVER	82,255	10,210	12.4%	11,315	13.8%	20,195	24.6%	17,525	21.3%	10,970	13.3%	9,860	12.0%	1,440	1.8%	745	0.9%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

Table 3.1.7. Owner-Occupied Apartment Units (Fewer Than 5 Storeys) by Age of Structure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Apartment Units (< 5 Storeys)	2016 to 2021		2011 to 2015		2001 to 2010		1991 to 2000		1981 to 1990		1971 to 1980		1961 to 1970		Pre-1961	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Belcarra	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Bowen Island	30	0	0.0%	20	66.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Burnaby	9,125	1,005	11.0%	1,035	11.3%	1,855	20.3%	1,835	20.1%	1,265	13.9%	1,530	16.8%	385	4.2%	225	2.5%
Coquitlam	6,040	900	14.9%	770	12.7%	525	8.7%	2,315	38.3%	885	14.7%	370	6.1%	165	2.7%	115	1.9%
Delta	2,785	455	16.3%	180	6.5%	235	8.4%	965	34.6%	445	16.0%	400	14.4%	50	1.8%	60	2.2%
Electoral Area A	1,035	40	3.9%	70	6.8%	590	57.0%	320	30.9%	10	1.0%	10	1.0%	0	0.0%	0	0.0%
Langley City	3,770	220	5.8%	315	8.4%	680	18.0%	1,790	47.5%	525	13.9%	180	4.8%	35	0.9%	15	0.4%
Langley Township	2,555	300	11.7%	475	18.6%	335	13.1%	1,050	41.1%	285	11.2%	95	3.7%	0	0.0%	20	0.8%
Lions Bay	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Maple Ridge	2,630	335	12.7%	280	10.6%	580	22.1%	605	23.0%	530	20.2%	205	7.8%	45	1.7%	45	1.7%
New Westminster	5,065	525	10.4%	450	8.9%	575	11.4%	1,185	23.4%	1,115	22.0%	835	16.5%	190	3.8%	175	3.5%
North Vancouver City	4,140	330	8.0%	335	8.1%	365	8.8%	925	22.3%	475	11.5%	1,160	28.0%	380	9.2%	165	4.0%
North Vancouver District	2,855	480	16.8%	270	9.5%	455	15.9%	745	26.1%	400	14.0%	320	11.2%	115	4.0%	70	2.5%
Pitt Meadows	1,125	95	8.4%	225	20.0%	295	26.2%	430	38.2%	65	5.8%	0	0.0%	0	0.0%	0	0.0%
Port Coquitlam	3,950	405	10.3%	440	11.1%	1,015	25.7%	1,465	37.1%	275	7.0%	260	6.6%	55	1.4%	40	1.0%
Port Moody	2,025	240	11.9%	195	9.6%	785	38.8%	380	18.8%	75	3.7%	185	9.1%	120	5.9%	40	2.0%
Richmond	11,105	620	5.6%	940	8.5%	1,710	15.4%	2,580	23.2%	2,755	24.8%	2,045	18.4%	250	2.3%	210	1.9%
Surrey	19,650	1,755	8.9%	1,970	10.0%	4,350	22.1%	6,865	34.9%	3,155	16.1%	1,145	5.8%	240	1.2%	165	0.8%
Tsawwassen First Nation	185	90	48.6%	0	0.0%	0	0.0%	85	45.9%	10	5.4%	0	0.0%	0	0.0%	0	0.0%
Vancouver	30,700	2,915	9.5%	1,850	6.0%	4,005	13.0%	7,850	25.6%	5,720	18.6%	5,065	16.5%	660	2.1%	2,640	8.6%
West Vancouver	960	35	3.6%	0	0.0%	160	16.7%	145	15.1%	275	28.6%	210	21.9%	100	10.4%	50	5.2%
White Rock	2,825	165	5.8%	130	4.6%	120	4.2%	575	20.4%	920	32.6%	785	27.8%	75	2.7%	50	1.8%
METRO VANCOUVER	112,635	10,925	9.7%	9,965	8.8%	18,625	16.5%	32,100	28.5%	19,195	17.0%	14,830	13.2%	2,895	2.6%	4,090	3.6%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

Table 3.1.8. Owner-Occupied Apartment Units (5 Storeys or More) by Age of Structure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Apartment Units (>= 5 Storeys)	2016 to 2021		2011 to 2015		2001 to 2010		1991 to 2000		1981 to 1990		1971 to 1980		1961 to 1970		Pre-1961	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Belcarra	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Bowen Island	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Burnaby	17,375	3,880	22.3%	2,140	12.3%	4,330	24.9%	2,785	16.0%	2,675	15.4%	1,420	8.2%	80	0.5%	60	0.3%
Coquitlam	4,555	1,295	28.4%	900	19.8%	995	21.8%	1,040	22.8%	245	5.4%	45	1.0%	0	0.0%	25	0.5%
Delta	520	135	26.0%	40	7.7%	0	0.0%	70	13.5%	225	43.3%	25	4.8%	0	0.0%	0	0.0%
Electoral Area A	1,500	420	28.0%	385	25.7%	450	30.0%	225	15.0%	10	0.7%	0	0.0%	0	0.0%	0	0.0%
Langley City	100	55	55.0%	0	0.0%	25	25.0%	15	15.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Langley Township	960	340	35.4%	430	44.8%	180	18.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lions Bay	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Maple Ridge	515	80	15.5%	20	3.9%	30	5.8%	295	57.3%	50	9.7%	35	6.8%	0	0.0%	0	0.0%
New Westminster	6,510	615	9.4%	535	8.2%	1,910	29.3%	1,910	29.3%	940	14.4%	500	7.7%	60	0.9%	45	0.7%
North Vancouver City	3,765	800	21.2%	680	18.1%	955	25.4%	505	13.4%	405	10.8%	330	8.8%	50	1.3%	45	1.2%
North Vancouver District	1,450	280	19.3%	165	11.4%	15	1.0%	240	16.6%	115	7.9%	535	36.9%	55	3.8%	40	2.8%
Pitt Meadows	75	0	0.0%	15	20.0%	55	73.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Port Coquitlam	270	95	35.2%	160	59.3%	10	3.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Port Moody	1,290	15	1.2%	215	16.7%	845	65.5%	185	14.3%	25	1.9%	0	0.0%	0	0.0%	10	0.8%
Richmond	8,825	2,645	30.0%	1,690	19.2%	2,160	24.5%	1,515	17.2%	220	2.5%	505	5.7%	45	0.5%	50	0.6%
Surrey	4,005	1,120	28.0%	760	19.0%	760	19.0%	975	24.3%	295	7.4%	60	1.5%	10	0.2%	10	0.2%
Tsawwassen First Nation	110	110	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Vancouver	32,795	3,855	11.8%	4,055	12.4%	9,800	29.9%	8,760	26.7%	2,640	8.1%	1,755	5.4%	810	2.5%	1,130	3.4%
West Vancouver	1,730	120	6.9%	50	2.9%	125	7.2%	265	15.3%	255	14.7%	440	25.4%	335	19.4%	125	7.2%
White Rock	1,005	130	12.9%	95	9.5%	340	33.8%	195	19.4%	170	16.9%	65	6.5%	0	0.0%	15	1.5%
METRO VANCOUVER	88,155	16,160	18.3%	12,420	14.1%	23,225	26.3%	19,260	21.8%	8,300	9.4%	5,725	6.5%	1,475	1.7%	1,585	1.8%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

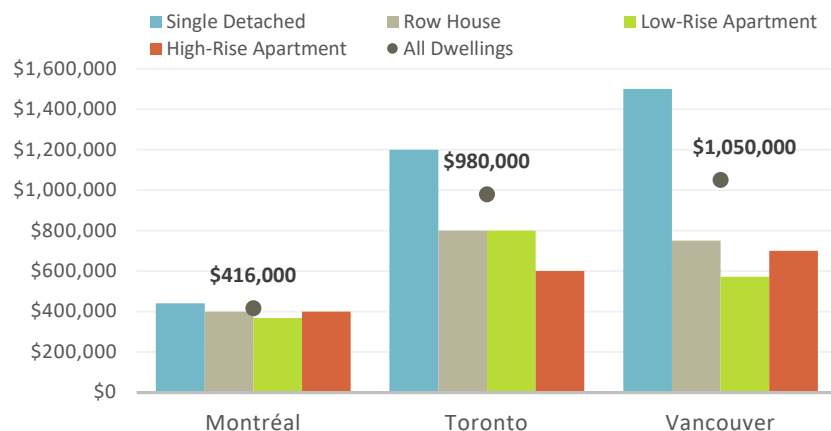
3.2 Median Values of Owned Housing by Structure Type

Analysis of home values, and subsequent costs of home ownership, provide important information for housing policy research and planning. These home value estimates are current at the time of the 2021 Census as reported by the home owner. The values do not reflect current market housing values, but do indicate the relative differences among dwelling types and Metro Vancouver jurisdictions.

Key Observations

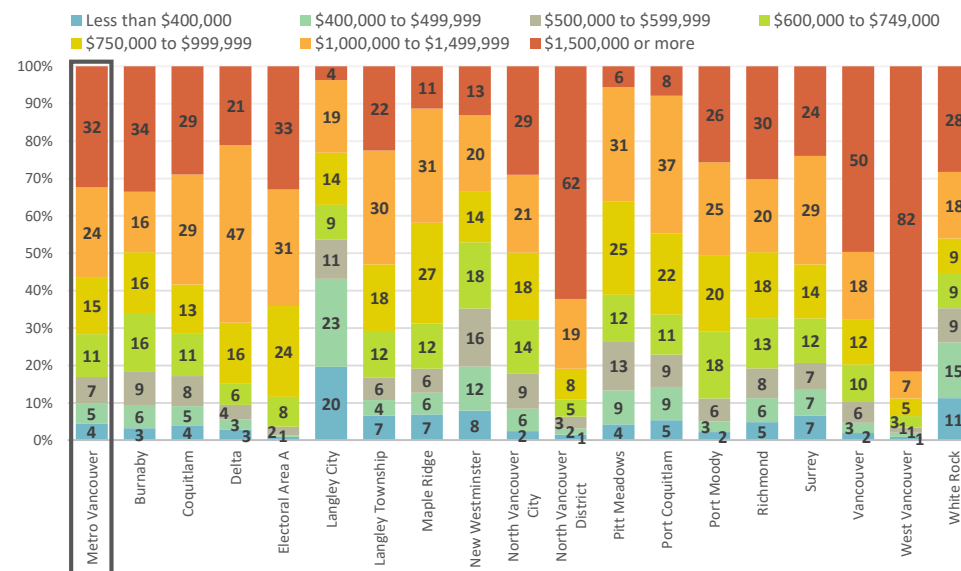
- Median home value in Metro Vancouver was over 1 million dollars in 2021 – 132% greater than Montréal and 7% greater than Toronto.
- Highest home values are reported in the District of North Vancouver, Electoral Area A, Vancouver (City), and West Vancouver.
- Langley City, New Westminster, and White Rock include the largest proportions of homes valued at less than \$500,000.
- Single detached homes are valued the highest across all jurisdictions, with values 48-233% greater than the second highest value dwelling type (row house).

Figure 3.2.1. Median Home Value (Owner-Estimated), Metro Areas, 2021 Census



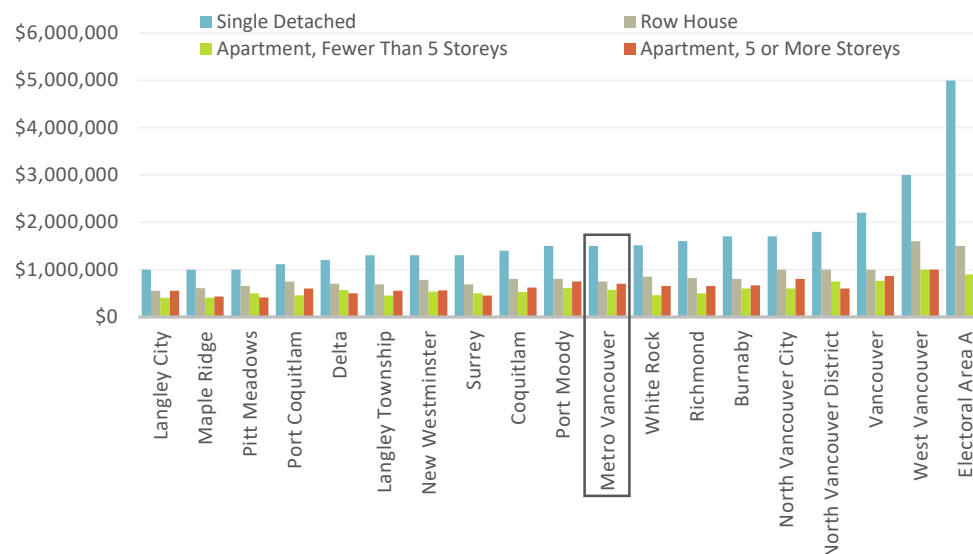
Source: Statistics Canada, 2021 Census of Population

Figure 3.2.2. Distribution of All Dwellings by Home Value (Owner-Estimated), Metro Vancouver Jurisdictions, 2021



Source: Statistics Canada, 2021 Census of Population

Figure 3.2.3. Median Home Value (Owner-Estimated), Metro Vancouver Jurisdictions, 2021 Census



Source: Statistics Canada, 2021 Census of Population

Table 3.2.1. Median Value (Owner-Estimated) of Dwellings (All Structure Types), Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	All Units Median Value (\$)	Less than \$400,000		\$400,000 to \$499,999		\$500,000 to \$599,999		\$600,000 to \$749,000		\$750,000 to \$999,999		\$1,000,000 to \$1,499,999		\$1,500,000 or more	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Belcarra	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Bowen Island	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Burnaby	980,000	1,960	3.2%	3,685	6.0%	5,560	9.1%	9,635	15.7%	9,920	16.2%	9,920	16.2%	20,510	33.5%
Coquitlam	1,100,000	1,540	4.0%	1,985	5.1%	3,125	8.1%	4,380	11.3%	5,110	13.2%	11,425	29.5%	11,220	28.9%
Delta	1,190,000	805	2.8%	790	2.8%	1,130	3.9%	1,600	5.6%	4,700	16.4%	13,620	47.4%	6,050	21.1%
Electoral Area A	1,100,000	30	0.9%	10	0.3%	80	2.4%	260	8.0%	795	24.3%	1,020	31.2%	1,080	33.0%
Langley City	548,000	1,555	19.6%	1,860	23.5%	835	10.5%	730	9.2%	1,100	13.9%	1,540	19.4%	290	3.7%
Langley Township	1,000,000	2,470	6.5%	1,580	4.2%	2,325	6.1%	4,695	12.4%	6,720	17.8%	11,535	30.5%	8,510	22.5%
Lions Bay	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Maple Ridge	900,000	1,800	6.9%	1,515	5.8%	1,680	6.4%	3,160	12.1%	7,030	26.9%	7,990	30.6%	2,955	11.3%
New Westminster	700,000	1,555	7.9%	2,335	11.8%	3,060	15.5%	3,500	17.7%	2,695	13.7%	4,015	20.3%	2,575	13.0%
North Vancouver City	990,000	360	2.5%	870	6.0%	1,355	9.3%	2,080	14.3%	2,625	18.1%	3,030	20.8%	4,210	29.0%
North Vancouver District	1,600,000	370	1.5%	415	1.7%	780	3.1%	1,160	4.6%	2,050	8.2%	4,670	18.7%	15,550	62.2%
Pitt Meadows	890,000	245	4.2%	530	9.1%	765	13.2%	720	12.4%	1,445	24.9%	1,780	30.7%	325	5.6%
Port Coquitlam	900,000	945	5.4%	1,570	8.9%	1,530	8.7%	1,880	10.7%	3,830	21.7%	6,500	36.9%	1,385	7.9%
Port Moody	1,000,000	215	2.2%	280	2.8%	605	6.1%	1,780	18.0%	2,015	20.3%	2,450	24.7%	2,540	25.6%
Richmond	990,000	2,810	4.9%	3,670	6.4%	4,630	8.0%	7,730	13.4%	10,175	17.6%	11,315	19.6%	17,420	30.2%
Surrey	1,000,000	8,490	6.6%	8,870	6.9%	9,260	7.2%	15,360	11.9%	18,690	14.5%	37,390	29.0%	30,840	23.9%
Tsawwassen First Nation	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Vancouver	1,450,000	2,610	1.9%	3,915	2.8%	7,640	5.5%	13,950	10.0%	16,845	12.1%	24,910	17.9%	68,965	49.7%
West Vancouver	2,500,000	115	0.9%	140	1.1%	165	1.3%	385	3.1%	590	4.7%	910	7.3%	10,235	81.7%
White Rock	900,000	785	11.3%	1,035	14.9%	640	9.2%	640	9.2%	660	9.5%	1,240	17.8%	1,970	28.3%
METRO VANCOUVER	1,050,000	28,695	4.5%	35,060	5.4%	45,200	7.0%	73,715	11.4%	97,345	15.1%	156,040	24.2%	208,215	32.3%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

** indicates data is not available.

Table 3.2.2. Median Value (Owner-Estimated) of Single Detached Houses, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Single Detached Median Value (\$)	Less than \$400,000		\$400,000 to \$499,999		\$500,000 to \$599,999		\$600,000 to \$749,000		\$750,000 to \$999,999		\$1,000,000 to \$1,499,999		\$1,500,000 or more	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Belcarra	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Bowen Island	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Burnaby	1,700,000	170	1.0%	10	0.1%	35	0.2%	40	0.2%	275	1.7%	3,750	22.8%	12,170	74.0%
Coquitlam	1,400,000	270	1.6%	10	0.1%	40	0.2%	95	0.6%	1,145	6.7%	7,700	44.9%	7,895	46.0%
Delta	1,200,000	120	0.7%	15	0.1%	40	0.2%	175	1.0%	2,610	14.2%	10,685	58.1%	4,710	25.6%
Electoral Area A	5,000,000	0	0.0%	0	0.0%	0	0.0%	0	0.0%	10	2.8%	20	5.6%	310	86.1%
Langley City	1,000,000	20	0.8%	0	0.0%	10	0.4%	40	1.6%	820	33.7%	1,310	53.9%	215	8.8%
Langley Township	1,300,000	260	1.4%	15	0.1%	50	0.3%	330	1.7%	2,970	15.5%	8,655	45.0%	6,930	36.1%
Lions Bay	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Maple Ridge	1,000,000	120	0.8%	35	0.2%	105	0.7%	980	6.4%	5,190	34.0%	6,465	42.3%	2,380	15.6%
New Westminster	1,300,000	10	0.2%	10	0.2%	15	0.3%	35	0.8%	480	11.0%	2,320	53.0%	1,490	34.0%
North Vancouver City	1,700,000	10	0.4%	0	0.0%	0	0.0%	0	0.0%	25	1.0%	585	23.2%	1,900	75.2%
North Vancouver District	1,800,000	65	0.4%	0	0.0%	10	0.1%	15	0.1%	90	0.6%	2,275	15.6%	12,090	83.1%
Pitt Meadows	1,000,000	15	0.5%	0	0.0%	0	0.0%	45	1.6%	1,025	37.0%	1,425	51.4%	255	9.2%
Port Coquitlam	1,110,000	60	0.8%	0	0.0%	35	0.5%	125	1.7%	1,450	19.3%	4,895	65.0%	955	12.7%
Port Moody	1,500,000	25	0.7%	0	0.0%	15	0.4%	10	0.3%	115	3.2%	1,330	37.6%	2,050	57.9%
Richmond	1,600,000	165	0.8%	0	0.0%	20	0.1%	40	0.2%	525	2.5%	5,855	27.5%	14,695	69.0%
Surrey	1,300,000	1,065	2.1%	275	0.5%	430	0.8%	845	1.6%	6,365	12.3%	23,540	45.7%	19,025	36.9%
Tsawwassen First Nation	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Vancouver	2,200,000	290	0.8%	60	0.2%	115	0.3%	95	0.3%	375	1.1%	4,520	13.1%	29,105	84.2%
West Vancouver	3,000,000	40	0.5%	0	0.0%	10	0.1%	20	0.2%	35	0.4%	175	2.1%	7,855	96.4%
White Rock	1,510,000	10	0.5%	0	0.0%	0	0.0%	10	0.5%	115	5.9%	655	33.4%	1,155	58.9%
METRO VANCOUVER	1,500,000	2,795	1.1%	450	0.2%	960	0.4%	2,965	1.2%	23,895	9.8%	86,890	35.5%	126,665	51.8%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

** indicates data is not available.

Table 3.2.3. Median Value (Owner-Estimated) of Row Houses, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Row House Median Value (\$)	Less than \$400,000		\$400,000 to \$499,999		\$500,000 to \$599,999		\$600,000 to \$749,000		\$750,000 to \$999,999		\$1,000,000 to \$1,499,999		\$1,500,000 or more	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Belcarra	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Bowen Island	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Burnaby	800,000	75	1.2%	185	3.0%	465	7.4%	1,590	25.4%	2,700	43.1%	1,110	17.7%	140	2.2%
Coquitlam	800,000	50	1.2%	55	1.3%	260	6.0%	1,035	24.0%	1,925	44.6%	925	21.4%	70	1.6%
Delta	700,000	65	3.6%	80	4.4%	300	16.7%	600	33.3%	630	35.0%	120	6.7%	10	0.6%
Electoral Area A	1,500,000	0	0.0%	0	0.0%	0	0.0%	0	0.0%	20	7.7%	90	34.6%	150	57.7%
Langley City	552,000	85	9.2%	145	15.8%	285	31.0%	310	33.7%	80	8.7%	10	1.1%	0	0.0%
Langley Township	690,000	180	2.1%	495	5.8%	1,375	16.0%	3,465	40.3%	2,500	29.1%	520	6.0%	55	0.6%
Lions Bay	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Maple Ridge	608,000	75	1.9%	395	10.0%	1,065	26.9%	1,550	39.1%	775	19.5%	55	1.4%	25	0.6%
New Westminster	780,000	30	2.0%	30	2.0%	110	7.4%	430	28.8%	760	50.8%	130	8.7%	0	0.0%
North Vancouver City	1,000,000	0	0.0%	15	0.9%	15	0.9%	110	6.9%	595	37.3%	765	48.0%	80	5.0%
North Vancouver District	1,000,000	0	0.0%	10	0.5%	35	1.8%	95	4.9%	555	28.5%	1,060	54.4%	180	9.2%
Pitt Meadows	650,000	20	1.9%	60	5.7%	230	22.0%	465	44.5%	215	20.6%	55	5.3%	0	0.0%
Port Coquitlam	750,000	10	0.3%	40	1.3%	260	8.6%	1,055	35.0%	1,395	46.3%	230	7.6%	10	0.3%
Port Moody	800,000	10	0.5%	0	0.0%	60	3.0%	585	29.1%	965	48.0%	365	18.2%	25	1.2%
Richmond	820,000	180	1.5%	290	2.4%	520	4.2%	2,430	19.7%	5,950	48.2%	2,755	22.3%	200	1.6%
Surrey	685,000	540	2.1%	1,350	5.2%	4,120	15.8%	11,090	42.5%	7,220	27.7%	1,380	5.3%	370	1.4%
Tsawwassen First Nation	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Vancouver	1,000,000	45	0.7%	40	0.7%	175	2.9%	695	11.5%	1,550	25.7%	1,885	31.3%	1,620	26.9%
West Vancouver	1,600,000	0	0.0%	0	0.0%	0	0.0%	0	0.0%	20	6.2%	80	24.6%	220	67.7%
White Rock	850,000	0	0.0%	0	0.0%	0	0.0%	15	12.0%	75	60.0%	20	16.0%	10	8.0%
METRO VANCOUVER	750,000	1,455	1.8%	3,205	3.9%	9,270	11.3%	25,515	31.1%	27,945	34.0%	11,550	14.1%	3,175	3.9%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

** indicates data is not available.

Table 3.2.4. Median Value (Owner-Estimated) of Low-Rise Apartments (Fewer Than 5 Storeys), Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Low-Rise Apartment Median Value (\$)	Less than \$400,000		\$400,000 to \$499,999		\$500,000 to \$599,999		\$600,000 to \$749,000		\$750,000 to \$999,999		\$1,000,000 to \$1,499,999		\$1,500,000 or more	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Belcarra	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Bowen Island	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Burnaby	600,000	745	8.2%	1,765	19.3%	1,990	21.8%	2,365	25.9%	1,155	12.7%	485	5.3%	625	6.8%
Coquitlam	524,000	740	12.3%	1,390	23.0%	1,720	28.5%	1,400	23.2%	465	7.7%	185	3.1%	145	2.4%
Delta	568,000	395	14.2%	520	18.7%	610	21.9%	595	21.4%	345	12.4%	235	8.4%	105	3.8%
Electoral Area A	900,000	10	1.0%	10	1.0%	65	6.3%	175	16.9%	445	43.0%	260	25.1%	65	6.3%
Langley City	400,000	1,395	37.0%	1,675	44.4%	470	12.5%	165	4.4%	45	1.2%	10	0.3%	0	0.0%
Langley Township	448,000	785	30.8%	770	30.3%	420	16.5%	275	10.8%	125	4.9%	95	3.7%	90	3.5%
Lions Bay	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Maple Ridge	400,000	1,200	45.6%	900	34.2%	300	11.4%	155	5.9%	40	1.5%	25	1.0%	15	0.6%
New Westminster	528,000	940	18.6%	1,135	22.4%	990	19.6%	1,035	20.5%	505	10.0%	295	5.8%	160	3.2%
North Vancouver City	600,000	260	6.3%	650	15.7%	945	22.8%	1,065	25.7%	730	17.6%	295	7.1%	195	4.7%
North Vancouver District	750,000	100	3.5%	155	5.4%	425	14.9%	740	26.0%	965	33.9%	360	12.6%	100	3.5%
Pitt Meadows	500,000	45	4.0%	400	35.6%	480	42.7%	155	13.8%	25	2.2%	10	0.9%	0	0.0%
Port Coquitlam	460,000	810	20.5%	1,455	36.8%	1,130	28.6%	375	9.5%	140	3.5%	35	0.9%	20	0.5%
Port Moody	604,000	165	8.2%	240	11.9%	375	18.6%	760	37.6%	345	17.1%	100	5.0%	20	1.0%
Richmond	500,000	1,995	18.0%	2,530	22.8%	2,530	22.8%	2,365	21.3%	1,025	9.2%	435	3.9%	225	2.0%
Surrey	500,000	4,275	21.8%	5,545	28.2%	3,230	16.4%	1,735	8.8%	1,040	5.3%	1,940	9.9%	1,885	9.6%
Tsawwassen First Nation	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Vancouver	760,000	1,050	3.4%	2,355	7.7%	4,185	13.6%	6,685	21.8%	6,180	20.1%	4,430	14.4%	5,815	18.9%
West Vancouver	1,000,000	10	1.0%	30	3.1%	45	4.7%	155	16.1%	155	16.1%	260	26.9%	295	30.6%
White Rock	460,000	685	24.2%	1,035	36.6%	450	15.9%	330	11.7%	220	7.8%	175	6.2%	90	3.2%
METRO VANCOUVER	572,000	15,585	13.9%	22,400	19.9%	20,350	18.1%	20,530	18.3%	13,990	12.5%	9,640	8.6%	9,870	8.8%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

** indicates data is not available.

Table 3.2.5. Median Value (Owner-Estimated) of High-Rise Apartments (5 or More Storeys), Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	High-Rise Apartment Median Value (\$)	Less than \$400,000		\$400,000 to \$499,999		\$500,000 to \$599,999		\$600,000 to \$749,000		\$750,000 to \$999,999		\$1,000,000 to \$1,499,999		\$1,500,000 or more	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Belcarra	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Bowen Island	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Burnaby	670,000	840	4.8%	1,685	9.7%	2,965	17.1%	5,465	31.5%	4,950	28.5%	1,260	7.3%	210	1.2%
Coquitlam	620,000	200	4.4%	490	10.8%	1,075	23.6%	1,730	38.0%	845	18.6%	155	3.4%	40	0.9%
Delta	500,000	75	14.6%	140	27.2%	75	14.6%	85	16.5%	105	20.4%	30	5.8%	0	0.0%
Electoral Area A	1,190,000	10	0.7%	0	0.0%	15	1.0%	75	5.0%	315	21.0%	635	42.3%	445	29.7%
Langley City	552,000	10	10.0%	20	20.0%	20	20.0%	35	35.0%	0	0.0%	0	0.0%	0	0.0%
Langley Township	552,000	75	7.8%	175	18.1%	335	34.7%	275	28.5%	70	7.3%	10	1.0%	0	0.0%
Lions Bay	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Maple Ridge	428,000	175	33.7%	160	30.8%	75	14.4%	75	14.4%	20	3.8%	0	0.0%	0	0.0%
New Westminster	556,000	550	8.4%	1,135	17.4%	1,935	29.7%	1,935	29.7%	745	11.4%	180	2.8%	30	0.5%
North Vancouver City	800,000	45	1.2%	195	5.2%	375	10.0%	865	23.0%	1,145	30.5%	745	19.8%	370	9.8%
North Vancouver District	600,000	110	7.6%	245	16.9%	300	20.7%	290	20.0%	360	24.8%	120	8.3%	10	0.7%
Pitt Meadows	412,000	0	0.0%	45	64.3%	20	28.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Port Coquitlam	600,000	10	3.7%	60	22.2%	50	18.5%	120	44.4%	30	11.1%	0	0.0%	0	0.0%
Port Moody	750,000	20	1.6%	30	2.3%	160	12.4%	410	31.8%	510	39.5%	115	8.9%	45	3.5%
Richmond	650,000	410	4.6%	830	9.4%	1,530	17.3%	2,805	31.8%	2,115	24.0%	840	9.5%	300	3.4%
Surrey	448,000	1,175	29.3%	1,345	33.5%	930	23.2%	370	9.2%	150	3.7%	30	0.7%	0	0.0%
Tsawwassen First Nation	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Vancouver	860,000	830	2.5%	1,425	4.3%	3,000	9.1%	6,305	19.2%	8,120	24.8%	7,020	21.4%	6,085	18.6%
West Vancouver	1,000,000	35	2.0%	95	5.5%	105	6.1%	200	11.6%	370	21.4%	310	17.9%	605	35.0%
White Rock	650,000	60	6.0%	140	13.9%	180	17.9%	220	21.9%	200	19.9%	130	12.9%	70	7.0%
METRO VANCOUVER	700,000	4,760	5.5%	8,220	9.4%	13,150	15.1%	21,280	24.4%	20,045	23.0%	11,580	13.3%	8,215	9.4%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

** indicates data is not available.

3.3 Benchmark Home Sale Prices

Benchmark home prices in Metro Vancouver are a key indicator of affordability in the ownership market. Data is presented separately for the Real Estate Board areas of Greater Vancouver and the Fraser Valley recognizing the wide variation in sale price both by location and by structure type.

Benchmark home prices are provided by the MLS® Home Price Index (HPI). A “benchmark home” is one with attributes are typical of homes traded in the area where it is located. Benchmark prices are different from median or average sale prices, and allow comparisons across areas.

Key Observations

- Benchmark prices have doubled and tripled in the past 15 years across the region, while rents, wages, and inflation have increased much more slowly.
- West Vancouver and the west side of the City of Vancouver remain the most expensive areas in the region to buy a home.

Figure 3.3.1. Benchmark Home Sale Prices, Greater Vancouver and Fraser Valley Real Estate Areas, June 2022

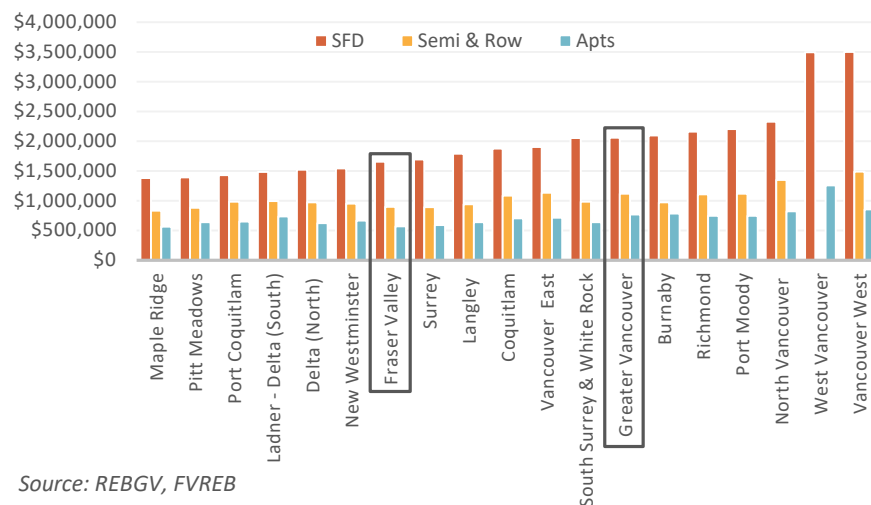


Figure 3.3.2. Benchmark Home Sale Prices, Greater Vancouver and Fraser Valley Real Estate Areas, June 2005 to June 2022

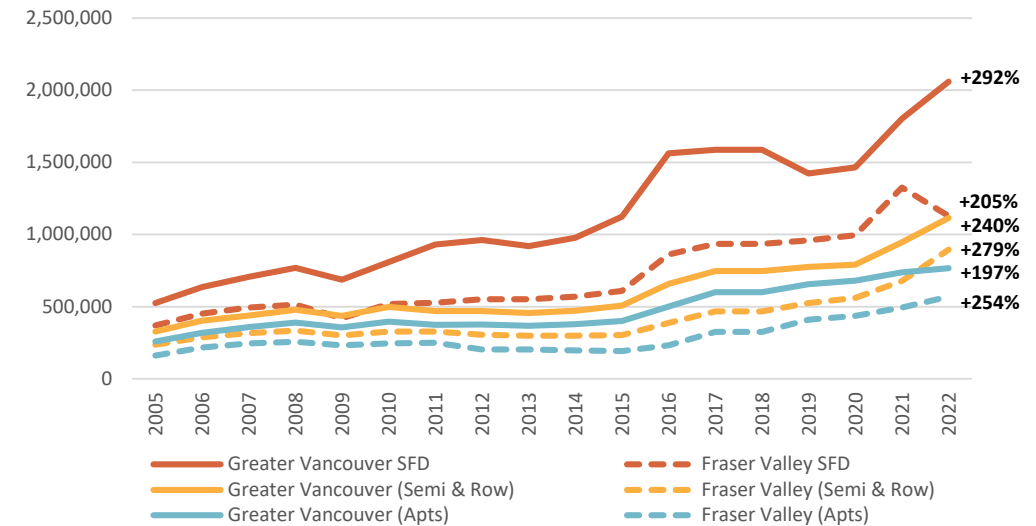


Figure 3.3.3. Percentage Change from 2005 Levels to 2022 in Benchmark Home Sale Prices, Median Rents, and Inflation, Metro Vancouver

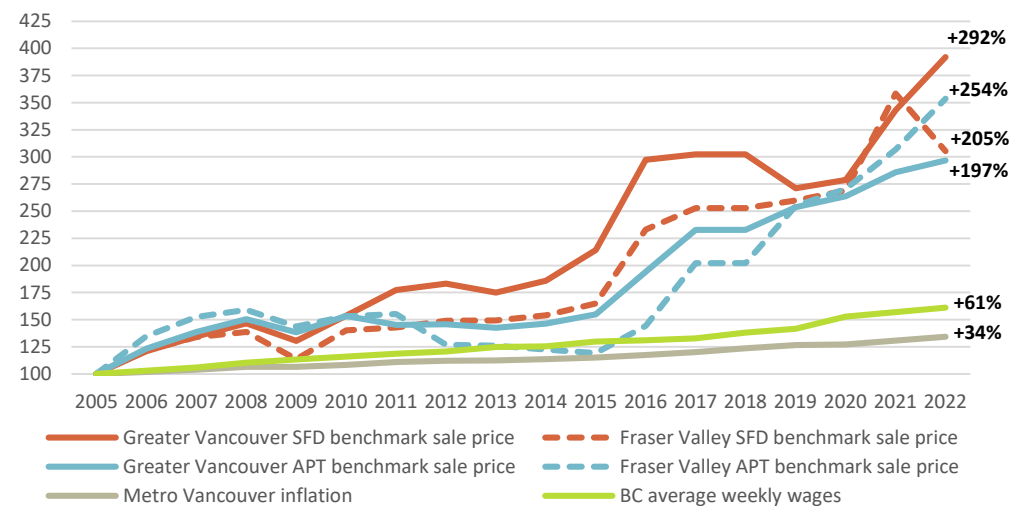


Table 3.3.1. Benchmark Sale Price for All Residential Units (\$) for Metro Vancouver Areas, June 2013 - June 2022

REAL ESTATE BOARD AREAS	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Increase 2017 - 2022	
											#	%
Burnaby **	548,800	576,800	629,600	825,700	910,200	1,009,600	921,600	943,400	1,074,200	1,132,700	222,500	24%
Coquitlam	499,700	523,000	582,400	774,800	864,100	984,800	890,000	929,800	1,092,100	1,154,200	290,100	34%
Ladner - Delta (South)	525,200	547,100	614,400	843,700	824,800	873,200	800,600	840,100	1,030,800	1,189,200	364,400	44%
Delta (North)	486,600	516,600	562,100	810,900	842,500	968,300	890,100	909,400	1,129,600	1,333,800	491,300	58%
Langley	424,900	433,200	446,100	601,800	690,600	821,900	764,100	837,600	1,040,700	1,154,100	463,500	67%
Maple Ridge	384,000	391,400	414,600	551,400	631,000	748,800	758,400	780,700	996,800	1,071,300	440,300	70%
New Westminster	364,400	376,500	404,300	518,900	601,600	732,000	652,200	666,000	714,800	845,300	243,700	41%
North Vancouver	650,500	675,700	754,400	995,400	1,064,900	1,134,400	1,036,300	1,073,200	1,230,800	1,440,000	375,100	35%
Pitt Meadows	383,000	395,200	424,400	530,900	617,000	762,700	751,800	762,300	911,300	988,000	371,000	60%
Port Coquitlam	392,600	405,500	446,700	585,000	685,200	789,500	743,200	767,400	923,100	981,600	296,400	43%
Port Moody	509,100	535,100	586,200	759,600	848,000	994,600	903,000	930,900	1,051,900	1,209,400	361,400	43%
Richmond	571,000	588,900	650,900	872,400	948,300	1,031,900	910,500	929,900	1,079,700	1,187,700	239,400	25%
Surrey *	450,500	457,000	480,200	649,700	753,600	882,600	830,600	858,500	1,061,700	1,218,300	464,700	62%
Vancouver West	810,400	850,300	940,900	1,249,800	1,328,400	1,371,500	1,216,100	1,272,400	1,373,000	1,345,000	16,600	1%
Vancouver East	608,400	647,700	723,800	966,200	1,045,700	1,111,300	1,039,200	1,083,300	1,207,500	1,223,900	178,200	17%
West Vancouver	1,546,200	1,711,100	1,919,600	2,687,300	2,628,700	2,541,300	2,105,300	2,114,400	2,551,200	2,906,200	277,500	11%
South Surrey & White Rock	597,800	618,600	648,700	897,900	969,700	1,018,000	949,100	936,500	1,167,300	1,328,600	358,900	37%
GREATER VANCOUVER	601,900	628,200	694,000	917,800	998,700	1,093,600	998,700	1,025,300	1,175,100	1,235,900	237,200	24%
FRASER VALLEY	428,400	434,000	454,200	615,300	703,900	833,100	827,400	851,400	1,051,400	1,128,400	424,500	60%

Source: Real Estate Board of Greater Vancouver (REBGV) and Fraser Valley Real Estate Board (FVREB)

Notes: "Greater Vancouver" as defined by REBGV has a different geographic area than the regionally defined "Metro Vancouver" region.

Homes sales in Greater Vancouver are tracked through the MLSLink Housing Price Index® (MLSLink HPI®) which measures benchmark or typical home prices.

The MLSLink® Housing Price Index (HPI), established in 1995, is modeled on the Consumer Price Index (CPI).

Instead of measuring goods and services, the HPI measures the change in the price of housing features. Thus, the HPI measures typical, pure price change (inflation or deflation).

The HPI benchmarks represent the price of a typical property within each market. The HPI takes into consideration what averages and medians do not – items such as lot size, age, number of rooms, etc. These features become the composite of the 'typical house' in a given area.

Each month's sales determine the current prices paid for bedrooms, bathrooms, fireplaces, etc. and apply those new values to the 'typical' house model.

* Surrey does not include "South Surrey", which is reported below in the group "South Surrey & White Rock".

** For 2012-2022 Burnaby data is reported for 3 sub-areas of Burnaby. For the purposes of this table, a non-weighted average of the 3 sub-areas is used.

Table 3.3.2. Benchmark Sale Price for Single Detached Housing (\$) for Metro Vancouver Areas, June 2012 - June 2022

REAL ESTATE BOARD AREAS	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Increase 2017 - 2022	
												#	%
Burnaby **	902,300	877,500	932,700	1,076,633	1,518,600	1,518,300	1,530,700	1,358,800	1,425,900	2,461,150	2,096,000	577,700	38%
Coquitlam	720,533	706,900	748,800	861,200	1,217,300	1,256,700	1,313,500	1,166,100	1,210,700	1,501,800	1,874,100	617,400	49%
Ladner - Delta (South)	644,700	611,400	634,100	726,500	1,042,800	975,700	998,100	960,000	1,006,900	1,285,200	1,482,200	506,500	52%
Delta (North)	525,267	523,100	557,100	612,300	843,300	877,600	957,800	888,200	919,400	1,198,400	1,519,600	642,000	73%
Langley	543,600	560,000	577,200	612,900	905,700	950,800	1,073,700	982,300	1,044,200	1,383,000	1,789,600	838,800	88%
Maple Ridge	465,133	461,500	472,500	505,100	692,500	776,100	880,700	824,200	854,700	1,131,000	1,379,700	603,600	78%
New Westminster	682,167	665,800	693,300	789,300	1,095,600	1,125,200	1,189,400	1,051,100	1,087,600	1,290,000	1,541,100	415,900	37%
North Vancouver	974,700	947,600	1,010,000	1,176,600	1,664,100	1,690,600	1,683,600	1,524,800	1,563,500	1,914,100	2,325,800	635,200	38%
Pitt Meadows	501,800	503,100	513,500	560,500	760,600	840,700	956,700	904,200	925,900	1,203,000	1,390,200	549,500	65%
Port Coquitlam	563,233	548,100	572,500	662,100	916,300	990,500	1,030,300	923,700	970,600	1,232,800	1,427,900	437,400	44%
Port Moody	845,733	829,500	895,400	1,005,600	1,379,700	1,444,700	1,551,900	1,427,400	1,462,600	1,850,300	2,201,300	756,600	52%
Richmond	999,200	941,933	979,300	1,144,700	1,700,200	1,650,100	1,648,600	1,484,600	1,511,400	1,910,500	2,160,500	510,400	31%
Surrey *	564,300	579,450	714,814	689,700	981,700	1,043,400	1,121,500	1,004,100	1,047,300	1,377,200	1,692,900	649,500	62%
Vancouver West	2,207,433	2,069,200	2,257,100	2,599,700	3,547,300	3,627,200	3,392,500	2,912,000	3,076,700	3,458,300	3,499,700	-127,500	-4%
Vancouver East	863,467	842,800	918,900	1,093,900	1,511,500	1,534,100	1,541,400	1,350,100	1,459,100	1,696,500	1,904,000	369,900	24%
West Vancouver	1,934,567	1,849,200	2,053,300	2,320,400	3,261,600	3,127,100	3,392,500	2,564,600	2,594,200	3,152,500	3,491,300	364,200	12%
South Surrey & White Rock	881,800	851,100	902,400	983,900	1,437,600	1,493,300	1,464,000	1,340,900	1,336,200	1,731,600	2,053,100	559,800	37%
GREATER VANCOUVER	961,600	919,200	976,700	1,123,900	1,561,500	1,587,900	1,598,200	1,423,500	1,464,200	1,801,100	2,058,600	470,700	30%
FRASER VALLEY	551,000	552,200	568,600	609,900	861,600	934,600	1,018,900	960,100	994,500	1,324,400	1,653,000	718,400	77%

Source: Real Estate Board of Greater Vancouver (REBGV) and Fraser Valley Real Estate Board (FVREB)

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Each month's sales determine the current prices paid for bedrooms, bathrooms, fireplaces, etc. and apply those new values to the 'typical' house model.

* Surrey does not include "South Surrey", which is reported below in the group "South Surrey & White Rock".

** For 2012-2022 Burnaby data is reported for 3 sub-areas of Burnaby. For the purposes of this table, a non-weighted average of the 3 sub-areas is used.

Table 3.3.3. Benchmark Sale Price for Semi-Detached and Rowhouse Housing (\$) for Metro Vancouver Areas, June 2012 - June 2022

REAL ESTATE BOARD AREAS	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Increase 2017 - 2022	
												#	%
Burnaby **	414,333	403,100	422,067	442,867	517,400	681,033	783,600	710,800	732,600	763,300	970,300	289,267	42%
Coquitlam	382,867	382,800	389,000	414,200	527,500	617,400	712,200	657,300	693,800	843,200	1,086,500	469,100	76%
Ladner - Delta (South)	450,767	446,500	461,800	493,100	628,300	731,300	778,000	638,200	630,700	765,500	990,800	259,500	35%
Delta (North)	297,267	292,700	312,000	323,000	447,600	553,800	627,700	583,200	553,400	665,400	972,500	418,700	76%
Langley	292,767	291,500	291,300	298,300	408,400	449,600	527,900	498,600	574,400	691,400	938,400	488,800	109%
Maple Ridge	276,233	269,400	271,300	282,400	373,500	471,300	574,300	529,900	538,500	682,800	833,400	362,100	77%
New Westminster	398,633	393,900	408,900	441,900	543,000	640,600	723,500	721,500	748,300	843,600	951,800	311,200	49%
North Vancouver	598,467	580,500	605,400	650,100	850,200	938,300	1,049,900	946,600	989,000	1,116,200	1,347,200	408,900	44%
Pitt Meadows	321,633	317,800	322,200	363,100	447,400	535,900	664,200	609,400	627,000	747,900	881,500	345,600	64%
Port Coquitlam	374,733	365,100	372,200	397,400	515,300	591,400	689,700	642,400	647,400	790,900	980,300	388,900	66%
Port Moody	409,933	402,100	416,100	447,400	547,400	584,400	685,900	654,200	651,000	751,900	1,116,500	532,100	91%
Richmond	506,600	493,900	507,900	546,900	709,800	766,200	854,800	779,200	791,100	923,500	1,108,200	342,000	45%
Surrey *	306,833	320,613	379,416	324,200	409,800	507,800	598,000	565,100	574,200	692,100	891,200	383,400	76%
Vancouver West	711,333	703,600	748,000	805,500	1,092,900	1,211,600	1,303,600	1,125,800	1,119,800	1,288,800	1,485,800	274,200	23%
Vancouver East	522,733	517,700	532,300	562,100	765,500	813,400	923,400	861,500	888,600	1,013,100	1,130,800	317,400	39%
West Vancouver	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
South Surrey & White Rock	469,400	458,200	463,100	429,900	521,000	619,000	680,800	648,300	655,000	810,000	983,100	364,100	59%
GREATER VANCOUVER	468,400	456,200	471,200	506,900	656,900	745,700	859,800	774,700	790,800	946,900	1,115,600	369,900	50%
FRASER VALLEY	305,000	298,700	297,800	302,600	387,100	467,000	558,000	525,200	559,600	678,400	894,300	427,300	91%

Source: Real Estate Board of Greater Vancouver (REBGV) and Fraser Valley Real Estate Board (FVREB)

Notes: "Greater Vancouver" as defined by REBGV has a different geographic area than the regionally defined "Metro Vancouver" region.

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Each month's sales determine the current prices paid for bedrooms, bathrooms, fireplaces, etc. and apply those new values to the 'typical' house model.

* Surrey does not include "South Surrey", which is reported below in the group "South Surrey & White Rock".

** For 2012-2022 Burnaby data is reported for 3 sub-areas of Burnaby. For the purposes of this table, a non-weighted average of the 3 sub-areas is used.

n/a: not available

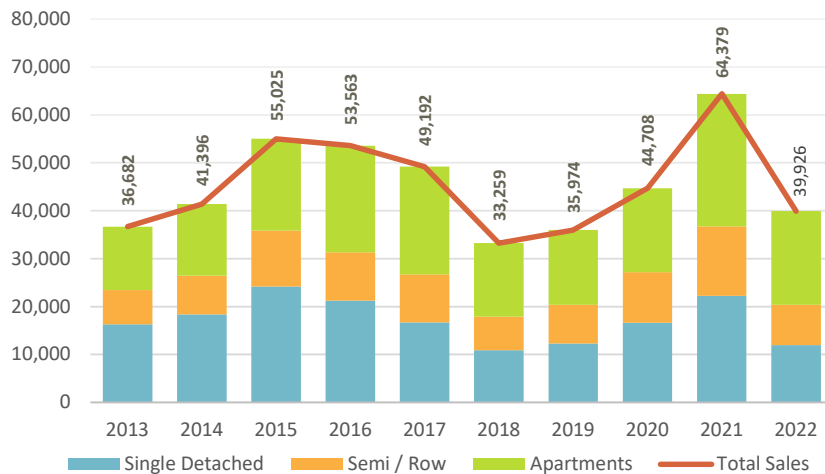
3.4 Home Sales

Home sales data is obtained from the monthly MLS® Sales Facts published by both the Real Estate Board of Greater Vancouver (REBGV) and the Fraser Valley Real Estate Board (FVREB).

Key Observations

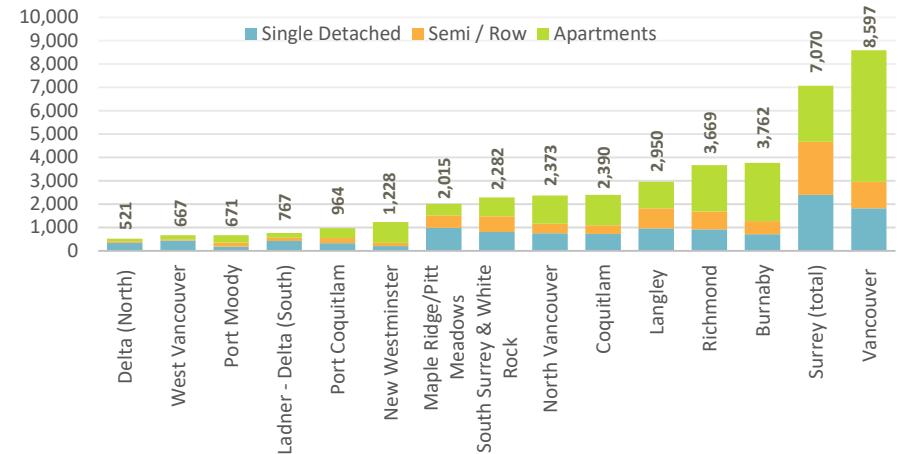
- 2022 regional home sales dropped by almost 40% since 2021 after a steady increase between 2019 and 2021.
- Half (49%) of 2022 home sales in the region were apartments, but this varied significantly across the region.
- Vancouver, which saw the greatest number of sales in 2022, also had the greatest number of apartment sales (66% of their total sales).
- Surrey had the greatest number of single detached and row house/townhouse sales (34% and 32% of their total sales, respectively).

Figure 3.4.1. Residential Property Sales by Type of Housing, Metro Vancouver, 2013 to 2022



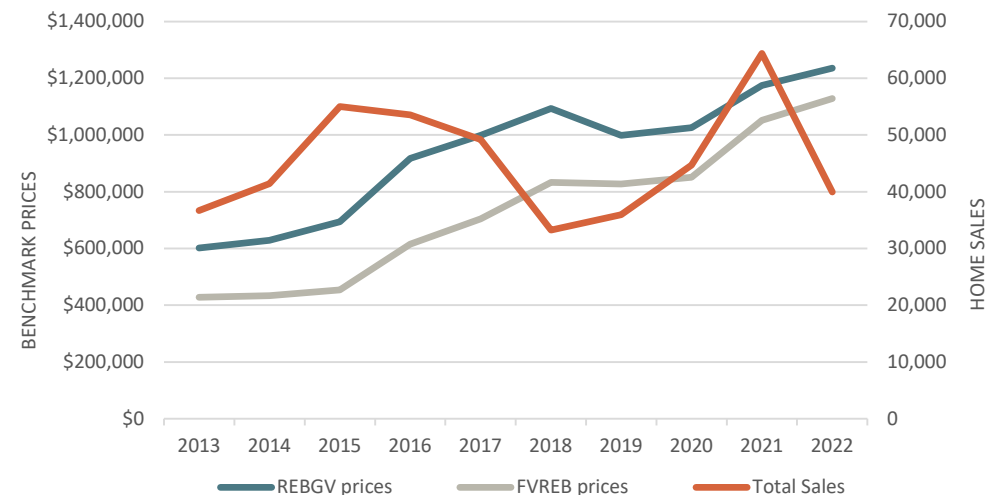
Source: REBGV, FVREB

Figure 3.4.2. Residential Property Sales by Type of Housing, Greater Vancouver and Fraser Valley Real Estate Areas, 2022



Source: REBGV, FVREB

Figure 3.4.3. Residential Property Sales and Benchmark Prices, Metro Vancouver, 2013 to 2022



Source: REBGV, FVREB

Table 3.4.1. Residential Property Sales for All Residential Units for Metro Vancouver Areas, 2013 - 2022

REAL ESTATE BOARD AREAS	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Increase 2017 - 2022	
											#	%
Burnaby	3,434	3,745	5,099	4,495	4,030	2,573	3,025	3,372	5,644	3,762	-268	-7%
Coquitlam	2,307	2,618	3,400	3,394	2,960	1,930	2,194	2,728	3,645	2,390	-570	-19%
Ladner - Delta (South)	314	427	442	427	448	315	689	1,050	1,391	767	319	71%
Delta (North)	582	583	971	1,001	821	529	619	727	1,073	521	-300	-37%
Langley	2,263	2,529	3,205	3,765	3,640	2,594	2,705	3,378	4,912	2,950	-690	-19%
Maple Ridge/Pitt Meadows	1,845	2,190	2,940	3,304	2,856	1,999	1,966	2,586	3,292	2,015	-841	-29%
New Westminster	1,130	1,237	1,644	1,714	1,847	1,261	1,213	1,434	1,966	1,228	-619	-34%
North Vancouver	2,224	2,534	3,339	3,005	2,745	1,980	2,170	2,652	3,503	2,373	-372	-14%
Port Coquitlam	942	1,178	1,499	1,607	1,378	978	944	1,091	1,523	964	-414	-30%
Port Moody	651	738	803	872	785	494	546	761	986	671	-114	-15%
Richmond	3,624	4,270	5,740	5,269	4,954	3,080	2,893	3,512	5,770	3,669	-1,285	-26%
Surrey (less South Surrey)	4,787	4,931	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Surrey (total)	n/a	n/a	10,061	11,087	10,778	7,340	7,092	9,423	13,251	7,070	-3,708	-34%
Vancouver	8,847	10,236	12,287	10,641	9,684	6,962	7,339	8,446	12,295	8,597	-1,087	-11%
West Vancouver	960	1,038	1,309	1,067	736	517	595	771	1,028	667	-69	-9%
White Rock	n/a	n/a	791	833	669	444	n/a	n/a	n/a	n/a	n/a	n/a
South Surrey & White Rock	2,012	2,234	n/a	n/a	n/a	n/a	1,984	2,777	4,100	2,282	n/a	n/a
METRO VANCOUVER	36,682	41,395	54,606	53,584	49,259	33,670	35,974	44,708	64,379	39,926	-9,333	-19%

Source: Real Estate Board of Greater Vancouver (REBGV) and Fraser Valley Real Estate Board (FVREB)

Notes: Geographic areas used by the Real Estate Boards are not reflective of the regional government boundaries.

Real Estate Board of Greater Vancouver: Vancouver, Richmond, Burnaby, New Westminster, North Shore, Tri-Cities, Maple Ridge, Pitt Meadows, Port Moody (including Belcarra), and Ladner (Delta).

Fraser Valley Real Estate Board: Abbotsford, Mission, Langleys, Surrey, White Rock, Delta (excluding Ladner).

n/a: not available

Table 3.4.2. Residential Property Sales for Single Detached Housing for Metro Vancouver Areas, 2013 - 2022

REAL ESTATE BOARD AREAS	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Increase 2017 - 2022	
											#	%
Burnaby	980	1,201	1,599	1,151	900	582	688	833	1,199	702	-198	-22%
Coquitlam	1,113	1,334	1,613	1,389	1,051	687	810	991	1,302	725	-326	-31%
Ladner - Delta (South)	206	282	281	254	264	168	355	606	747	424	160	61%
Delta (North)	463	463	783	698	618	383	452	552	763	338	-280	-45%
Langley	1,251	1,251	1,692	1,790	1,402	949	956	1,236	1,592	952	-450	-32%
Maple Ridge/Pitt Meadows	1,114	1,362	1,805	1,913	1,481	980	1,025	1,357	1,762	977	-504	-34%
New Westminster	271	338	386	375	268	227	210	273	348	204	-64	-24%
North Vancouver	1,092	1,236	1,479	1,243	1,049	675	804	977	1,184	751	-298	-28%
Port Coquitlam	390	476	586	578	481	307	297	375	555	323	-158	-33%
Port Moody	204	228	258	228	170	94	141	218	264	176	6	4%
Richmond	1,319	1,692	2,360	1,664	1,282	762	818	964	1,568	913	-369	-29%
Surrey (less South Surrey)	2,624	2,624	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Surrey (total)	n/a	n/a	5,978	5,233	4,234	2,756	2,797	4,240	5,512	2,399	-1,835	-43%
Vancouver	3,063	3,499	3,942	3,044	2,436	1,596	1,752	2,246	3,007	1,818	-618	-25%
West Vancouver	730	796	1,019	786	473	309	434	555	688	437	-36	-8%
White Rock	n/a	n/a	371	348	225	135	n/a	n/a	n/a	n/a	n/a	n/a
South Surrey & White Rock	1,080	1,080	n/a	n/a	n/a	n/a	725	1,189	1,752	798	n/a	n/a
METRO VANCOUVER	16,282	18,383	24,152	21,238	16,714	10,873	12,264	16,612	22,243	11,937	-4,777	-29%

Source: Real Estate Board of Greater Vancouver (REBGV) and Fraser Valley Real Estate Board (FVREB)

Notes: Geographic areas used by the Real Estate Boards are not reflective of the regional government boundaries.

Real Estate Board of Greater Vancouver: Vancouver, Richmond, Burnaby, New Westminster, North Shore, Tri-Cities, Maple Ridge, Pitt Meadows, Port Moody (including Belcarra), and Ladner (Delta).

Fraser Valley Real Estate Board: Abbotsford, Mission, Langleys, Surrey, White Rock, Delta (excluding Ladner).

n/a: not available

Table 3.4.3. Residential Property Sales for Semi-Detached and Rowhouse Housing for Metro Vancouver Areas, 2013 - 2022

REAL ESTATE BOARD AREAS	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Increase 2017 - 2022	
											#	%
Burnaby	768	764	1,058	757	748	493	581	631	1,063	575	-173	-23%
Coquitlam	461	501	609	541	517	345	448	616	641	372	-145	-28%
Ladner - Delta (South)	55	69	65	107	115	84	145	217	274	132	17	15%
Delta (North)	80	87	783	121	100	72	66	104	134	75	-25	-25%
Langley	623	800	1,692	1,057	1,143	797	922	1,102	1,593	861	-282	-25%
Maple Ridge/Pitt Meadows	393	466	753	765	672	453	532	755	795	541	-131	-19%
New Westminster	130	100	163	143	208	107	105	208	235	135	-73	-35%
North Vancouver	355	398	522	463	413	345	370	460	642	414	1	0%
Port Coquitlam	290	345	386	330	311	232	258	291	331	222	-89	-29%
Port Moody	192	221	210	229	206	145	153	228	278	180	-26	-13%
Richmond	892	1,079	1,325	1,042	1,182	681	649	893	1,389	775	-407	-34%
Surrey (less South Surrey)	1,297	1,470	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Surrey (total)	n/a	n/a	2,618	3,319	3,219	2,389	2,275	3,064	4,164	2,272	-947	-29%
Vancouver	1,046	1,138	1,402	1,110	1,075	850	960	1,151	1,720	1,139	64	6%
West Vancouver	72	61	83	58	60	38	40	58	100	59	-1	-2%
White Rock	n/a	n/a	39	38	19	20	n/a	n/a	n/a	n/a	n/a	n/a
South Surrey & White Rock	413	523	n/a	n/a	n/a	n/a	609	806	1,116	683	n/a	n/a
METRO VANCOUVER	7,136	8,069	11,708	10,080	9,988	7,051	8,113	10,584	14,475	8,435	-1,553	-16%

Source: Real Estate Board of Greater Vancouver (REBGV) and Fraser Valley Real Estate Board (FVREB)

Notes: Geographic areas used by the Real Estate Boards are not reflective of the regional government boundaries.

Real Estate Board of Greater Vancouver: Vancouver, Richmond, Burnaby, New Westminster, North Shore, Tri-Cities, Maple Ridge, Pitt Meadows, Port Moody (including Belcarra), and Ladner (Delta).

Fraser Valley Real Estate Board: Abbotsford, Mission, Langleys, Surrey, White Rock, Delta (excluding Ladner).

n/a: not available

Table 3.4.4. Residential Property Sales for Apartment Housing for Metro Vancouver Areas, 2013 - 2022

REAL ESTATE BOARD AREAS	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Increase 2017 - 2022	
											#	%
Burnaby	1,686	1,780	2,442	2,588	2,383	1,498	1,756	1,908	3,382	2,485	102	4%
Coquitlam	733	783	1,178	1,464	1,392	898	936	1,121	1,702	1,293	-99	-7%
Ladner - Delta (South)	53	76	96	66	69	63	189	227	370	211	142	206%
Delta (North)	39	33	44	182	103	74	101	71	176	108	5	5%
Langley	389	478	579	918	1,095	848	827	1,040	1,727	1,137	42	4%
Maple Ridge/Pitt Meadows	338	362	382	626	703	566	409	474	735	497	-206	-29%
New Westminster	729	799	1,095	1,197	1,371	927	898	953	1,383	889	-482	-35%
North Vancouver	777	900	1,338	1,299	1,283	960	996	1,215	1,677	1,208	-75	-6%
Port Coquitlam	262	357	527	700	586	439	389	425	637	419	-167	-28%
Port Moody	255	289	335	415	409	255	252	315	444	315	-94	-23%
Richmond	1,413	1,499	2,055	2,565	2,490	1,637	1,426	1,655	2,813	1,981	-509	-20%
Surrey (less South Surrey)	866	837	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Surrey (total)	n/a	n/a	1,465	2,535	3,325	2,195	2,020	2,119	3,575	2,399	-926	-28%
Vancouver	4,738	5,599	6,943	6,487	6,173	4,516	4,627	5,049	7,568	5,640	-533	-9%
West Vancouver	158	181	207	223	203	170	121	158	240	171	-32	-16%
White Rock	n/a	n/a	381	447	425	289	n/a	n/a	n/a	n/a	n/a	n/a
South Surrey & White Rock	519	631	n/a	n/a	n/a	n/a	650	782	1,232	801	n/a	n/a
METRO VANCOUVER	13,264	14,944	19,165	22,245	22,490	15,335	15,597	17,512	27,661	19,554	-2,936	-13%

Source: Real Estate Board of Greater Vancouver (REBGV) and Fraser Valley Real Estate Board (FVREB)

Notes: Geographic areas used by the Real Estate Boards are not reflective of the regional government boundaries.

Real Estate Board of Greater Vancouver: Vancouver, Richmond, Burnaby, New Westminster, North Shore, Tri-Cities, Maple Ridge, Pitt Meadows, Port Moody (including Belcarra), and Ladner (Delta).

Fraser Valley Real Estate Board: Abbotsford, Mission, Langleys, Surrey, White Rock, Delta (excluding Ladner).

n/a: not available

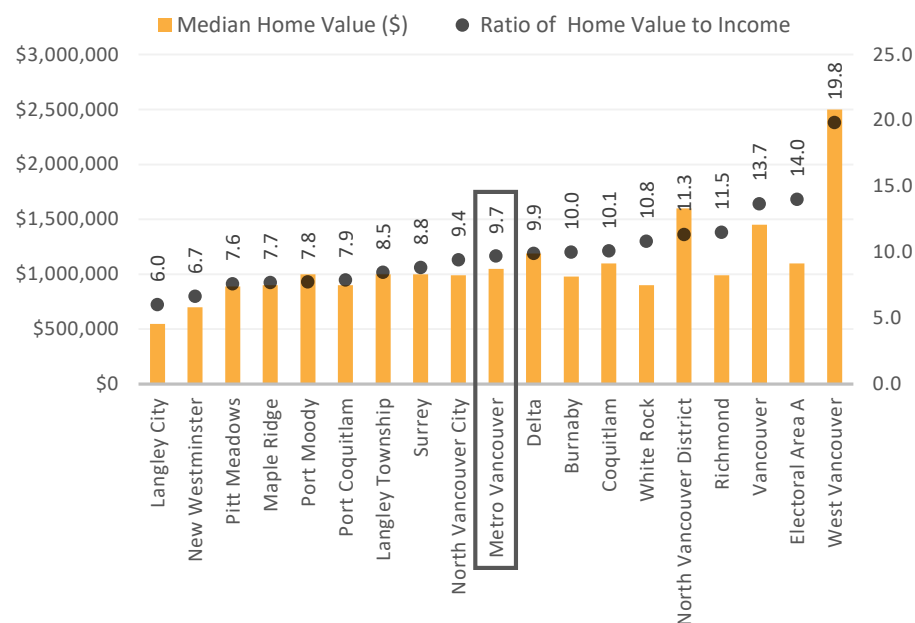
3.5 Home Value to Income Ratio

The ratio of home value to income is a measure of affordability and potential profitability of home ownership. This ratio was calculated by dividing the median home value (owner-estimated) by the median annual household income, data acquired from the Census. A higher ratio indicates an imbalance due to relatively high home values and/or low income.

Key Observations

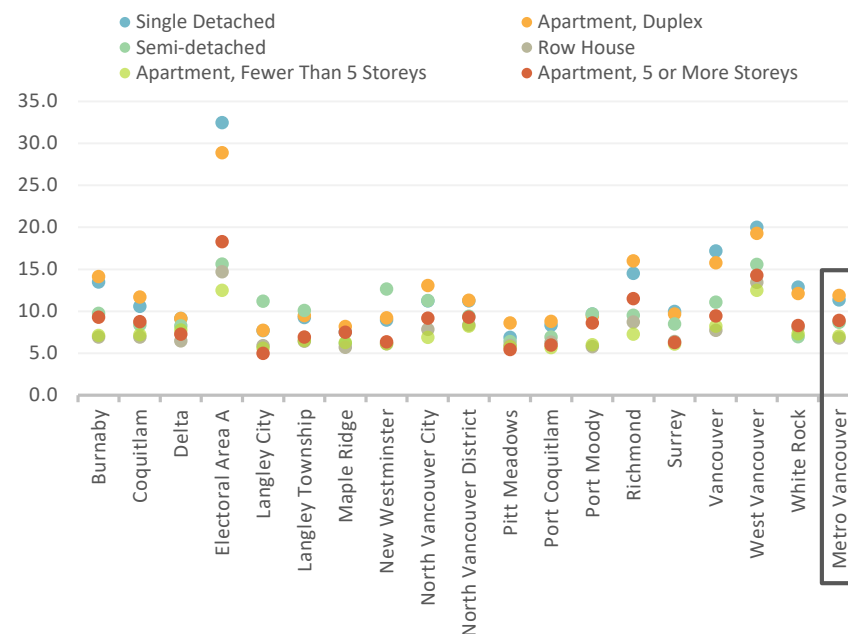
- Metro Vancouver's home value to income ratio (all units) was 9.7; West Vancouver observed a ratio twice as large, while Vancouver and Electoral Area A (includes UBC) had ratios 40% larger than the region.

Figure 3.5.1. Ratio of Median Home Value (Owner-Estimated) to Median Household Income, All Dwelling Units, Metro Vancouver Jurisdictions, 2021 Census



Source: Statistics Canada, 2021 Census of Population, custom data request

Figure 3.5.2. Ratio of Median Home Value (Owner-Estimated) to Median Household Income, by Structure Type, Metro Vancouver Jurisdictions, 2021 Census



Source: Statistics Canada, 2021 Census of Population custom data request

- White Rock, Richmond, and Electoral Area A observed lower ratios of home value to income despite relatively high median home values, indicating lower median household incomes.
- Single detached houses and duplex apartments (includes houses with secondary suites) had the greatest home value to income ratios across the region – reaching values of 32.5 (single detached) and 28.9 (apartment, duplex) in Electoral Area A.
- Pitt Meadows and Maple Ridge observed the lowest ratios overall, while apartments with 5 or more storeys in Langley City had the lowest home value to income ratio for all housing types in the region.

Table 3.5.1. Ratio of Median Home Value (Owner-Estimated) to Median Household Income, by Structure Type, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	All Structure Types			Home Value to Income Ratio by Structure Type*					
	Median Home Value (Owner-Estimated) (\$)	Median Household Income (\$)	Total Home Value to Income Ratio	Single Detached	Apartment, Duplex	Semi-detached	Row House	Apartment, Fewer Than 5 Storeys	Apartment, 5 or More Storeys
Anmore	n/a	170,000	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Belcarra	n/a	166,000	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Bowen Island	n/a	122,000	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Burnaby	980,000	98,000	10.0	13.5	14.2	9.8	7.0	7.1	9.3
Coquitlam	1,100,000	109,000	10.1	10.6	11.7	8.4	7.0	7.2	8.8
Delta	1,190,000	120,000	9.9	9.2	9.2	8.3	6.5	7.8	7.3
Electoral Area A	1,100,000	78,500	14.0	32.5	28.9	15.6	14.7	12.5	18.3
Langley City	548,000	91,000	6.0	7.7	7.8	11.2	5.9	5.6	5.0
Langley Township	1,000,000	118,000	8.5	9.3	9.5	10.1	6.4	6.5	6.9
Lions Bay	n/a	151,000	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Maple Ridge	900,000	117,000	7.7	7.6	8.2	6.2	5.7	6.3	7.5
New Westminster	700,000	105,000	6.7	9.0	9.2	12.7	6.1	6.1	6.4
North Vancouver City	990,000	105,000	9.4	11.3	13.1	11.3	7.9	6.9	9.2
North Vancouver District	1,600,000	141,000	11.3	11.3	11.3	9.4	8.4	8.2	9.3
Pitt Meadows	890,000	117,000	7.6	6.9	8.6	6.4	6.0	5.8	5.5
Port Coquitlam	900,000	114,000	7.9	8.3	8.8	7.0	6.4	5.7	6.0
Port Moody	1,000,000	129,000	7.8	9.7	9.4	9.7	5.8	6.0	8.6
Richmond	990,000	86,000	11.5	14.5	16.0	9.5	8.7	7.3	11.5
Surrey	1,000,000	113,000	8.8	10.0	9.7	8.5	6.4	6.1	6.3
Tsawwassen First Nation	n/a	101,000	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Vancouver	1,450,000	106,000	13.7	17.2	15.8	11.1	7.8	8.3	9.5
West Vancouver	2,500,000	126,000	19.8	20.0	19.3	15.6	13.4	12.5	14.3
White Rock	900,000	83,000	10.8	12.9	12.1	7.0	8.1	7.3	8.3
METRO VANCOUVER	1,050,000	108,000	9.7	11.4	11.9	8.7	6.8	7.1	8.9

Source: Statistics Canada, 2021 Census of Population, custom data request.

Note: Home value to income ratios per dwelling type utilize total median income per dwelling type. Total median income per dwelling type are provided in Tables 3.5.2 - 3.5.7.

Structure type "Apartment, Duplex" would include up-down duplexes as well as houses with secondary suites (excludes the rented suite unit).

Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

* Median homevalue (owner-estimated) and median household income adjusted by structure type

n/a: not available

Table 3.5.2. Ratio of Median Value (Owner-Estimated) of Single Detached Homes to Median Household Income, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Median Home Value (Owner-Estimated) (\$)	Median Household Income (\$)	Home Value to Household Income Ratio*
Anmore	n/a	182,000	n/a
Belcarra	n/a	166,000	n/a
Bowen Island	n/a	123,000	n/a
Burnaby	1,700,000	126,000	13.5
Coquitlam	1,400,000	132,000	10.6
Delta	1,200,000	131,000	9.2
Electoral Area A	5,000,000	154,000	32.5
Langley City	1,000,000	130,000	7.7
Langley Township	1,300,000	140,000	9.3
Lions Bay	n/a	149,000	n/a
Maple Ridge	1,000,000	132,000	7.6
New Westminster	1,300,000	145,000	9.0
North Vancouver City	1,700,000	151,000	11.3
North Vancouver District	1,800,000	160,000	11.3
Pitt Meadows	1,000,000	145,000	6.9
Port Coquitlam	1,110,000	133,000	8.3
Port Moody	1,500,000	155,000	9.7
Richmond	1,600,000	110,000	14.5
Surrey	1,300,000	130,000	10.0
Tsawwassen First Nation	n/a	111,000	n/a
Vancouver	2,200,000	128,000	17.2
West Vancouver	3,000,000	150,000	20.0
White Rock	1,510,000	117,000	12.9
METRO VANCOUVER	1,500,000	132,000	11.4

Source: Statistics Canada, 2021 Census of Population, custom data request.

Note: Home value to income ratios per dwelling type utilize total median income per dwelling type.

Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

* Median homevalue (owner-estimated) and median household income adjusted by structure type

n/a: not available

Table 3.5.3. Ratio of Median Value (Owner-Estimated) of Apartment, Duplex, to Median Household Income, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Median Home Value (Owner-Estimated) (\$)	Median Household Income (\$)	Home Value to Household Income Ratio*
Anmore	n/a	150,000	n/a
Belcarra	n/a	n/a	n/a
Bowen Island	n/a	118,000	n/a
Burnaby	1,600,000	113,000	14.2
Coquitlam	1,500,000	128,000	11.7
Delta	1,200,000	131,000	9.2
Electoral Area A	4,480,000	155,000	28.9
Langley City	1,000,000	129,000	7.8
Langley Township	1,290,000	136,000	9.5
Lions Bay	n/a	n/a	n/a
Maple Ridge	1,100,000	134,000	8.2
New Westminster	1,300,000	141,000	9.2
North Vancouver City	1,700,000	130,000	13.1
North Vancouver District	1,800,000	159,000	11.3
Pitt Meadows	1,000,000	116,000	8.6
Port Coquitlam	1,100,000	125,000	8.8
Port Moody	1,500,000	159,000	9.4
Richmond	1,600,000	100,000	16.0
Surrey	1,300,000	134,000	9.7
Tsawwassen First Nation	n/a	n/a	n/a
Vancouver	1,800,000	114,000	15.8
West Vancouver	2,700,000	140,000	19.3
White Rock	1,700,000	140,000	12.1
METRO VANCOUVER	1,500,000	126,000	11.9

Source: Statistics Canada, 2021 Census of Population, custom data request.

Note: Home value to income ratios per dwelling type utilize total median income per dwelling type.

Structure type "Apartment, Duplex" would include up-down duplexes as well as houses with secondary suites (excludes the rented suite unit).

Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

* Median homevalue (owner-estimated) and median household income adjusted by structure type

n/a: not available

Table 3.5.4. Ratio of Median Value (Owner-Estimated) of Semi-detached Homes to Median Household Income, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Median Home Value (Owner-Estimated) (\$)	Median Household Income (\$)	Home Value to Household Income Ratio*
Anmore	n/a	n/a	n/a
Belcarra	n/a	n/a	n/a
Bowen Island	n/a	n/a	n/a
Burnaby	1,200,000	123,000	9.8
Coquitlam	1,000,000	119,000	8.4
Delta	970,000	117,000	8.3
Electoral Area A	2,500,000	160,000	15.6
Langley City	660,000	58,800	11.2
Langley Township	800,000	79,000	10.1
Lions Bay	n/a	n/a	n/a
Maple Ridge	700,000	113,000	6.2
New Westminster	1,190,000	94,000	12.7
North Vancouver City	1,390,000	123,000	11.3
North Vancouver District	1,270,000	135,000	9.4
Pitt Meadows	800,000	125,000	6.4
Port Coquitlam	800,000	115,000	7.0
Port Moody	1,200,000	124,000	9.7
Richmond	1,000,000	105,000	9.5
Surrey	850,000	100,000	8.5
Tsawwassen First Nation	n/a	n/a	n/a
Vancouver	1,500,000	135,000	11.1
West Vancouver	2,200,000	141,000	15.6
White Rock	1,000,000	143,000	7.0
METRO VANCOUVER	1,000,000	115,000	8.7

Source: Statistics Canada, 2021 Census of Population, custom data request.

Note: Home value to income ratios per dwelling type utilize total median income per dwelling type.

Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

* Median homevalue (owner-estimated) and median household income adjusted by structure type

n/a: not available

Table 3.5.5. Ratio of Median Value (Owner-Estimated) of Row Houses to Median Household Income, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Median Home Value (Owner-Estimated) (\$)	Median Household Income (\$)	Home Value to Household Income Ratio*
Anmore	n/a	n/a	n/a
Belcarra	n/a	n/a	n/a
Bowen Island	n/a	n/a	n/a
Burnaby	800,000	115,000	7.0
Coquitlam	800,000	115,000	7.0
Delta	700,000	108,000	6.5
Electoral Area A	1,500,000	102,000	14.7
Langley City	552,000	93,000	5.9
Langley Township	690,000	107,000	6.4
Lions Bay	n/a	n/a	n/a
Maple Ridge	608,000	106,000	5.7
New Westminster	780,000	127,000	6.1
North Vancouver City	1,000,000	127,000	7.9
North Vancouver District	1,000,000	119,000	8.4
Pitt Meadows	650,000	109,000	6.0
Port Coquitlam	750,000	118,000	6.4
Port Moody	800,000	138,000	5.8
Richmond	820,000	94,000	8.7
Surrey	685,000	107,000	6.4
Tsawwassen First Nation	n/a	n/a	n/a
Vancouver	1,000,000	129,000	7.8
West Vancouver	1,600,000	119,000	13.4
White Rock	850,000	105,000	8.1
METRO VANCOUVER	750,000	110,000	6.8

Source: Statistics Canada, 2021 Census of Population, custom data request.

Note: Home value to income ratios per dwelling type utilize total median income per dwelling type.

Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

* Median homevalue (owner-estimated) and median household income adjusted by structure type

n/a: not available

Table 3.5.6. Ratio of Median Value (Owner-Estimated) of Apartments, Fewer than 5 Storeys, to Median Household Income, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Median Home Value (Owner-Estimated) (\$)	Median Household Income (\$)	Home Value to Household Income Ratio*
Anmore	n/a	n/a	n/a
Belcarra	n/a	n/a	n/a
Bowen Island	n/a	n/a	n/a
Burnaby	600,000	84,000	7.1
Coquitlam	524,000	72,500	7.2
Delta	568,000	73,000	7.8
Electoral Area A	900,000	72,000	12.5
Langley City	400,000	71,000	5.6
Langley Township	448,000	68,500	6.5
Lions Bay	n/a	n/a	n/a
Maple Ridge	400,000	63,600	6.3
New Westminster	528,000	86,000	6.1
North Vancouver City	600,000	87,000	6.9
North Vancouver District	750,000	91,000	8.2
Pitt Meadows	500,000	86,000	5.8
Port Coquitlam	460,000	81,000	5.7
Port Moody	604,000	100,000	6.0
Richmond	500,000	68,500	7.3
Surrey	500,000	82,000	6.1
Tsawwassen First Nation	n/a	100,000	n/a
Vancouver	760,000	92,000	8.3
West Vancouver	1,000,000	80,000	12.5
White Rock	460,000	62,800	7.3
METRO VANCOUVER	572,000	81,000	7.1

Source: Statistics Canada, 2021 Census of Population, custom data request.

Note: Home value to income ratios per dwelling type utilize total median income per dwelling type.

Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

* Median homevalue (owner-estimated) and median household income adjusted by structure type

n/a: not available

Table 3.5.7. Ratio of Median Value (Owner-Estimated) of Apartments, 5 or More Storeys, to Median Household Income, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Median Home Value (Owner-Estimated) (\$)	Median Household Income (\$)	Home Value to Household Income Ratio*
Anmore	n/a	n/a	n/a
Belcarra	n/a	n/a	n/a
Bowen Island	n/a	n/a	n/a
Burnaby	670,000	72,000	9.3
Coquitlam	620,000	70,500	8.8
Delta	500,000	68,500	7.3
Electoral Area A	1,190,000	65,000	18.3
Langley City	552,000	110,000	5.0
Langley Township	552,000	79,500	6.9
Lions Bay	n/a	n/a	n/a
Maple Ridge	428,000	56,800	7.5
New Westminster	556,000	87,000	6.4
North Vancouver City	800,000	87,000	9.2
North Vancouver District	600,000	64,500	9.3
Pitt Meadows	412,000	75,500	5.5
Port Coquitlam	600,000	100,000	6.0
Port Moody	750,000	87,000	8.6
Richmond	650,000	56,400	11.5
Surrey	448,000	71,000	6.3
Tsawwassen First Nation	n/a	105,000	n/a
Vancouver	860,000	91,000	9.5
West Vancouver	1,000,000	70,000	14.3
White Rock	650,000	78,000	8.3
METRO VANCOUVER	700,000	78,500	8.9

Source: Statistics Canada, 2021 Census of Population, custom data request.

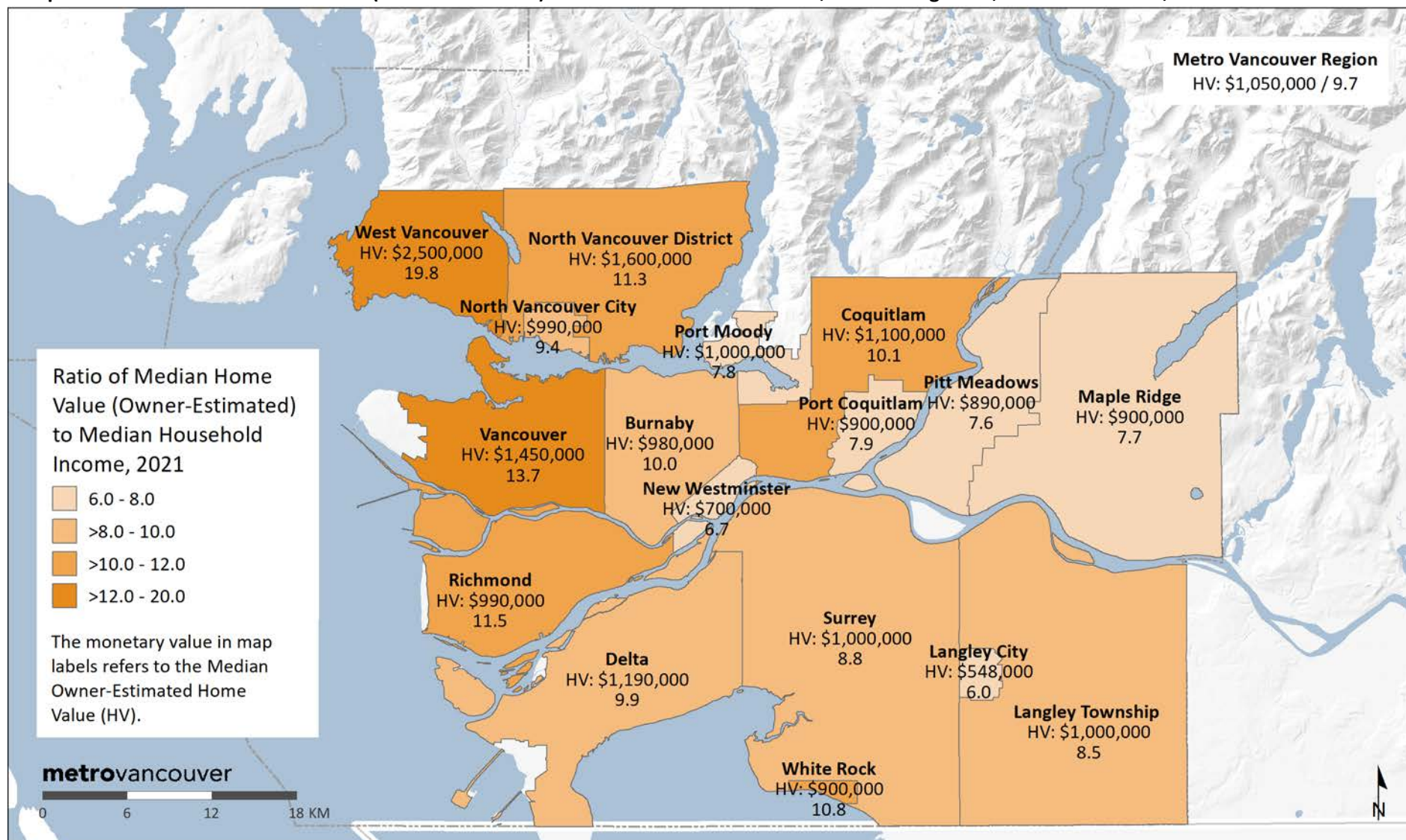
Note: Home value to income ratios per dwelling type utilize total median income per dwelling type.

Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

* Median homevalue (owner-estimated) and median household income adjusted by structure type

n/a: not available

Map 3.5. Ratio of Median Home Value (Owner-Estimated) to Median Household Income, All Dwelling Units, Metro Vancouver, 2021 Census



Tsawwassen First Nation, Anmore, Belcarra, Bowen Island, Lions Bay, and Electoral Area A are not displayed due to data availability, or geography limitations.

Source: Statistics Canada, 2021 Census of Population and custom data request

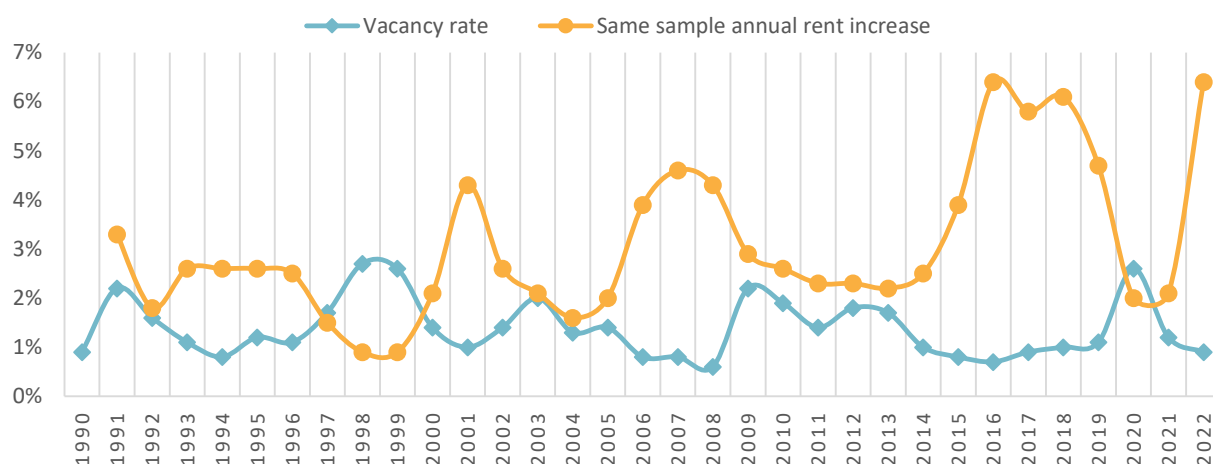
PART 4 | RENTAL HOUSING

This section provides an overview of rental housing in Metro Vancouver and member jurisdictions. It includes information on the different types of rental housing available, median rents, vacancy rates, and a rent-to-income ratio for renter households.

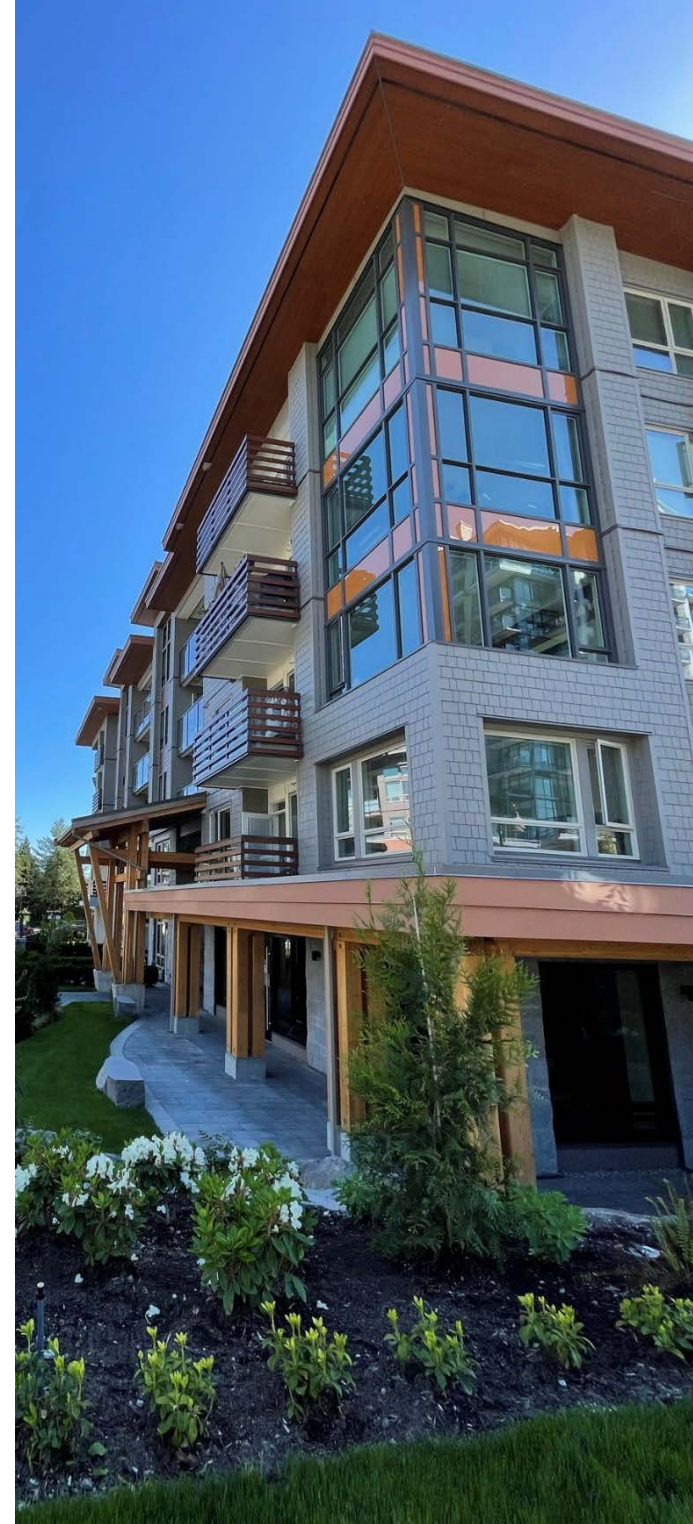
HIGHLIGHTS

- **A large proportion of renters live in the secondary rental market**, which provides less security of tenure and fewer renter protections than the primary rental market. In 2022, 36% of renter-occupied units were low-rise apartments and 28% were high-rise apartments.
- **After years of decline or stagnation, the purpose-built market rental housing supply is increasing.** In the 20 years between 1991 and 2011, the purpose-built market rental stock in the region decreased by 9.2%. Between 2017 and 2022, the market rental stock increased by 8.0%.
- **Vacancy rates have remained very low, pushing rents higher.** In the past 30 years, vacancy rates have remained below the 3% that is considered to be a healthy vacancy rate and a sign of a balanced market. Historically, low vacancy rates have been associated with increases in rent levels. In the past five years alone median rents have increased by 30%. Rents are expected to continue to increase while vacancy rates remain low.

Vacancy Rate and Average Annual Rent Increase of Purpose Built Market Rentals (Apartments and Townhouses), Metro Vancouver, 1990 to 2022



Source: CMHC Rental Market Survey



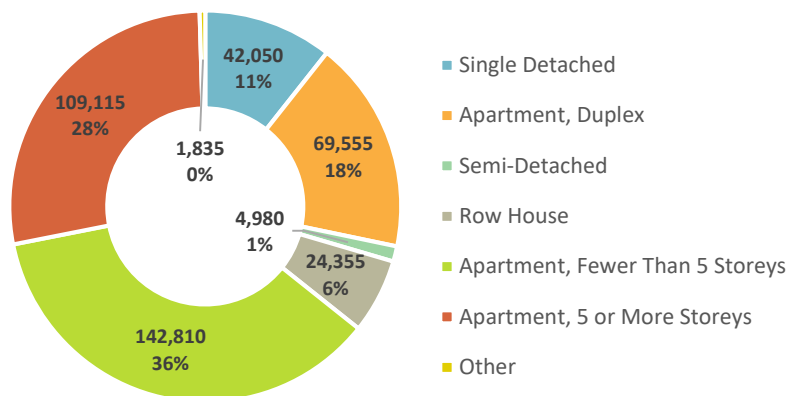
4.1 Renter-Occupied Housing Inventory by Structure Type and Age of Building

The Census provides information on renter-occupied units by structure type as well as unit age. Providing diverse housing choices for renters requires a good understanding of the makeup of the existing housing stock available to renters, as well as any changes that may be expected due to aging of the housing stock.

Key Observations

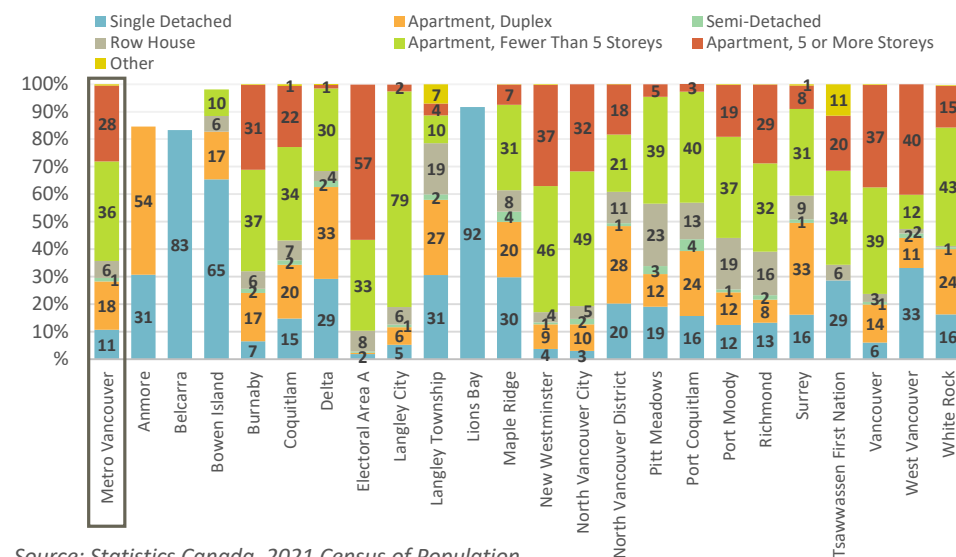
- In 2021, nearly two thirds (64%) of renter households in Metro Vancouver lived in apartments, with the majority living in low rise apartments. This distribution varied significantly across the region.
- Single detached houses and secondary suites accounted for another 29% of renter-occupied units in the region.
- Between 2016 and 2021, the number of renter-occupied high-rise apartments increased by 22,175 units, representing 48% of all new renter-occupied dwelling units in the region. The next largest increase was among rented single detached houses, which represented 21% of all new renter-occupied dwelling units in the region.

Figure 4.1.2. Distribution of Renter-Occupied Dwellings by Structure Type, Metro Vancouver, 2021



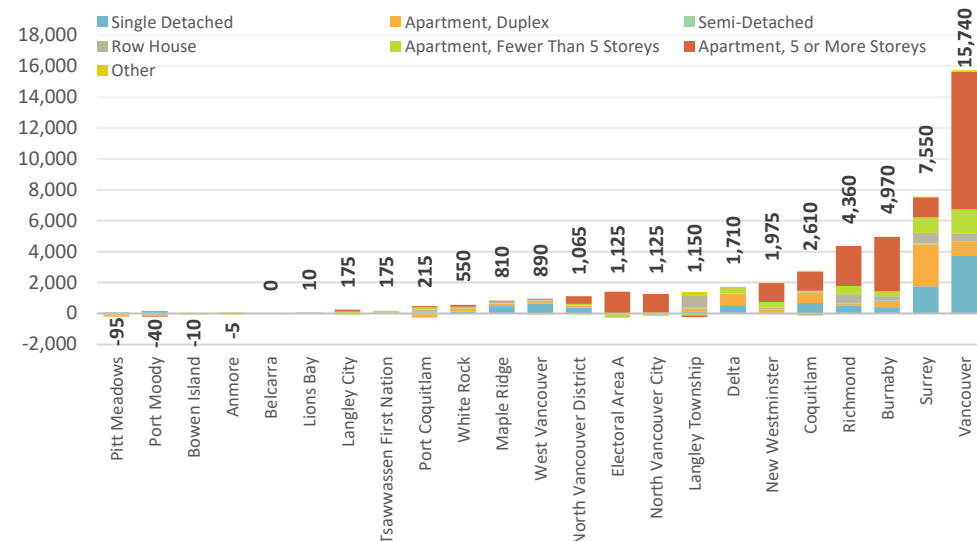
Source: Statistics Canada, 2021 Census of Population

Figure 4.1.1. Distribution of Renter-Occupied Dwellings by Structure Type, Metro Vancouver Jurisdictions, 2021



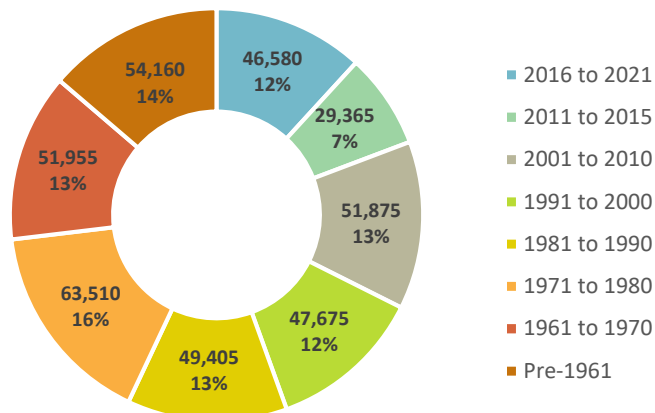
Source: Statistics Canada, 2021 Census of Population
Note: values may not add up to 100% due to data suppression.

Figure 4.1.3. Change in Renter-Occupied Dwellings Since 2016 Census by Structure Type, Metro Vancouver Jurisdictions, 2021



Source: Statistics Canada, 2021 Census of Population

Figure 4.1.4. Distribution of Renter-Occupied Dwellings by Year of Construction, Metro Vancouver, 2021

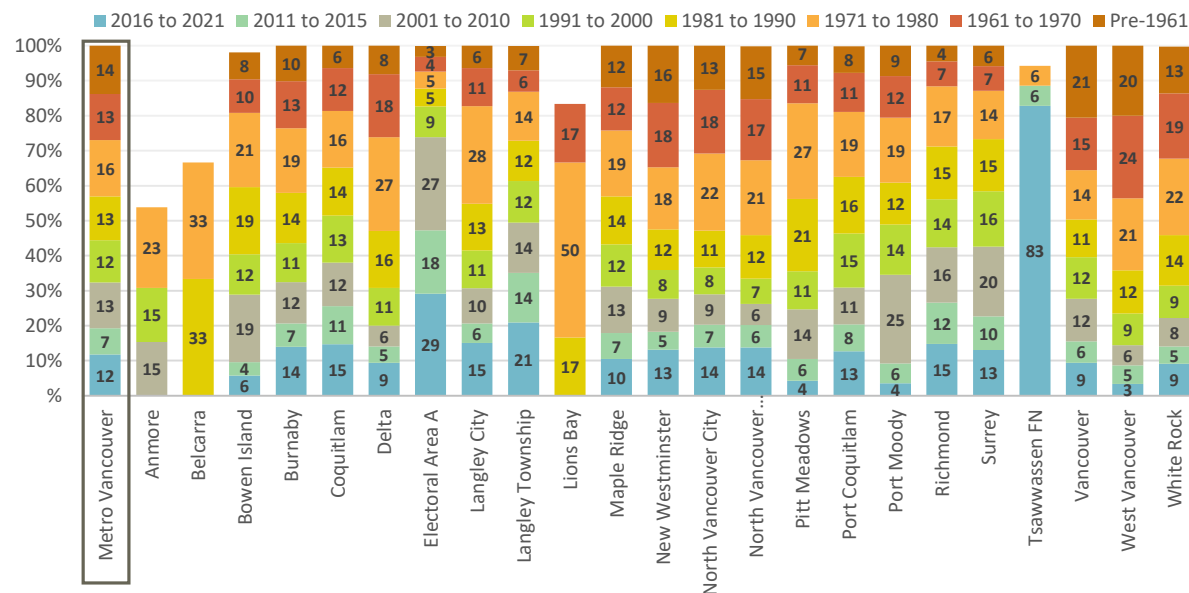


Source: Statistics Canada, 2021 Census of Population

Key Observations

- 12% of the renter-occupied dwellings in Metro Vancouver in 2021 were built between 2016 and 2021.
- Another 7% of renter-occupied dwellings were built between 2011 and 2015.
- More than half (56%) of renter-occupied dwellings were built more than 30 years ago (1990 and earlier).
- The age composition of renter-occupied housing varies across the region.
- The areas with the greatest proportion of newly-built renter-occupied housing stock (built between 2016 and 2021) were Tsawwassen First Nation, Electoral Area A, Langley Township, Langley City, Richmond, and Coquitlam.
- The areas with the greatest proportion of older renter-occupied housing stock (built prior to 1961) were Vancouver, West Vancouver, New Westminster, and the District of North Vancouver.

Figure 4.1.5. Distribution of Renter-Occupied Dwellings by Year of Construction, Metro Vancouver Jurisdictions, 2021



Source: Statistics Canada, 2021 Census of Population

Note: values may not add up to 100% due to data suppression.



Table 4.1.1. Renter-Occupied Dwellings by Structure Type, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total Rental	Single Detached		Apartment, Duplex		Semi-Detached		Row House		Apartment, Fewer Than 5 Storeys		Apartment, 5 or More Storeys		Other	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	65	20	30.8%	35	53.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Belcarra	30	25	83.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bowen Island	260	170	65.4%	45	17.3%	0	0.0%	15	5.8%	25	9.6%	0	0.0%	0	0.0%
Burnaby	39,955	2,610	6.5%	6,990	17.5%	615	1.5%	2,570	6.4%	14,740	36.9%	12,340	30.9%	90	0.2%
Coquitlam	17,155	2,525	14.7%	3,370	19.6%	280	1.6%	1,225	7.1%	5,835	34.0%	3,820	22.3%	100	0.6%
Delta	9,270	2,705	29.2%	3,100	33.4%	200	2.2%	340	3.7%	2,775	29.9%	120	1.3%	40	0.4%
Electoral Area A	4,395	80	1.8%	20	0.5%	25	0.6%	330	7.5%	1,450	33.0%	2,485	56.5%	0	0.0%
Langley City	4,680	245	5.2%	300	6.4%	45	1.0%	295	6.3%	3,675	78.5%	115	2.5%	0	0.0%
Langley Township	8,500	2,605	30.6%	2,320	27.3%	165	1.9%	1,585	18.6%	865	10.2%	360	4.2%	595	7.0%
Lions Bay	60	55	91.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Maple Ridge	6,905	2,060	29.8%	1,390	20.1%	250	3.6%	545	7.9%	2,145	31.1%	500	7.2%	15	0.2%
New Westminster	16,355	605	3.7%	1,470	9.0%	105	0.6%	610	3.7%	7,500	45.9%	6,010	36.7%	45	0.3%
North Vancouver City	12,755	385	3.0%	1,235	9.7%	245	1.9%	595	4.7%	6,250	49.0%	4,035	31.6%	0	0.0%
North Vancouver District	7,710	1,565	20.3%	2,165	28.1%	80	1.0%	885	11.5%	1,600	20.8%	1,410	18.3%	10	0.1%
Pitt Meadows	1,520	290	19.1%	180	11.8%	45	3.0%	345	22.7%	590	38.8%	70	4.6%	0	0.0%
Port Coquitlam	5,235	820	15.7%	1,240	23.7%	225	4.3%	695	13.3%	2,115	40.4%	145	2.8%	0	0.0%
Port Moody	3,210	400	12.5%	380	11.8%	35	1.1%	600	18.7%	1,180	36.8%	605	18.8%	10	0.3%
Richmond	23,280	3,095	13.3%	1,945	8.4%	390	1.7%	3,670	15.8%	7,485	32.2%	6,670	28.7%	15	0.1%
Surrey	56,570	9,170	16.2%	18,855	33.3%	715	1.3%	4,925	8.7%	17,805	31.5%	4,800	8.5%	300	0.5%
Tsawwassen First Nation	175	50	28.6%	0	0.0%	0	0.0%	10	5.7%	60	34.3%	35	20.0%	20	11.4%
Vancouver	166,485	10,155	6.1%	23,015	13.8%	1,420	0.9%	4,945	3.0%	64,395	38.7%	61,995	37.2%	565	0.3%
West Vancouver	5,150	1,705	33.1%	565	11.0%	85	1.7%	85	1.7%	640	12.4%	2,070	40.2%	0	0.0%
White Rock	3,780	615	16.3%	900	23.8%	25	0.7%	15	0.4%	1,630	43.1%	570	15.1%	10	0.3%
METRO VANCOUVER	394,715	42,050	10.7%	69,555	17.6%	4,980	1.3%	24,355	6.2%	142,810	36.2%	109,115	27.6%	1,835	0.5%

Source: Statistics Canada, 2021 Census of Population.

Note: Structure type "Apartment, Duplex" would include up-down duplexes as well as houses with secondary suites, and "Other" would include movable dwellings and other single-attached houses.

With respect to the house with a secondary suite, the primary unit may also be included if it is also rented and not owner-occupied (in addition to the rented suite).

Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

Table 4.1.2. Renter-Occupied Dwelling Units by Age of Structure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total Rental	2016 to 2021		2011 to 2015		2001 to 2010		1991 to 2000		1981 to 1990		1971 to 1980		1961 to 1970		Pre-1961	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%		
Anmore	65	0	0.0%	0	0.0%	10	15.4%	10	15.4%	0	0.0%	15	23.1%	0	0.0%	0	0.0%
Belcarra	30	0	0.0%	0	0.0%	0	0.0%	0	0.0%	10	33.3%	10	33.3%	0	0.0%	0	0.0%
Bowen Island	260	15	5.8%	10	3.8%	50	19.2%	30	11.5%	50	19.2%	55	21.2%	25	9.6%	20	7.7%
Burnaby	39,955	5,600	14.0%	2,645	6.6%	4,730	11.8%	4,440	11.1%	5,725	14.3%	7,400	18.5%	5,350	13.4%	4,065	10.2%
Coquitlam	17,155	2,530	14.7%	1,855	10.8%	2,130	12.4%	2,315	13.5%	2,350	13.7%	2,770	16.1%	2,105	12.3%	1,110	6.5%
Delta	9,270	875	9.4%	430	4.6%	550	5.9%	1,000	10.8%	1,510	16.3%	2,480	26.8%	1,670	18.0%	760	8.2%
Electoral Area A	4,395	1,280	29.1%	795	18.1%	1,170	26.6%	385	8.8%	225	5.1%	215	4.9%	185	4.2%	135	3.1%
Langley City	4,680	705	15.1%	260	5.6%	470	10.0%	505	10.8%	625	13.4%	1,305	27.9%	510	10.9%	300	6.4%
Langley Township	8,500	1,780	20.9%	1,200	14.1%	1,225	14.4%	1,005	11.8%	980	11.5%	1,190	14.0%	525	6.2%	585	6.9%
Lions Bay	60	0	0.0%	0	0.0%	0	0.0%	0	0.0%	10	16.7%	30	50.0%	10	16.7%	0	0.0%
Maple Ridge	6,905	725	10.5%	510	7.4%	915	13.3%	835	12.1%	950	13.8%	1,295	18.8%	855	12.4%	820	11.9%
New Westminster	16,355	2,145	13.1%	845	5.2%	1,540	9.4%	1,350	8.3%	1,895	11.6%	2,895	17.7%	3,005	18.4%	2,690	16.4%
North Vancouver City	12,755	1,755	13.8%	830	6.5%	1,110	8.7%	975	7.6%	1,345	10.5%	2,810	22.0%	2,320	18.2%	1,615	12.7%
North Vancouver District	7,710	1,065	13.8%	490	6.4%	470	6.1%	555	7.2%	955	12.4%	1,650	21.4%	1,345	17.4%	1,165	15.1%
Pitt Meadows	1,520	65	4.3%	95	6.3%	215	14.1%	165	10.9%	315	20.7%	415	27.3%	165	10.9%	100	6.6%
Port Coquitlam	5,235	665	12.7%	400	7.6%	550	10.5%	810	15.5%	850	16.2%	970	18.5%	585	11.2%	395	7.5%
Port Moody	3,210	115	3.6%	180	5.6%	815	25.4%	460	14.3%	385	12.0%	595	18.5%	380	11.8%	295	9.2%
Richmond	23,280	3,450	14.8%	2,750	11.8%	3,670	15.8%	3,185	13.7%	3,525	15.1%	4,005	17.2%	1,645	7.1%	1,045	4.5%
Surrey	56,570	7,385	13.1%	5,415	9.6%	11,285	19.9%	8,965	15.8%	8,425	14.9%	7,785	13.8%	3,985	7.0%	3,335	5.9%
Tsawwassen First Nation	175	145	82.9%	10	5.7%	0	0.0%	0	0.0%	0	0.0%	10	5.7%	0	0.0%	0	0.0%
Vancouver	166,485	15,705	9.4%	10,170	6.1%	20,250	12.2%	19,770	11.9%	17,975	10.8%	23,390	14.0%	25,035	15.0%	34,190	20.5%
West Vancouver	5,150	175	3.4%	270	5.2%	300	5.8%	465	9.0%	635	12.3%	1,060	20.6%	1,215	23.6%	1,030	20.0%
White Rock	3,780	345	9.1%	185	4.9%	310	8.2%	350	9.3%	545	14.4%	825	21.8%	705	18.7%	505	13.4%
METRO VANCOUVER	394,715	46,580	11.8%	29,365	7.4%	51,875	13.1%	47,675	12.1%	49,405	12.5%	63,510	16.1%	51,955	13.2%	54,160	13.8%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

Table 4.1.3. Renter-Occupied Single Detached Houses by Age of Structure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Single Detached Rentals	2016 to 2021		2011 to 2015		2001 to 2010		1991 to 2000		1981 to 1990		1971 to 1980		1961 to 1970		Pre-1961	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	20	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Belcarra	25	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	10	40.0%	0	0.0%	0	0.0%
Bowen Island	170	10	5.9%	0	0.0%	15	8.8%	20	11.8%	25	14.7%	50	29.4%	25	14.7%	20	11.8%
Burnaby	2,610	80	3.1%	130	5.0%	205	7.9%	260	10.0%	275	10.5%	305	11.7%	490	18.8%	855	32.8%
Coquitlam	2,525	115	4.6%	110	4.4%	155	6.1%	295	11.7%	420	16.6%	495	19.6%	585	23.2%	355	14.1%
Delta	2,705	120	4.4%	75	2.8%	125	4.6%	180	6.7%	395	14.6%	835	30.9%	565	20.9%	405	15.0%
Electoral Area A	80	10	12.5%	0	0.0%	0	0.0%	20	25.0%	20	25.0%	0	0.0%	10	12.5%	15	18.8%
Langley City	245	0	0.0%	0	0.0%	0	0.0%	0	0.0%	55	22.4%	95	38.8%	50	20.4%	30	12.2%
Langley Township	2,605	220	8.4%	145	5.6%	330	12.7%	340	13.1%	370	14.2%	510	19.6%	270	10.4%	425	16.3%
Lions Bay	55	0	0.0%	0	0.0%	0	0.0%	0	0.0%	10	18.2%	30	54.5%	10	18.2%	0	0.0%
Maple Ridge	2,060	95	4.6%	125	6.1%	250	12.1%	205	10.0%	260	12.6%	385	18.7%	290	14.1%	460	22.3%
New Westminster	605	45	7.4%	40	6.6%	20	3.3%	45	7.4%	10	1.7%	40	6.6%	50	8.3%	365	60.3%
North Vancouver City	385	40	10.4%	0	0.0%	25	6.5%	15	3.9%	40	10.4%	65	16.9%	65	16.9%	125	32.5%
North Vancouver District	1,565	50	3.2%	45	2.9%	95	6.1%	70	4.5%	180	11.5%	285	18.2%	345	22.0%	495	31.6%
Pitt Meadows	290	10	3.4%	10	3.4%	25	8.6%	25	8.6%	55	19.0%	70	24.1%	50	17.2%	45	15.5%
Port Coquitlam	820	25	3.0%	30	3.7%	25	3.0%	65	7.9%	165	20.1%	195	23.8%	160	19.5%	150	18.3%
Port Moody	400	20	5.0%	0	0.0%	60	15.0%	55	13.8%	45	11.3%	55	13.8%	65	16.3%	85	21.3%
Richmond	3,095	190	6.1%	215	6.9%	325	10.5%	420	13.6%	450	14.5%	725	23.4%	375	12.1%	390	12.6%
Surrey	9,170	585	6.4%	585	6.4%	1,380	15.0%	1,080	11.8%	1,685	18.4%	1,695	18.5%	950	10.4%	1,210	13.2%
Tsawwassen First Nation	50	45	90.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Vancouver	10,155	2,080	20.5%	1,020	10.0%	795	7.8%	740	7.3%	660	6.5%	800	7.9%	810	8.0%	3,255	32.1%
West Vancouver	1,705	80	4.7%	95	5.6%	130	7.6%	145	8.5%	245	14.4%	250	14.7%	270	15.8%	490	28.7%
White Rock	615	10	1.6%	35	5.7%	30	4.9%	30	4.9%	75	12.2%	155	25.2%	130	21.1%	155	25.2%
METRO VANCOUVER	42,050	3,820	9.1%	2,690	6.4%	4,035	9.6%	4,070	9.7%	5,445	12.9%	7,060	16.8%	5,570	13.2%	9,380	22.3%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

Table 4.1.4. Renter-Occupied "Apartment, Duplex" (primarily secondary suites) by Age of Structure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Apartment Duplex Rentals	2016 to 2021		2011 to 2015		2001 to 2010		1991 to 2000		1981 to 1990		1971 to 1980		1961 to 1970		Pre-1961	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	35	0	0.0%	0	0.0%	10	28.6%	0	0.0%	0	0.0%	10	28.6%	0	0.0%	0	0.0%
Belcarra	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Bowen Island	45	0	0.0%	0	0.0%	25	55.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Burnaby	6,990	770	11.0%	395	5.7%	760	10.9%	1,080	15.5%	920	13.2%	1,225	17.5%	875	12.5%	965	13.8%
Coquitlam	3,370	515	15.3%	240	7.1%	495	14.7%	720	21.4%	475	14.1%	390	11.6%	335	9.9%	205	6.1%
Delta	3,100	380	12.3%	175	5.6%	265	8.5%	390	12.6%	380	12.3%	775	25.0%	585	18.9%	160	5.2%
Electoral Area A	20	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Langley City	300	10	3.3%	10	3.3%	15	5.0%	0	0.0%	50	16.7%	135	45.0%	40	13.3%	30	10.0%
Langley Township	2,320	355	15.3%	415	17.9%	440	19.0%	360	15.5%	270	11.6%	310	13.4%	105	4.5%	55	2.4%
Lions Bay	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Maple Ridge	1,390	180	12.9%	75	5.4%	265	19.1%	290	20.9%	185	13.3%	225	16.2%	90	6.5%	85	6.1%
New Westminster	1,470	195	13.3%	65	4.4%	150	10.2%	195	13.3%	125	8.5%	125	8.5%	125	8.5%	480	32.7%
North Vancouver City	1,235	180	14.6%	70	5.7%	75	6.1%	100	8.1%	115	9.3%	190	15.4%	205	16.6%	305	24.7%
North Vancouver District	2,165	175	8.1%	130	6.0%	185	8.5%	220	10.2%	285	13.2%	400	18.5%	420	19.4%	365	16.9%
Pitt Meadows	180	0	0.0%	10	5.6%	10	5.6%	20	11.1%	45	25.0%	50	27.8%	15	8.3%	25	13.9%
Port Coquitlam	1,240	60	4.8%	70	5.6%	95	7.7%	290	23.4%	220	17.7%	265	21.4%	175	14.1%	70	5.6%
Port Moody	380	20	5.3%	15	3.9%	35	9.2%	70	18.4%	70	18.4%	90	23.7%	40	10.5%	50	13.2%
Richmond	1,945	195	10.0%	120	6.2%	205	10.5%	255	13.1%	240	12.3%	485	24.9%	290	14.9%	155	8.0%
Surrey	18,855	2,485	13.2%	1,975	10.5%	4,650	24.7%	3,445	18.3%	2,545	13.5%	1,955	10.4%	970	5.1%	820	4.3%
Tsawwassen First Nation	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Vancouver	23,015	1,740	7.6%	1,205	5.2%	2,210	9.6%	2,825	12.3%	2,640	11.5%	2,965	12.9%	2,565	11.1%	6,865	29.8%
West Vancouver	565	25	4.4%	20	3.5%	30	5.3%	70	12.4%	50	8.8%	110	19.5%	80	14.2%	185	32.7%
White Rock	900	110	12.2%	75	8.3%	120	13.3%	100	11.1%	175	19.4%	125	13.9%	110	12.2%	85	9.4%
METRO VANCOUVER	69,555	7,425	10.7%	5,075	7.3%	10,055	14.5%	10,450	15.0%	8,795	12.6%	9,850	14.2%	7,020	10.1%	10,890	15.7%

Source: Statistics Canada, 2021 Census of Population.

Note: Structure type "Apartment, Duplex" would include up-down duplexes as well as houses with secondary suites (rented units only).

Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

Table 4.1.5. Renter-Occupied Semi-Detached (Side-By-Side Duplex) Units by Age of Structure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Semi-Detached Rentals	2016 to 2021		2011 to 2015		2001 to 2010		1991 to 2000		1981 to 1990		1971 to 1980		1961 to 1970		Pre-1961	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	0	0	na/	0	na/	0	na/	0	na/	0	na/	0	na/	0	na/	0	na/
Belcarra	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Bowen Island	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Burnaby	615	70	11.4%	25	4.1%	100	16.3%	70	11.4%	60	9.8%	100	16.3%	90	14.6%	95	15.4%
Coquitlam	280	10	3.6%	15	5.4%	40	14.3%	50	17.9%	45	16.1%	70	25.0%	25	8.9%	20	7.1%
Delta	200	45	22.5%	20	10.0%	0	0.0%	25	12.5%	55	27.5%	40	20.0%	10	5.0%	0	0.0%
Electoral Area A	25	0	0.0%	0	0.0%	10	40.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Langley City	45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	10	22.2%	20	44.4%	0	0.0%	20	44.4%
Langley Township	165	50	30.3%	0	0.0%	0	0.0%	10	6.1%	25	15.2%	45	27.3%	15	9.1%	0	0.0%
Lions Bay	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	n/a	n/a	0	n/a
Maple Ridge	250	40	16.0%	0	0.0%	10	4.0%	20	8.0%	40	16.0%	35	14.0%	35	14.0%	45	18.0%
New Westminster	105	20	19.0%	20	19.0%	20	19.0%	0	0.0%	0	0.0%	10	9.5%	0	0.0%	25	23.8%
North Vancouver City	245	10	4.1%	10	4.1%	40	16.3%	45	18.4%	55	22.4%	30	12.2%	30	12.2%	25	10.2%
North Vancouver District	80	10	12.5%	10	12.5%	10	12.5%	20	25.0%	0	0.0%	10	12.5%	10	12.5%	10	12.5%
Pitt Meadows	45	20	44.4%	0	0.0%	0	0.0%	0	0.0%	10	22.2%	10	22.2%	0	0.0%	0	0.0%
Port Coquitlam	225	75	33.3%	15	6.7%	0	0.0%	0	0.0%	20	8.9%	50	22.2%	40	17.8%	10	4.4%
Port Moody	35	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	10	28.6%	10	28.6%	10	28.6%
Richmond	390	20	5.1%	20	5.1%	40	10.3%	45	11.5%	45	11.5%	120	30.8%	60	15.4%	55	14.1%
Surrey	715	95	13.3%	55	7.7%	50	7.0%	65	9.1%	135	18.9%	165	23.1%	70	9.8%	60	8.4%
Tsawwassen First Nation	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Vancouver	1,420	60	4.2%	95	6.7%	175	12.3%	180	12.7%	235	16.5%	155	10.9%	105	7.4%	405	28.5%
West Vancouver	85	0	0.0%	0	0.0%	0	0.0%	0	0.0%	20	23.5%	25	29.4%	15	17.6%	0	0.0%
White Rock	25	0	0.0%	0	0.0%	0	0.0%	0	0.0%	15	60.0%	0	0.0%	0	0.0%	0	0.0%
METRO VANCOUVER	4,980	530	10.6%	300	6.0%	540	10.8%	585	11.7%	780	15.7%	885	17.8%	540	10.8%	840	16.9%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

Table 4.1.6. Renter-Occupied Row House Units by Age of Structure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Row House Rentals	2016 to 2021		2011 to 2015		2001 to 2010		1991 to 2000		1981 to 1990		1971 to 1980		1961 to 1970		Pre-1961	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Belcarra	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Bowen Island	15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Burnaby	2,570	235	9.1%	110	4.3%	365	14.2%	370	14.4%	820	31.9%	455	17.7%	140	5.4%	90	3.5%
Coquitlam	1,225	125	10.2%	125	10.2%	195	15.9%	200	16.3%	335	27.3%	165	13.5%	30	2.4%	40	3.3%
Delta	340	45	13.2%	25	7.4%	25	7.4%	20	5.9%	160	47.1%	55	16.2%	0	0.0%	0	0.0%
Electoral Area A	330	0	0.0%	0	0.0%	50	15.2%	80	24.2%	85	25.8%	55	16.7%	25	7.6%	25	7.6%
Langley City	295	0	0.0%	0	0.0%	15	5.1%	35	11.9%	55	18.6%	130	44.1%	40	13.6%	15	5.1%
Langley Township	1,585	785	49.5%	300	18.9%	180	11.4%	85	5.4%	115	7.3%	95	6.0%	25	1.6%	0	0.0%
Lions Bay	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Maple Ridge	545	95	17.4%	55	10.1%	45	8.3%	75	13.8%	80	14.7%	120	22.0%	55	10.1%	10	1.8%
New Westminister	610	115	18.9%	35	5.7%	30	4.9%	80	13.1%	215	35.2%	90	14.8%	25	4.1%	20	3.3%
North Vancouver City	595	45	7.6%	15	2.5%	35	5.9%	85	14.3%	185	31.1%	160	26.9%	65	10.9%	10	1.7%
North Vancouver District	885	65	7.3%	20	2.3%	50	5.6%	105	11.9%	205	23.2%	255	28.8%	145	16.4%	45	5.1%
Pitt Meadows	345	10	2.9%	0	0.0%	35	10.1%	45	13.0%	110	31.9%	90	26.1%	30	8.7%	0	0.0%
Port Coquitlam	695	195	28.1%	50	7.2%	65	9.4%	75	10.8%	125	18.0%	110	15.8%	25	3.6%	45	6.5%
Port Moody	600	0	0.0%	0	0.0%	110	18.3%	40	6.7%	115	19.2%	160	26.7%	115	19.2%	45	7.5%
Richmond	3,670	455	12.4%	265	7.2%	580	15.8%	665	18.1%	920	25.1%	565	15.4%	145	4.0%	80	2.2%
Surrey	4,925	1,035	21.0%	585	11.9%	845	17.2%	635	12.9%	975	19.8%	580	11.8%	145	2.9%	115	2.3%
Tsawwassen First Nation	10	10	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Vancouver	4,945	360	7.3%	190	3.8%	415	8.4%	490	9.9%	1,195	24.2%	1,245	25.2%	510	10.3%	550	11.1%
West Vancouver	85	0	0.0%	0	0.0%	10	11.8%	20	23.5%	20	23.5%	15	17.6%	0	0.0%	10	11.8%
White Rock	15	0	0.0%	0	0.0%	0	0.0%	10	66.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
METRO VANCOUVER	24,355	3,580	14.7%	1,805	7.4%	3,070	12.6%	3,120	12.8%	5,725	23.5%	4,385	18.0%	1,550	6.4%	1,115	4.6%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

Table 4.1.7. Renter-Occupied Apartment Units (Fewer Than 5 Storeys) by Age of Structure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Apartment Units (< 5 Storeys)	2016 to 2021		2011 to 2015		2001 to 2010		1991 to 2000		1981 to 1990		1971 to 1980		1961 to 1970		Pre-1961	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Belcarra	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Bowen Island	25	0	0.0%	0	0.0%	0	0.0%	0	0.0%	15	60.0%	0	0.0%	0	0.0%	0	0.0%
Burnaby	14,740	845	5.7%	505	3.4%	1,435	9.7%	1,785	12.1%	2,125	14.4%	3,315	22.5%	2,975	20.2%	1,750	11.9%
Coquitlam	5,835	400	6.9%	365	6.3%	375	6.4%	770	13.2%	935	16.0%	1,545	26.5%	1,035	17.7%	415	7.1%
Delta	2,775	220	7.9%	105	3.8%	130	4.7%	375	13.5%	510	18.4%	755	27.2%	505	18.2%	185	6.7%
Electoral Area A	1,450	60	4.1%	210	14.5%	725	50.0%	220	15.2%	60	4.1%	45	3.1%	55	3.8%	70	4.8%
Langley City	3,675	580	15.8%	245	6.7%	435	11.8%	450	12.2%	455	12.4%	930	25.3%	385	10.5%	200	5.4%
Langley Township	865	95	11.0%	135	15.6%	135	15.6%	125	14.5%	130	15.0%	100	11.6%	80	9.2%	70	8.1%
Lions Bay	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Maple Ridge	2,145	300	14.0%	245	11.4%	320	14.9%	170	7.9%	245	11.4%	355	16.6%	315	14.7%	205	9.6%
New Westminister	7,500	345	4.6%	225	3.0%	410	5.5%	605	8.1%	990	13.2%	1,545	20.6%	1,960	26.1%	1,420	18.9%
North Vancouver City	6,250	340	5.4%	230	3.7%	205	3.3%	520	8.3%	665	10.6%	1,785	28.6%	1,545	24.7%	965	15.4%
North Vancouver District	1,600	235	14.7%	145	9.1%	125	7.8%	130	8.1%	215	13.4%	310	19.4%	290	18.1%	155	9.7%
Pitt Meadows	590	20	3.4%	40	6.8%	100	16.9%	70	11.9%	90	15.3%	195	33.1%	70	11.9%	0	0.0%
Port Coquitlam	2,115	255	12.1%	185	8.7%	335	15.8%	380	18.0%	315	14.9%	355	16.8%	180	8.5%	120	5.7%
Port Moody	1,180	65	5.5%	50	4.2%	270	22.9%	210	17.8%	125	10.6%	250	21.2%	125	10.6%	70	5.9%
Richmond	7,485	380	5.1%	555	7.4%	800	10.7%	1,140	15.2%	1,695	22.6%	1,895	25.3%	700	9.4%	315	4.2%
Surrey	17,805	1,590	8.9%	1,205	6.8%	3,295	18.5%	3,365	18.9%	2,790	15.7%	2,830	15.9%	1,645	9.2%	1,085	6.1%
Tsawwassen First Nation	60	55	91.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Vancouver	64,395	4,065	6.3%	1,615	2.5%	4,230	6.6%	6,365	9.9%	7,905	12.3%	11,610	18.0%	11,405	17.7%	17,195	26.7%
West Vancouver	640	10	1.6%	110	17.2%	30	4.7%	130	20.3%	90	14.1%	140	21.9%	80	12.5%	45	7.0%
White Rock	1,630	95	5.8%	10	0.6%	65	4.0%	135	8.3%	215	13.2%	440	27.0%	430	26.4%	240	14.7%
METRO VANCOUVER	142,810	9,980	7.0%	6,175	4.3%	13,460	9.4%	16,960	11.9%	19,585	13.7%	28,405	19.9%	23,770	16.6%	24,480	17.1%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

Table 4.1.8. Renter-Occupied Apartment Units (5 Storeys or More) by Age of Structure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Apartment Units (>= 5 Storeys)	2016 to 2021		2011 to 2015		2001 to 2010		1991 to 2000		1981 to 1990		1971 to 1980		1961 to 1970		Pre-1961	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Belcarra	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Bowen Island	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Burnaby	12,340	3,585	29.1%	1,475	12.0%	1,860	15.1%	870	7.1%	1,520	12.3%	1,990	16.1%	760	6.2%	285	2.3%
Coquitlam	3,820	1,355	35.5%	960	25.1%	860	22.5%	260	6.8%	135	3.5%	100	2.6%	85	2.2%	70	1.8%
Delta	120	65	54.2%	30	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Electoral Area A	2,485	1,200	48.3%	570	22.9%	365	14.7%	65	2.6%	50	2.0%	110	4.4%	100	4.0%	25	1.0%
Langley City	115	115	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Langley Township	360	100	27.8%	160	44.4%	85	23.6%	0	0.0%	10	2.8%	0	0.0%	0	0.0%	0	0.0%
Lions Bay	0	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Maple Ridge	500	20	4.0%	15	3.0%	15	3.0%	45	9.0%	145	29.0%	160	32.0%	65	13.0%	20	4.0%
New Westminster	6,010	1,415	23.5%	455	7.6%	895	14.9%	420	7.0%	545	9.1%	1,090	18.1%	835	13.9%	360	6.0%
North Vancouver City	4,035	1,145	28.4%	505	12.5%	735	18.2%	210	5.2%	295	7.3%	570	14.1%	405	10.0%	170	4.2%
North Vancouver District	1,410	525	37.2%	145	10.3%	0	0.0%	30	2.1%	70	5.0%	385	27.3%	145	10.3%	105	7.4%
Pitt Meadows	70	0	0.0%	25	35.7%	30	42.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Port Coquitlam	145	65	44.8%	55	37.9%	20	13.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Port Moody	605	0	0.0%	105	17.4%	330	54.5%	75	12.4%	25	4.1%	30	5.0%	20	3.3%	10	1.7%
Richmond	6,670	2,195	32.9%	1,585	23.8%	1,710	25.6%	660	9.9%	180	2.7%	220	3.3%	75	1.1%	50	0.7%
Surrey	4,800	1,600	33.3%	970	20.2%	1,005	20.9%	305	6.4%	245	5.1%	470	9.8%	160	3.3%	25	0.5%
Tsawwassen First Nation	35	35	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Vancouver	61,995	7,340	11.8%	6,020	9.7%	12,405	20.0%	9,090	14.7%	5,270	8.5%	6,545	10.6%	9,560	15.4%	5,760	9.3%
West Vancouver	2,070	65	3.1%	40	1.9%	85	4.1%	100	4.8%	215	10.4%	525	25.4%	760	36.7%	295	14.3%
White Rock	570	130	22.8%	60	10.5%	95	16.7%	55	9.6%	70	12.3%	115	20.2%	20	3.5%	20	3.5%
METRO VANCOUVER	109,115	20,975	19.2%	13,180	12.1%	20,585	18.9%	12,265	11.2%	8,855	8.1%	12,615	11.6%	13,290	12.2%	7,355	6.7%

Source: Statistics Canada, 2021 Census of Population.

Note: Values may not add up to 100% of Metro Vancouver total figures due to rounding and data suppression.

n/a: not available

4.2 Primary Rental Market Inventory

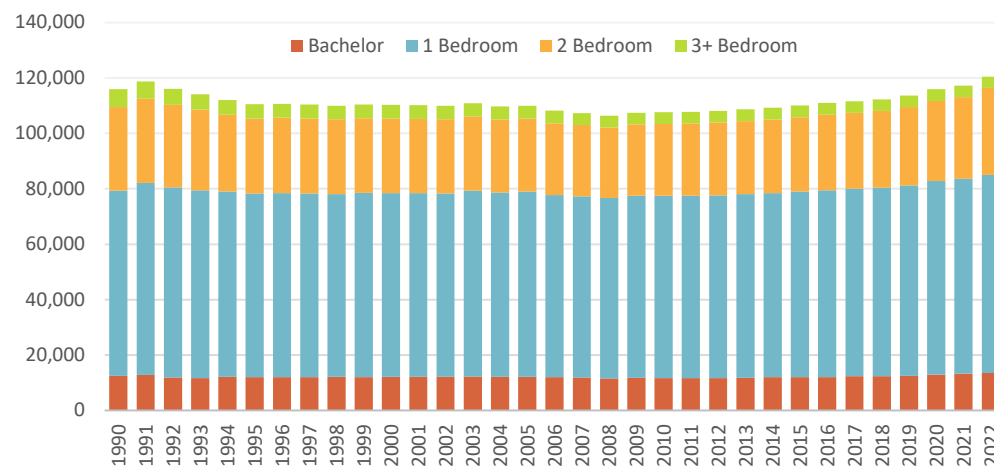
The rental market can be divided into two main categories – the primary rental market and the secondary rental market. Primary rental housing refers to housing that is purpose-built to operate as rental housing. These units are not stratified and cannot be sold individually. This includes both market rental housing (private) and non-market rental housing (owned or operated by government or non-profit organizations). Secondary rental housing refers to privately-owned housing that is currently rented. This can include single detached homes, laneway houses, secondary suites, townhomes, rented condominiums, etc. Secondary rental housing is less secure as it can be taken out of the rental market at any time by the owner.

In Metro Vancouver, purpose-built market rental units represent about one-third of all rental units in the region.

Key Observations

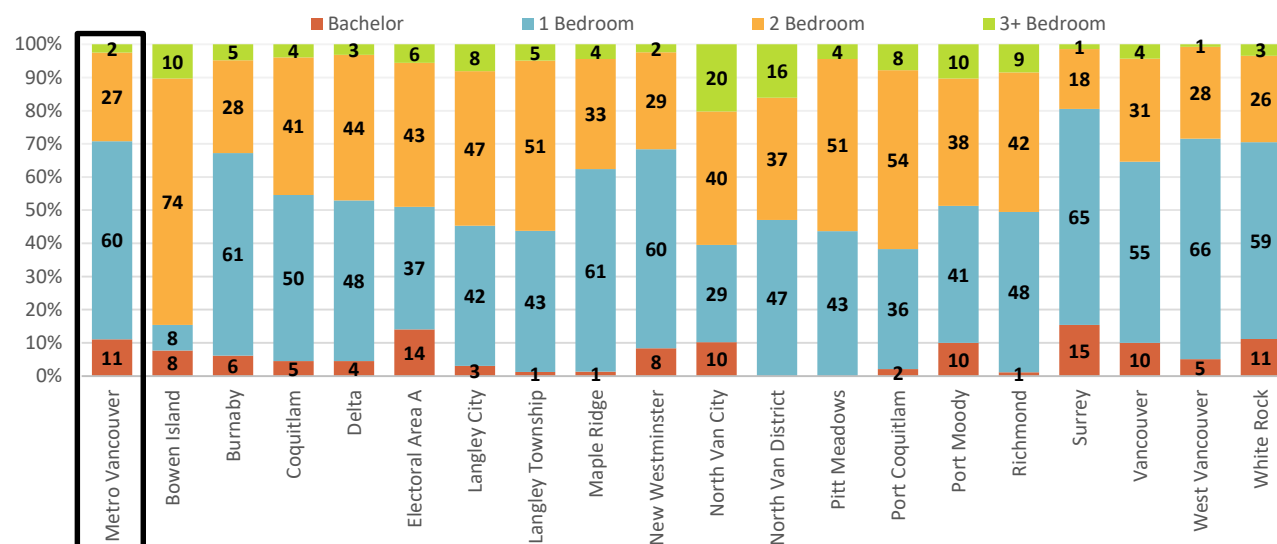
- After years of decline or stagnation, the purpose-built market rental housing stock has started to grow.
- Between 2017-2022, 2 bedroom units increased the most (15.0%), followed by bachelor units (8.9%), and 1 bedroom units (5.6%). 3+ bedroom units declined by 1.2%.
- The availability of family-sized rental units continues to be a challenge, with only 29% of all purpose built rental units in the region have 2+ bedrooms.
- In 2022, the City of Vancouver (34%) and Burnaby (11%) had the highest proportion of family-sized purpose-built market rentals across the region.

Figure 4.2.1. Purpose-Built Market Rental Inventory (Apartments and Townhouses), Metro Vancouver, 1990 to 2022



Source: CMHC Rental Market Survey

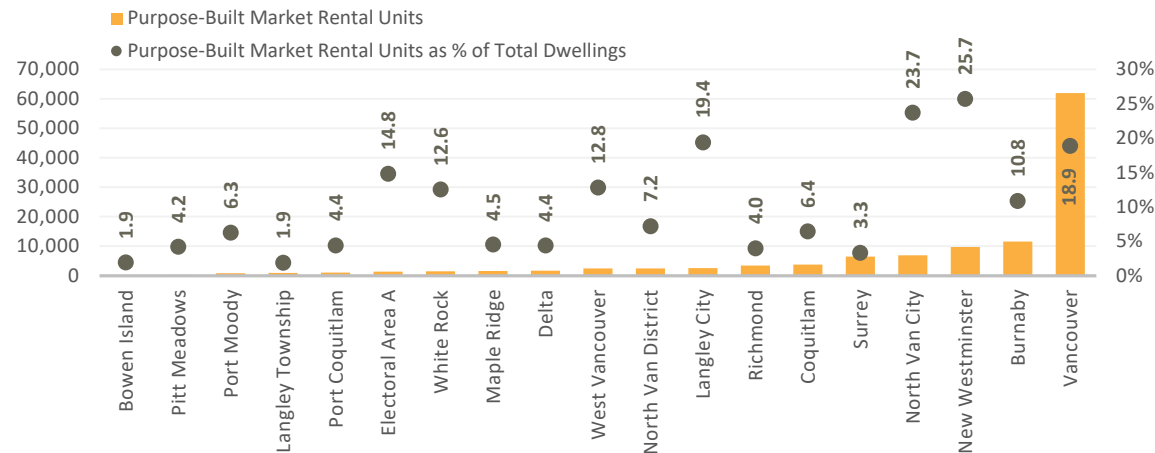
Figure 4.2.2. Distribution of Purpose-Built Market Rental Inventory (Apartments and Townhouses) by Bedroom Count, Metro



Source: CMHC Rental Market Survey

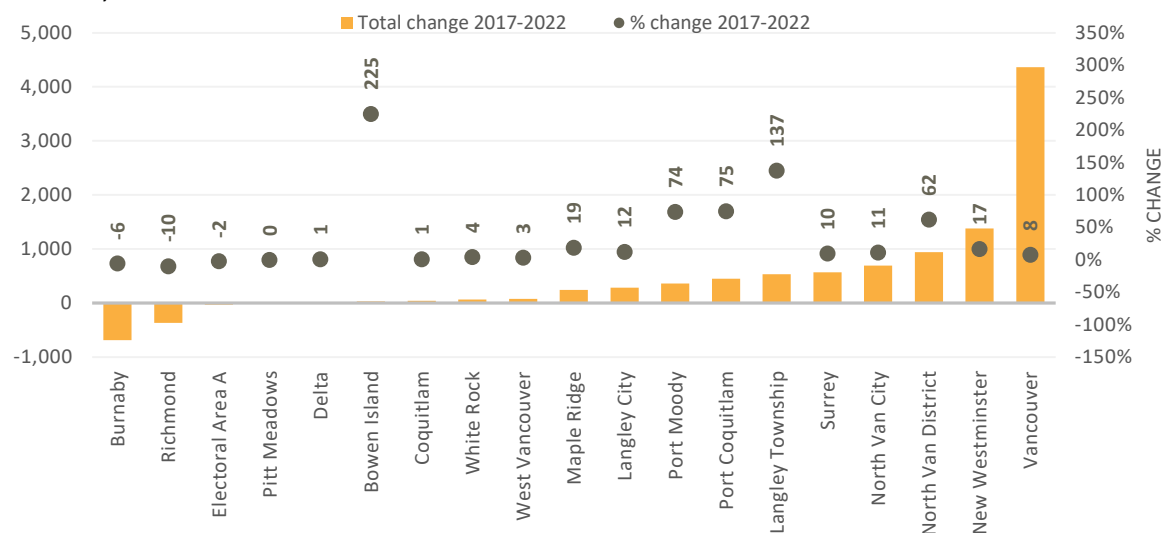
- The distribution and proportion of purpose-built rental units varies significantly across the region.
- In 2022, the City of Vancouver had the greatest share of purpose built rental units in the region (51%) – despite having only 30% of all dwellings in the region. Purpose built rental units represent 19% of all City of Vancouver dwellings.
- New Westminister had the greatest proportion of purpose built rental units as compared to the total dwellings (26%), followed by the City of North Vancouver (24%).
- Although the City of Surrey has the second largest population in the region, only 3% of its dwellings are purpose built rental units.

Figure 4.2.4. Purpose-Built Market Rental Units as % of Total Dwellings, Metro Vancouver Jurisdictions, 2022



Source: CMHC Rental Market Survey, 2021 Census of Population

Figure 4.2.3. Change in Purpose-Built Market Rental Inventory (Apartments and Townhouses), Metro Vancouver Jurisdictions, 2017 to 2022



Source: CMHC Rental Market Survey

- Between 2017 and 2022, the number of purpose-built market rental units increased by 8.0% (+2.4% from 2016-2021).
- The 5-year change in rental units varied significantly across the region in terms of unit counts and rate of change (Figure 4.2.3).
- During this time, the greatest number of units added were by Vancouver (4,367), and to a lesser extent New Westminister (1,380).
- Burnaby and Richmond lost the greatest number of units (-689 and -368, respectively).
- Bowen Island and Langley Township increased their rental stock by 225% and 137%, respectively. Richmond experienced the greatest decline (-10%).

Table 4.2.1. Purpose-Built Rental Inventory (Apartments and Townhouses) for Metro Vancouver, 2011 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	% change 2013 - 2022
Bowen Island	12	12	12	12	12	12	12	12	12	12	12	39	225.0%
Burnaby	12,993	12,954	12,885	12,618	12,645	12,541	12,303	12,126	11,871	12,141	11,539	11,614	-9.9%
Coquitlam	3,910	3,908	4,062	3,973	4,082	3,982	3,745	3,281	3,135	3,423	3,648	3,784	-6.8%
Delta	1,590	1,580	1,640	1,724	1,724	1,727	1,726	1,731	1,695	1,703	1,718	1,740	6.1%
Electoral Area A	1,168	1,122	1,123	1,405	1,403	1,403	1,396	1,697	1,697	1,196	1,499	1,364	21.5%
Langley City	2,116	2,177	2,186	2,193	2,188	2,137	2,290	2,281	2,410	2,494	2,559	2,575	17.8%
Langley Township	150	149	150	150	208	272	387	453	735	735	972	919	512.7%
Maple Ridge	1,213	1,196	1,168	1,183	1,229	1,320	1,304	1,325	1,375	1,492	1,549	1,549	32.6%
New Westminster	7,994	8,051	7,982	8,009	8,068	8,110	8,325	8,753	9,105	9,599	9,686	9,705	21.6%
North Van City	5,872	5,858	5,827	5,909	6,059	6,047	6,191	6,107	6,143	6,361	6,233	6,884	18.1%
North Van District	1,359	1,372	1,393	1,392	1,368	1,580	1,520	1,432	1,399	1,682	2,014	2,464	76.9%
Pitt Meadows	327	327	326	326	326	326	323	323	322	327	323	323	-0.9%
Port Coquitlam	493	505	504	578	577	575	599	689	917	983	1,048	1,047	107.7%
Port Moody	535	528	490	534	532	529	492	484	475	470	412	855	74.5%
Richmond	3,136	3,218	3,340	3,479	3,477	3,471	3,766	3,772	3,762	3,614	3,443	3,398	1.7%
Surrey	5,793	5,907	5,917	5,833	5,901	5,892	5,892	5,913	6,006	6,232	6,147	6,463	9.2%
Vancouver	55,436	55,556	55,939	56,176	56,518	57,343	57,562	58,130	58,869	59,764	60,613	61,929	10.7%
West Vancouver	2,328	2,329	2,329	2,328	2,329	2,329	2,330	2,326	2,328	2,327	2,326	2,409	3.4%
White Rock	1,381	1,397	1,393	1,395	1,378	1,377	1,388	1,393	1,392	1,394	1,427	1,450	4.1%
METRO VANCOUVER	107,806	108,146	108,666	109,217	110,024	110,973	111,551	112,228	113,648	115,949	117,168	120,472	10.9%

Source: CMHC Rental Market Survey, accessed via CMHC Housing Market Information Portal.

Notes: Data not available for small municipalities (Anmore, Belcarra, Lions Bay).

Data includes purpose-built apartments and rental townhouses.

CMHC rental universe excludes secondary suites, non-market rental units and privately rented condominium units.

Table 4.2.2. Purpose-Built Rental Inventory (Apartments and Townhouses) by Unit Size for Metro Vancouver, 2018 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2018				2019				2020				2021				2022			
	Bachelor	1 Bdrm	2 Bdrm	3+ Bdrm	Bachelor	1 Bdrm	2 Bdrm	3+ Bdrm	Bachelor	1 Bdrm	2 Bdrm	3+ Bdrm	Bachelor	1 Bdrm	2 Bdrm	3+ Bdrm	Bachelor	1 Bdrm	2 Bdrm	3+ Bdrm
Bowen Island	3	3	2	4	3	3	2	4	3	3	2	4	3	3	2	4	3	3	29	4
Burnaby	748	7,446	3,334	598	733	7,254	3,296	588	737	7,366	3,441	597	716	7,054	3,220	549	712	7,099	3,249	554
Coquitlam	130	1,816	1,113	222	132	1,726	1,061	216	142	1,894	1,175	212	176	1,978	1,272	222	171	1,896	1,570	147
Delta	73	853	771	34	73	847	747	28	73	848	751	31	77	842	755	44	78	843	764	55
Electoral Area A	141	748	665	143	141	748	665	143	127	550	457	62	204	611	574	110	192	504	592	76
Langley City	78	939	1,056	208	83	1,048	1,095	184	80	1,051	1,155	208	81	1,078	1,192	208	79	1,088	1,200	208
Langley Township	11	201	199	42	11	338	340	46	11	339	339	46	11	400	502	59	11	391	472	45
Maple Ridge	25	776	465	59	25	796	489	65	25	877	521	69	19	947	514	69	20	946	514	69
New Westminster	820	5,479	2,266	188	921	5,672	2,314	198	1,212	5,797	2,386	204	1,214	5,871	2,420	181	1,078	5,794	2,591	242
North Van City	504	3,660	1,875	68	504	3,700	1,868	71	546	3,814	1,881	120	540	3,748	1,812	133	573	4,134	2,012	165
North Van District	186	378	481	387	191	406	453	349	216	523	534	409	216	615	777	406	252	723	991	498
Pitt Meadows	**	136	134	53	**	136	133	53	**	152	122	53	**	152	119	52	**	152	119	52
Port Coquitlam	24	323	307	35	16	374	491	36	24	418	497	44	26	448	529	45	26	446	530	45
Port Moody	6	140	158	180	6	133	156	180	6	129	155	180	6	130	128	148	18	309	461	67
Richmond	332	1,438	1,458	544	334	1,443	1,443	542	334	1,427	1,377	476	338	1,407	1,321	377	339	1,405	1,305	349
Surrey	78	2,654	2,523	658	78	2,773	2,519	636	82	2,863	2,618	669	68	2,886	2,603	590	71	3,124	2,718	550
Vancouver	8,898	38,842	9,786	604	8,933	39,045	10,185	706	9,049	39,579	10,391	745	9,251	39,896	10,642	824	9,570	40,328	11,152	879
West Vancouver	236	1,303	694	93	236	1,302	696	94	237	1,301	695	94	239	1,299	694	94	241	1,316	749	103
White Rock	72	939	375	7	72	938	375	7	73	930	381	10	73	942	402	10	74	963	402	11
METRO VANCOUVER	12,365	68,074	27,662	4,127	12,492	68,682	28,328	4,146	12,977	69,861	28,878	4,233	13,258	70,307	29,478	4,125	13,505	71,461	31,391	4,115

Source: CMHC Rental Market Survey, accessed via CMHC Housing Market Information Portal.

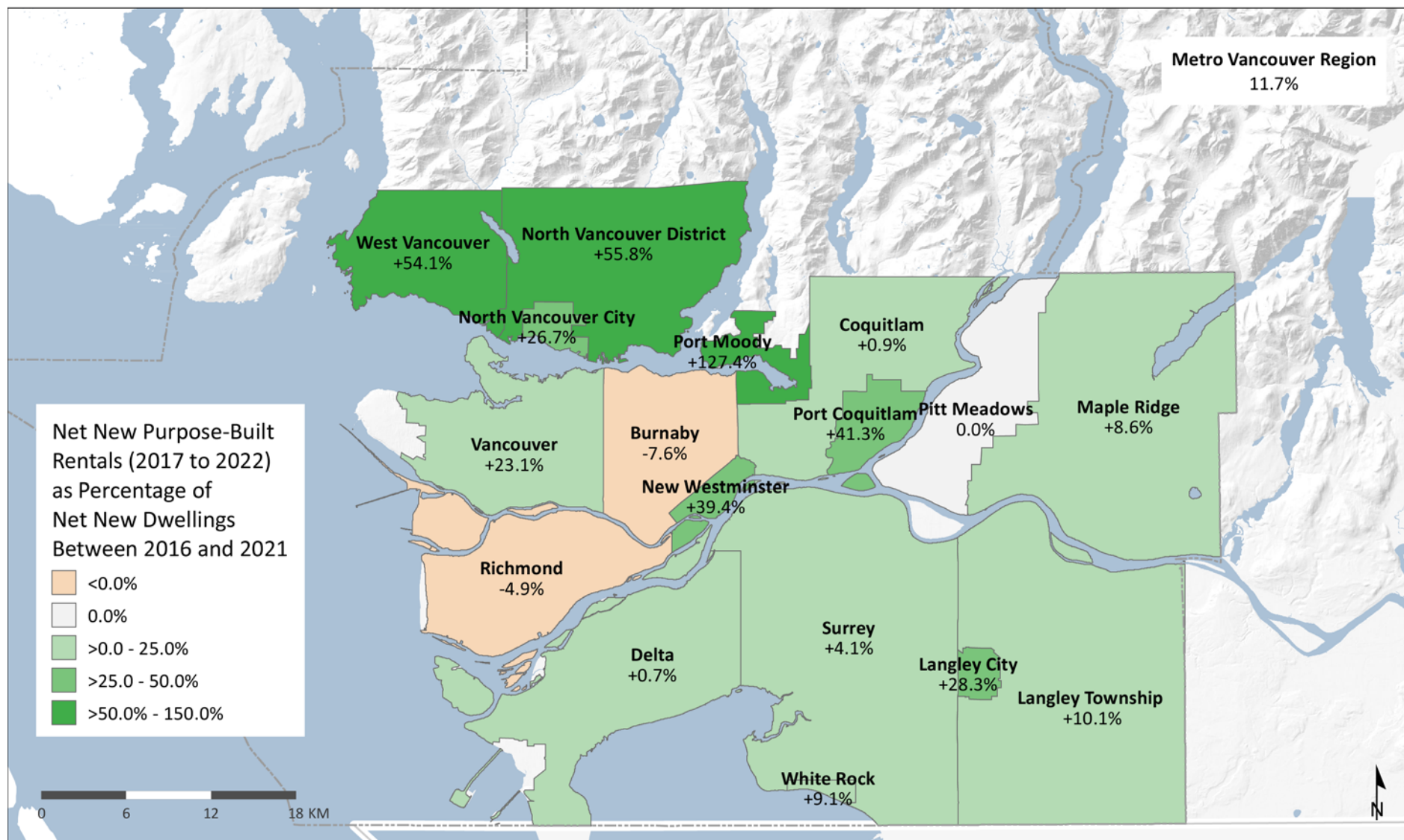
Notes: Data not available for small municipalities (Anmore, Belcarra, Lions Bay).

Data includes purpose-built apartments and rental townhouses.

CMHC rental universe excludes secondary suites, non-market rental units and privately rented condominium units.

** Indicates data suppressed for confidentiality or data is not available.

Map 4.2 Growth or Decline in Primary Rental Market (Net New Purpose-Built Market Rental Apartments and Townhouses) as Percentage of Net New Dwellings Between 2016 and 2021 Census, Metro Vancouver



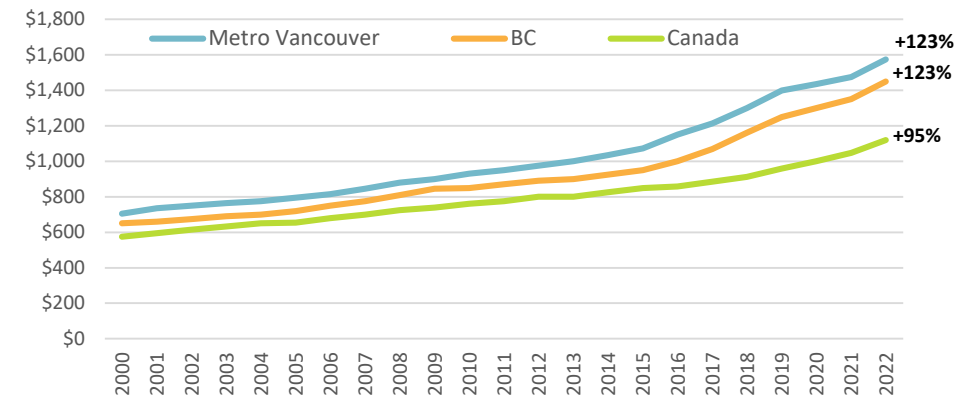
Note: The five 5-year trend of net new rentals was calculated using different time frames. The change in new purpose-built market rental apartments and townhouses was calculated for the period of 2017-2022, while the change in total dwellings was calculated for the period 2016-2021, following the Census. Tsawwassen First Nation, Anmore, Belcarra, Bowen Island, Lions Bay, and Electoral Area A are not displayed due to data availability, or geography limitations. Source: Statistics Canada, 2016 and 2021 Census of Population; CMHC Rental Market Survey

4.3 Median Market Rent Costs (Purpose-Built Rentals)

Median rents, when compared to changes in inflation and incomes, provide a good indicator of affordability. When rents grow at a faster rate than incomes, affordability pressures increase, particularly for households with lower incomes.

Data for median market rents is obtained from CMHC's Rental Market Survey, which collects rental market metrics such as rents, turnover and vacancy rates for the primary rental market. The primary rental market includes purpose-built apartments of 3 units or more, as well as rented townhouses. The rest of the rental market is mostly secondary suites, laneway houses, privately rented condominium units and non-market rental units.

Figure 4.3.1. Median Market Rents (Purpose-Built Market Rental Inventory), Metro Vancouver, BC, and Canada, 2000 to 2022

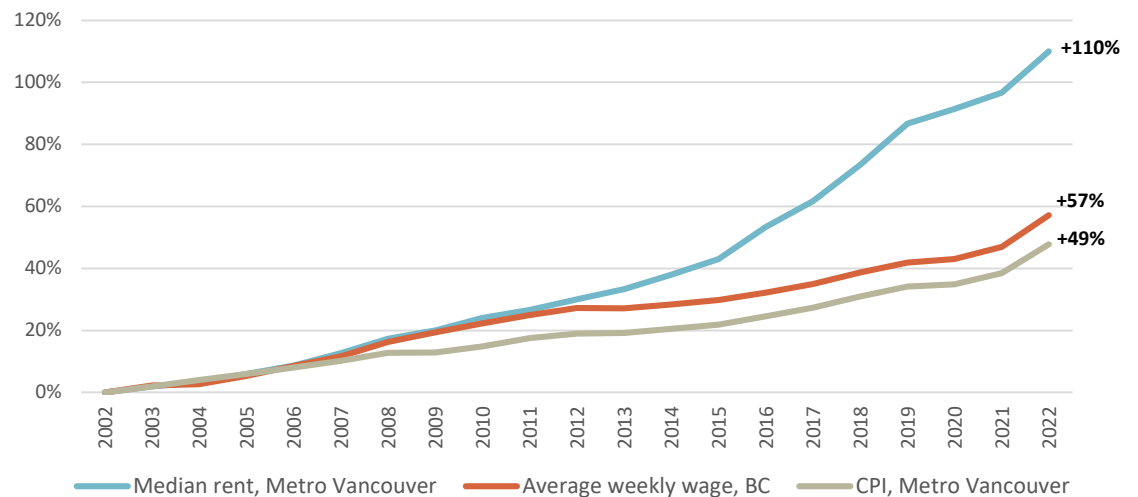


Source: CMHC Rental Market Survey

Key Observations

- In 2022, the median rent for an apartment in Metro Vancouver increased by 6.8% to \$1,575 (since 2021). This followed a 2.7% increase between 2020 and 2021. The increased median rent in 2022 coincides with the expiration of a rent freeze introduced in 2020 during the COVID-19 pandemic.
- Median rents have increased faster than inflation or the average wage, especially in the past five years.
- As Figure 4.3.2. shows, between 2002 and 2022, the median rent in the region increased by 110%, compared to a 57% increase in average wages in BC and a 49% increase in inflation over the same period.

Figure 4.3.2. Percentage Change from 2002 Levels to 2022 in Median Market Rents (Metro Vancouver), Average Weekly Wages (BC), and Inflation (CPI, Metro Vancouver).



Source: CMHC Rental Market Survey, BC Stats

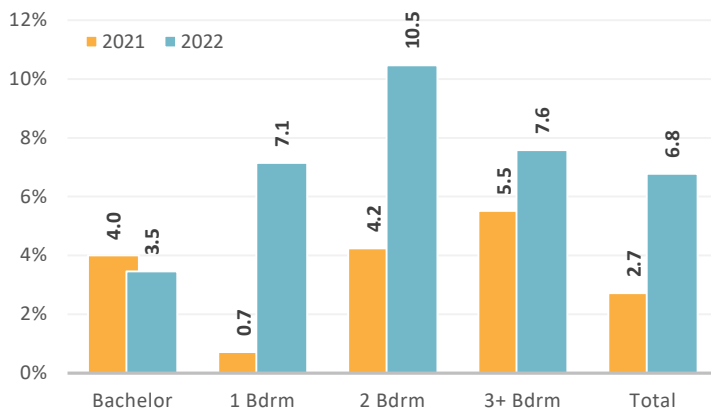
- There are substantial variations in median market rents across the region.
- Jurisdictions with the highest median rents in 2022 were Electoral Area A (\$2,248), West Vancouver (\$2,200), District of North Vancouver (\$2,028).
- Median rents increased across all jurisdictions in 2022, reaching or surpassing 2020 and 2021 levels.
- Rents remained similar between 2021 and 2022 for Langley City and Township. Port Coquitlam observed drastic annual rent changes, from +27.5% (2020-21) to +0.3% (2021-22). New Westminster and Maple Ridge saw tremendous increases in their rents in 2022.
- Rents also vary by bedroom count. In 2022, 2-bedroom units saw the highest increase in median rent (+10.5%), followed by family-sized units with 3 bedrooms (+7.6%) and 1-bedroom units (+7.1%).

Figure 4.3.4. Median Market Rents (Purpose-Built Market Rental Inventory), Metro Vancouver Jurisdictions, 2020 to 2022



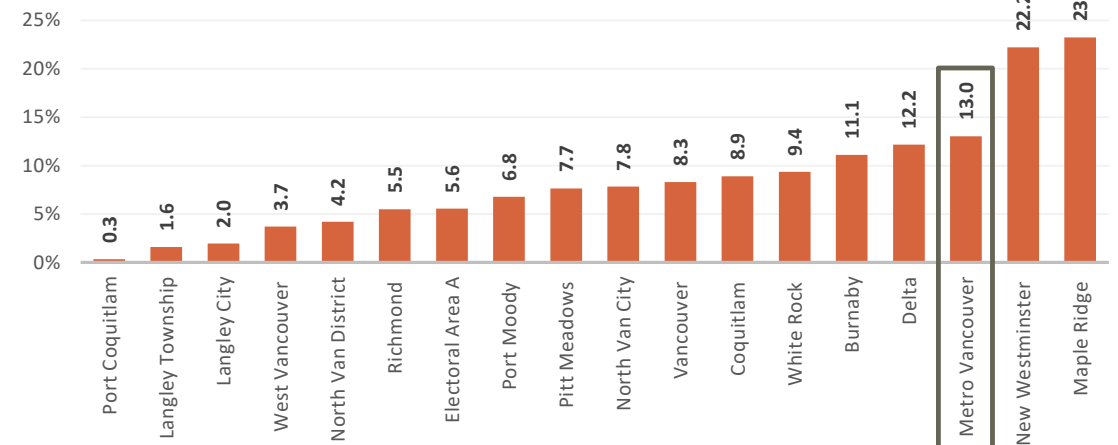
Source: CMHC Rental Market Survey

Figure 4.3.3. Annual % Change of Median Market Rents by Bedroom Count, Metro Vancouver, 2021 and 2022



Source: CMHC Rental Market Survey

Figure 4.3.5. Annual % Change of Median Market Rents (Purpose-Built Market Rental Inventory), Metro Vancouver Jurisdictions, 2021 to 2022



Source: CMHC Rental Market Survey

Table 4.3.1. Median Market Rents (Purpose-Built Rental Inventory) for Metro Vancouver Jurisdictions, 2012-2022

MUNICIPALITY / MEMBER JURISDICTION	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Increase 2017-2022	10 Year Increase 2012-2022
Burnaby	\$900	\$900	\$940	\$950	\$1,025	\$1,100	\$1,175	\$1,250	\$1,298	\$1,350	\$1,425	29.5%	\$525
Coquitlam	\$855	\$870	\$880	\$938	\$975	\$1,100	\$1,175	\$1,250	\$1,300	\$1,350	\$1,400	27.3%	\$545
Delta	\$820	\$842	\$863	\$875	\$895	\$925	\$975	\$1,020	\$1,145	\$1,228	\$1,252	35.4%	\$432
Electoral Area A	\$1,544	\$1,557	\$1,575	\$1,620	\$1,651	\$1,760	\$1,871	\$2,000	\$2,278	\$2,088	\$2,248	27.7%	\$704
Langley City	\$830	\$850	\$850	\$894	\$985	\$1,075	\$1,134	\$1,289	\$1,325	\$1,335	\$1,446	34.5%	\$616
Langley Township	\$925	\$950	\$935	\$900	**	\$1,494	\$1,445	\$1,573	\$1,560	\$1,716	\$1,788	19.7%	\$863
Maple Ridge	\$750	\$750	\$750	\$800	\$837	\$850	\$940	\$1,038	\$1,000	\$1,150	\$1,300	52.9%	\$550
New Westminster	\$815	\$842	\$863	\$875	\$938	\$1,005	\$1,138	\$1,229	\$1,275	\$1,327	\$1,400	39.3%	\$585
North Vancouver City	\$975	\$1,039	\$1,035	\$1,100	\$1,200	\$1,260	\$1,388	\$1,413	\$1,450	\$1,525	\$1,661	31.8%	\$686
North Vancouver District	\$1,175	\$1,200	\$1,262	\$1,300	\$1,375	\$1,510	\$1,625	\$1,707	\$1,785	\$1,825	\$2,028	34.3%	\$853
Pitt Meadows	\$950	\$900	\$925	\$948	\$933	\$1,175	\$1,225	\$1,357	\$1,335	\$1,350	\$1,650	40.4%	\$700
Port Coquitlam	\$825	\$840	\$850	\$900	\$933	\$1,020	\$1,170	\$1,425	\$1,400	\$1,785	\$1,925	88.7%	\$1,100
Port Moody	\$1,284	\$1,249	\$1,129	\$1,250	\$1,225	\$1,280	\$1,600	**	**	\$1,520	\$1,903	48.7%	\$619
Richmond	\$1,080	\$1,100	\$1,105	\$1,170	\$1,200	\$1,265	\$1,345	\$1,382	\$1,398	\$1,438	\$1,613	27.5%	\$533
Surrey	\$800	\$850	\$850	\$865	\$925	\$993	\$1,052	\$1,125	\$1,209	\$1,280	\$1,400	41.0%	\$600
Vancouver	\$1,050	\$1,075	\$1,118	\$1,165	\$1,240	\$1,318	\$1,400	\$1,500	\$1,525	\$1,550	\$1,575	19.5%	\$525
West Vancouver	\$1,400	\$1,300	\$1,458	\$1,480	\$1,581	\$1,650	\$1,700	\$1,825	\$1,785	\$1,785	\$2,200	33.3%	\$800
White Rock	\$850	\$850	\$842	\$860	\$900	\$975	\$1,000	\$1,100	\$1,095	\$1,175	\$1,179	20.9%	\$329
METRO VANCOUVER	\$975	\$1,000	\$1,035	\$1,073	\$1,150	\$1,213	\$1,300	\$1,400	\$1,436	\$1,475	\$1,575	29.8%	\$600

Source: CMHC Rental Market Survey, accessed via CMHC Housing Market Information Portal.

Notes: Data not available for small municipalities (Anmore, Belcarra, Lions Bay).

Data includes purpose-built apartments and rental townhouses.

CMHC rental universe excludes secondary suites, non-market rental units and privately rented condominium units.

** Indicates data suppressed for confidentiality or data is not available.

Table 4.3.2. Median Market Rents (Purpose-Built Rental Inventory) by Bedroom Count for Metro Vancouver Jurisdictions, 2018-2022

MUNICIPALITY / MEMBER JURISDICTION	2018				2019				2020				2021				2022			
	Bachelor	1 Bdrm	2 Bdrm	3+ Bdrm	Bachelor	1 Bdrm	2 Bdrm	3+ Bdrm	Bachelor	1 Bdrm	2 Bdrm	3+ Bdrm	Bachelor	1 Bdrm	2 Bdrm	3+ Bdrm	Bachelor	1 Bdrm	2 Bdrm	3+ Bdrm
Burnaby	\$896	\$1,100	\$1,400	\$1,713	\$950	\$1,175	\$1,550	\$1,824	\$969	\$1,190	\$1,550	\$1,925	\$989	\$1,250	\$1,650	\$1,925	\$1,100	\$1,325	\$1,700	\$1,979
Coquitlam	\$850	\$1,075	\$1,300	\$1,655	\$900	\$1,120	\$1,380	\$1,888	\$950	\$1,175	\$1,450	**	\$1,200	\$1,300	\$1,450	\$2,100	\$1,125	\$1,325	\$1,550	**
Delta	\$760	\$918	\$1,210	**	\$775	\$960	\$1,250	\$1,795	\$850	\$1,125	\$1,375	\$1,400	\$828	\$1,180	\$1,545	\$2,500	\$863	\$1,200	\$1,622	\$2,800
Electoral Area A	\$1,435	\$1,741	\$2,220	\$2,931	\$1,375	\$1,858	\$2,491	\$2,950	\$1,549	\$1,890	\$2,700	\$3,350	\$1,597	\$1,850	\$2,625	\$3,695	\$1,647	\$1,920	\$2,750	\$3,500
Langley City	\$782	\$939	\$1,303	\$1,612	\$850	\$1,200	\$1,488	\$1,645	\$900	\$1,150	\$1,450	\$1,663	\$900	\$1,275	\$1,500	\$1,725	\$820	\$1,240	\$1,600	\$1,702
Langley Township	**	\$1,258	\$1,750	**	**	\$1,450	\$1,893	**	**	\$1,450	\$1,850	**	**	\$1,500	\$1,900	**	**	\$1,550	\$1,990	**
Maple Ridge	\$749	\$874	\$1,125	\$1,456	**	\$868	\$1,208	\$1,540	\$750	\$950	\$1,212	\$1,695	**	\$1,025	\$1,206	\$1,815	\$845	\$1,100	\$1,446	\$1,852
New Westminster	\$853	\$1,057	\$1,407	\$1,699	\$1,000	\$1,135	\$1,550	\$1,750	\$1,050	\$1,175	\$1,500	\$1,850	\$1,150	\$1,235	\$1,563	\$2,113	\$1,220	\$1,265	\$1,725	\$2,329
North Vancouver City	\$1,075	\$1,298	\$1,585	\$2,200	\$1,125	\$1,350	\$1,600	\$2,500	\$1,225	\$1,400	\$1,650	\$3,000	\$1,250	\$1,450	\$1,775	**	\$1,300	\$1,575	\$1,850	\$3,400
North Vancouver District	\$1,143	\$1,451	\$1,775	\$1,835	\$1,248	\$1,538	\$2,000	\$1,931	\$1,309	\$1,600	\$2,080	\$2,475	\$1,348	\$1,650	\$2,104	\$2,480	\$1,450	\$1,830	\$2,250	\$2,334
Pitt Meadows	**	\$1,200	\$1,250	\$1,610	**	\$1,150	\$1,400	\$1,770	**	\$1,250	\$1,450	\$1,623	**	\$1,200	\$1,350	\$1,725	**	\$1,650	\$1,600	\$1,900
Port Coquitlam	\$700	\$1,055	\$1,288	\$1,375	\$790	**	\$2,100	\$1,380	\$918	\$1,125	\$2,150	\$1,582	\$1,175	\$1,500	\$2,300	\$1,500	\$779	\$1,400	\$2,025	**
Port Moody	**	\$985	\$1,500	\$1,900	**	\$1,151	**	**	**	\$1,025	**	**	**	\$1,000	\$1,500	\$1,680	**	\$1,763	\$2,213	\$2,100
Richmond	\$1,092	\$1,150	\$1,450	\$1,750	\$1,050	\$1,200	\$1,500	\$1,800	\$1,140	\$1,250	\$1,450	\$1,900	\$1,100	\$1,350	\$1,550	\$1,900	\$1,269	\$1,500	\$1,776	\$2,436
Surrey	\$738	\$960	\$1,087	\$1,250	\$903	\$1,025	\$1,171	\$1,450	\$908	\$1,125	\$1,250	\$1,590	\$936	\$1,200	\$1,300	\$1,525	\$1,005	\$1,370	\$1,446	\$1,796
Vancouver	\$1,150	\$1,388	\$1,875	\$1,970	\$1,250	\$1,483	\$2,000	\$2,300	\$1,300	\$1,500	\$2,000	\$2,400	\$1,345	\$1,500	\$2,000	\$2,700	\$1,345	\$1,500	\$1,900	\$2,100
West Vancouver	\$1,300	\$1,610	\$2,350	\$3,600	\$1,350	\$1,785	\$2,500	\$3,400	\$1,400	\$1,750	\$2,700	\$3,600	\$1,322	\$1,750	\$2,745	\$3,975	\$1,512	\$1,900	\$3,100	\$4,400
White Rock	\$863	\$960	\$1,209	**	\$911	\$1,042	\$1,340	**	\$901	\$1,058	\$1,374	**	\$934	\$1,105	\$1,380	**	\$975	\$1,125	\$1,413	\$3,200
METRO VANCOUVER	\$1,100	\$1,250	\$1,519	\$1,703	\$1,200	\$1,350	\$1,600	\$1,800	\$1,250	\$1,390	\$1,650	\$1,850	\$1,300	\$1,400	\$1,720	\$1,952	\$1,345	\$1,500	\$1,900	\$2,100

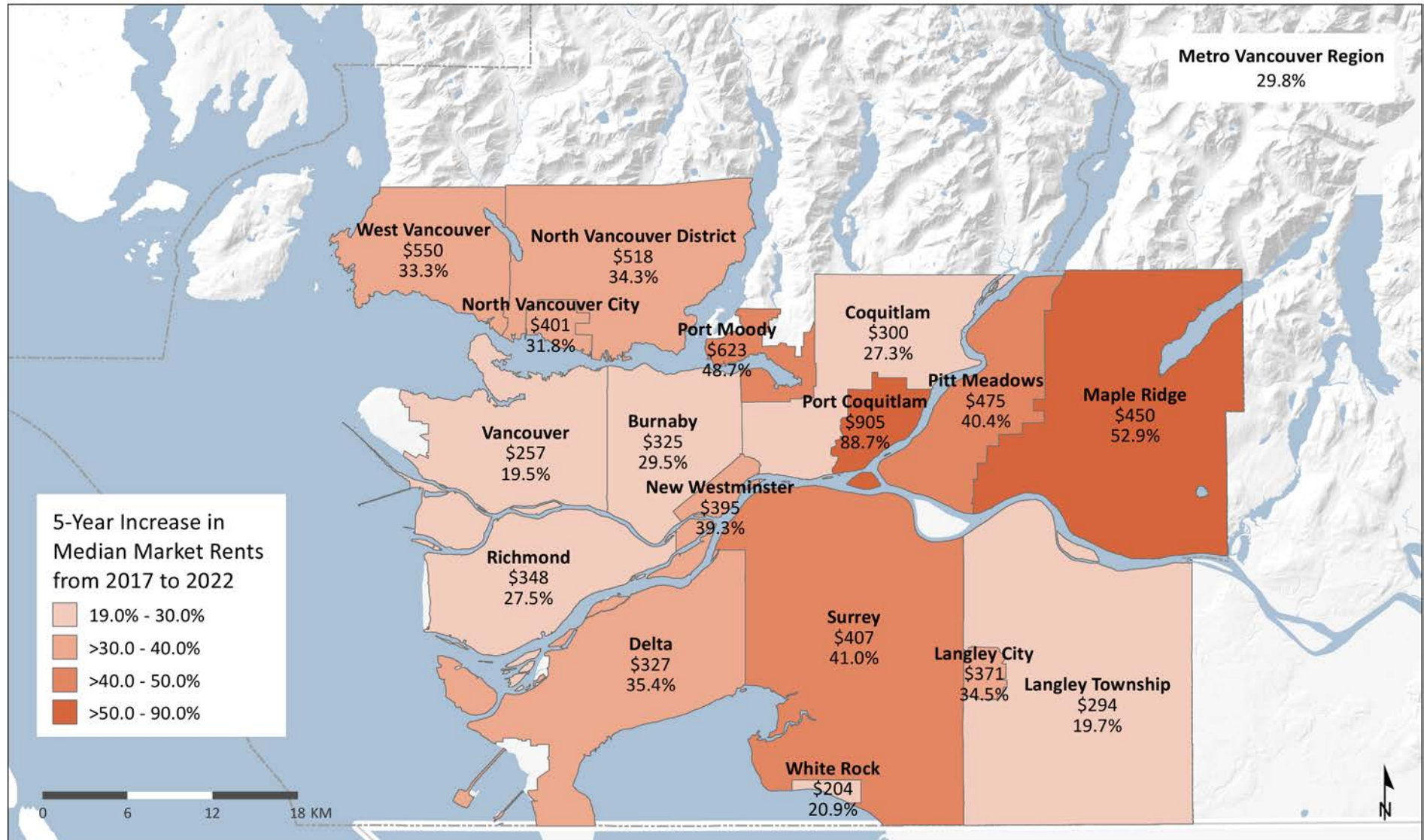
Source: CMHC Rental Market Survey, accessed via CMHC Housing Market Information Portal.

Notes: Data not available for small municipalities (Anmore, Belcarra, Lions Bay).

Data includes purpose-built apartments and rental townhouses.

CMHC rental universe excludes secondary suites, non-market rental units and privately rented condominium units.

** Indicates data suppressed for confidentiality or data is not available.

Map 4.3 Growth in Median Market Rents (Purpose-Built Market Rental Apartments and Townhouses) Between 2016 and 2021, Metro Vancouver

Tsawwassen First Nation, Anmore, Belcarra, Bowen Island, Lions Bay, Electoral Area A, and Langley Township are not displayed due to data availability, or geography limitations.
Source: CMHC Rental Market Survey

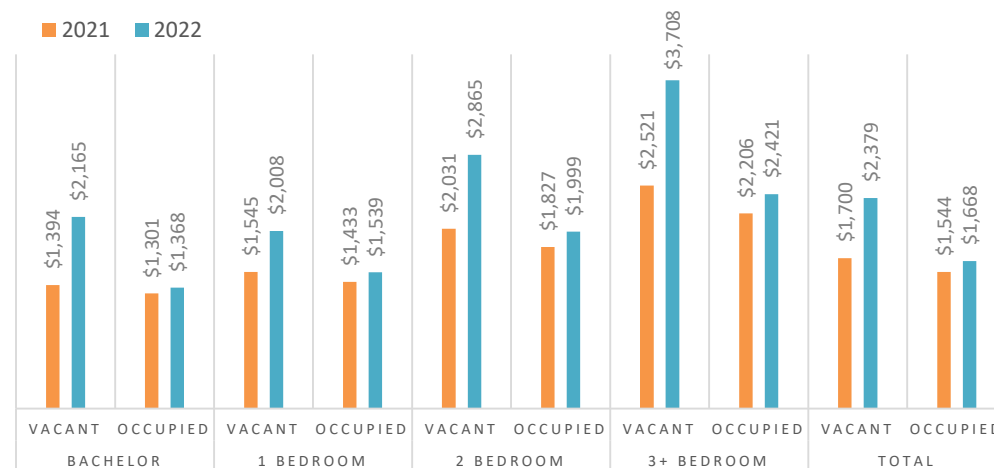
4.4 Average Rents of Vacant and Occupied Market Rental Units (Apartments and Townhouses)

Data on average and median market rents does not completely reflect the reality of anyone who is looking to rent a home, particularly when relocating within the rental market. The asking rents for vacant units are higher than the rents of occupied units. Annual rent increases in occupied units are limited by a maximum allowable rate set out by the BC Government each year. The same is not true for vacant units. Upon turnover, landlords can increase the rent by any amount, resulting in significantly higher asking market rents for vacant units.

Key Observations

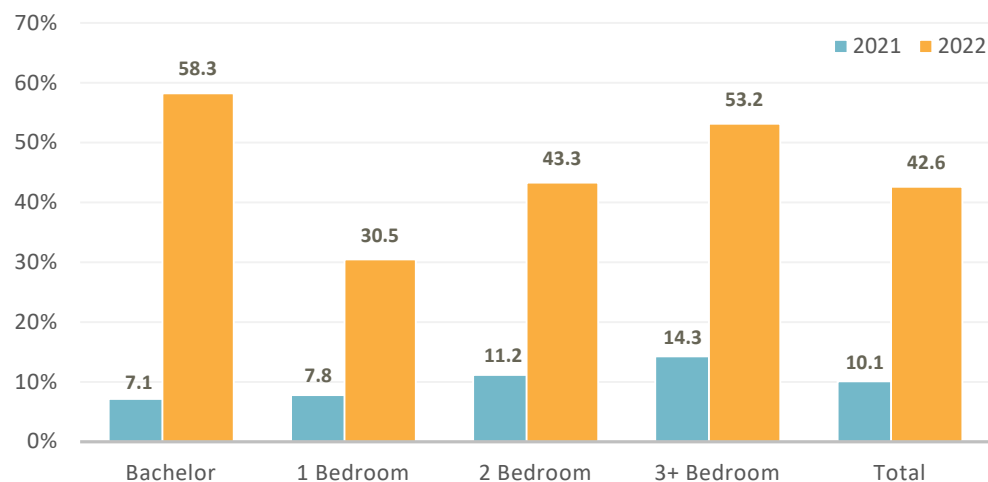
- Asking rents for vacant units are higher than the rent paid for occupied units.
- In 2022, the average asking rent for a vacant unit in Metro Vancouver was \$2,379, 42.6% higher than the average rent for an occupied unit. The difference in rent between a vacant and occupied unit increased by over 30% since 2021.
- The difference in rent between vacant and occupied units was most pronounced among bachelor units (58.3%; \$797) and those with 3 bedrooms or more (53.2%; \$1,287).
- In comparison, 2021 vacant bachelor units were 7.1% (\$93) more expensive than occupied units of the same size; vacant 3+ bedroom units were \$315 (14.3%) more expensive.
- The large difference in rent between vacant and occupied units underscores the difficulty that larger households, most often families, face when relocating.

Figure 4.4.1. Average Rents of Vacant and Occupied Market Rental Units (Apartments and Townhouses), Metro Vancouver, 2021 and 2022

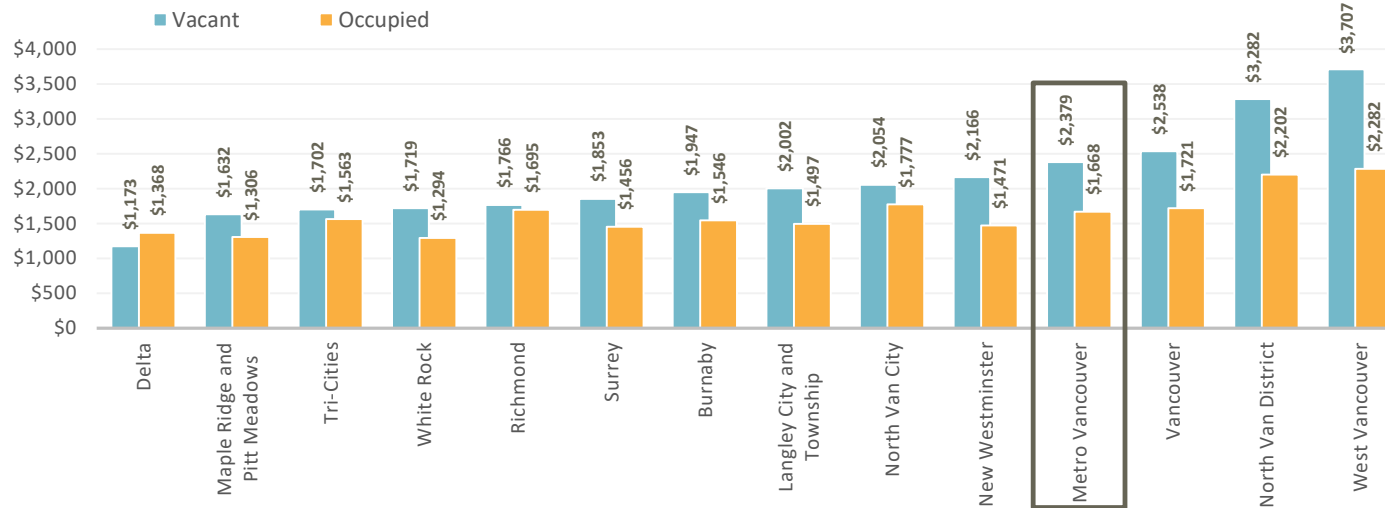


Source: CMHC Rental Market Survey

Figure 4.4.2. Difference in Average Rents of Vacant and Occupied Market Rental Units (Apartments and Townhouses), Metro Vancouver, 2021 and 2022

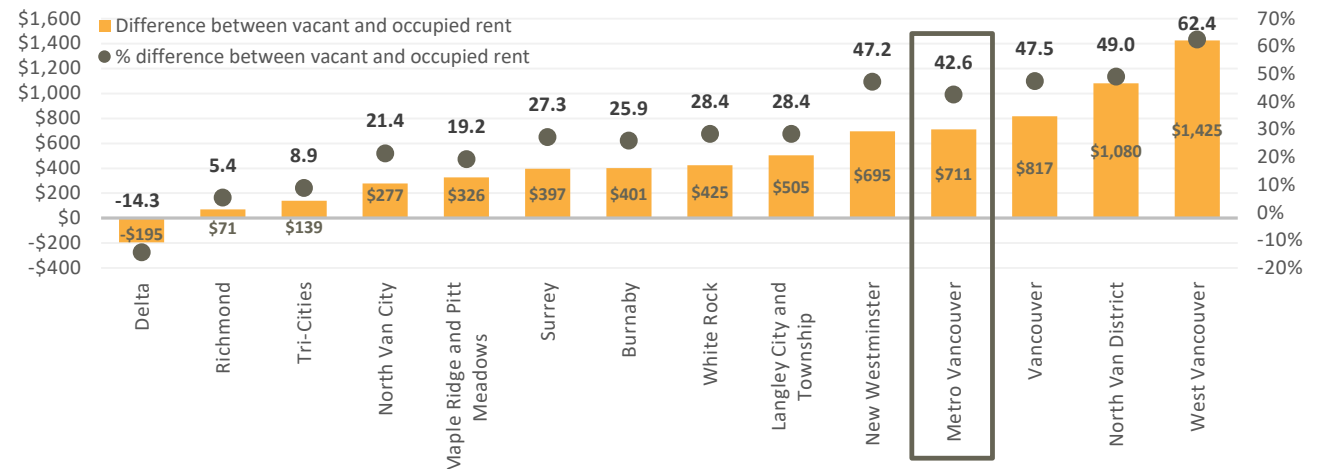


Source: CMHC Rental Market Survey

Figure 4.4.3. Average Rents of Vacant and Occupied Market Rental Units (Apartments and Townhouses), Metro Vancouver Jurisdictions, 2022

Source: CMHC Rental Market Survey

- In 2022, West Vancouver had the largest difference in average rent between vacant and occupied units (62%).
- Similarly, asking rents for vacant units in New Westminster, Vancouver, and the District of North Vancouver were 47% to 49% higher than average rents of occupied units.
- In comparison, Delta, Richmond, and the Tri-Cities had the smallest difference in rents between vacant and occupied units.

Figure 4.4.4. Difference Between Average Rents of Vacant and Occupied Market Rental Units (Apartments and Townhouses), Metro Vancouver Jurisdictions, 2022

Source: CMHC Rental Market Survey

- Figure 4.4.3 shows that in 2022, West Vancouver and the District of North Vancouver had the highest average asking rents for vacant units in the region (same as in 2021).
- Delta, Maple Ridge and Pitt Meadows, and the Tri-Cities had the lowest average asking rents for vacant units.

Table 4.4. Average Rents of Vacant and Occupied Units in the Purpose-Built Rental Market (Apartments and Townhouses) by Bedroom Count for Metro Vancouver, 2022

MUNICIPALITY / MEMBER JURISDICTION	Bachelor			1 Bedroom			2 Bedroom			3+ Bedroom			Total		
	Vacant	Occupied	Y/N*	Vacant	Occupied	Y/N*	Vacant	Occupied	Y/N*	Vacant	Occupied	Y/N*	Vacant	Occupied	Y/N*
Burnaby	1,532	1,190	Y	1,894	1,412	Y	2,289	1,828	Y	2,281	2,165	Y	1,947	1,546	Y
Delta	**	881	**	**	1,141	**	1,290	1,608	N	**	2,774	**	1,173	1,368	N
Langley City and Township	**	921	**	1,786	1,270	Y	2,234	1,696	Y	**	1,754	**	2,002	1,497	Y
Maple Ridge and Pitt Meadows	**	837	**	1,448	1,162	Y	1,691	1,466	Y	**	1,904	**	1,632	1,306	Y
New Westminster	**	1,242	**	1,881	1,335	Y	2,754	1,763	Y	**	2,515	**	2,166	1,471	Y
North Van City	**	1,349	**	1,896	1,640	Y	2,368	2,054	Y	**	3,305	**	2,054	1,777	Y
North Van District	**	1,455	**	**	1,879	**	3,317	2,380	Y	3,420	2,723	Y	3,282	2,202	Y
Richmond	**	1,184	**	1,757	1,456	Y	**	1,839	**	**	2,376	**	1,766	1,695	Y
Surrey	**	1,087	**	1,603	1,363	Y	2,142	1,527	Y	**	1,675	**	1,853	1,456	Y
Tri-Cities	**	1,198	**	1,364	1,379	N	1,733	1,791	N	**	1,885	**	1,702	1,563	Y
Vancouver	2,291	1,408	Y	2,165	1,625	Y	3,158	2,264	Y	5,539	2,876	Y	2,538	1,721	Y
West Vancouver	**	1,493	**	**	1,917	**	**	2,918	**	**	4,408	**	3,707	2,282	Y
White Rock	**	1,016	**	1,807	1,173	Y	**	1,561	**	**	2,660	**	1,719	1,294	Y
METRO VANCOUVER	2,165	1,368	Y	2,008	1,539	Y	2,865	1,999	Y	3,708	2,421	Y	2,379	1,668	Y

Source: CMHC Rental Market Survey

Notes: Data not available for small municipalities (Anmore, Belcarra, Lions Bay, Electoral Area A).

Data includes purpose-built apartments and rental townhouses.

CMHC rental universe excludes secondary suites, non-market rental units and privately rented condominium units.

** Indicates data suppressed for confidentiality or data is not available.

* Y/N: Indication provided by CMHC of whether the average rent of vacant units is statistically higher than that of occupied units. (95% of Confidence Level is used for test).

4.5 Profile of Newly Built Market Rental Units (Apartments and Townhouses)

A growing population requires a diversity of housing choices, including rental housing. New rental housing units, despite having higher rents, increase overall rental housing supply, thereby easing pressures on vacancy rates and average rents.

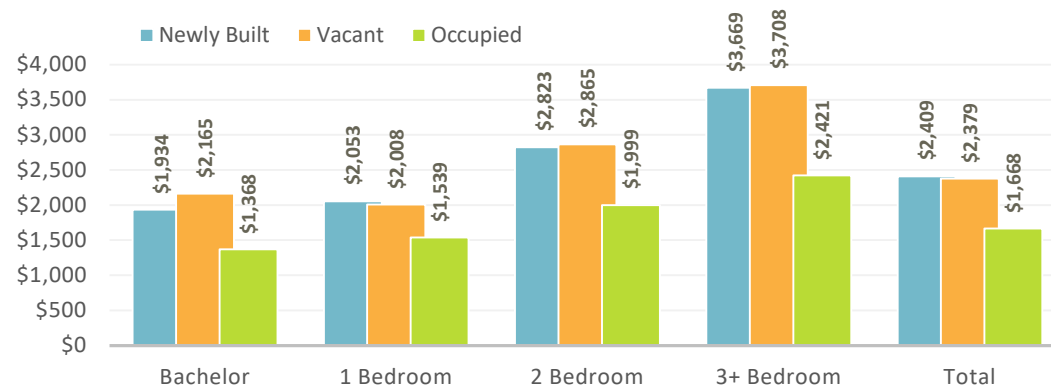
CMHC provides data on purpose-built rental units in newly built structures. In 2022, newly built structures were defined as structures completed between July 2019 and June 2022. In 2022, there were 6,456 purpose-built rental units in Metro Vancouver that were completed in the past three years.

Key Observations

In 2022, the average rent for a newly built unit in Metro Vancouver was \$2,409. This was 44.4% higher than the average occupied rent for an existing unit of any age, and 1.3% higher than the average asking rent for a vacant unit of any age.

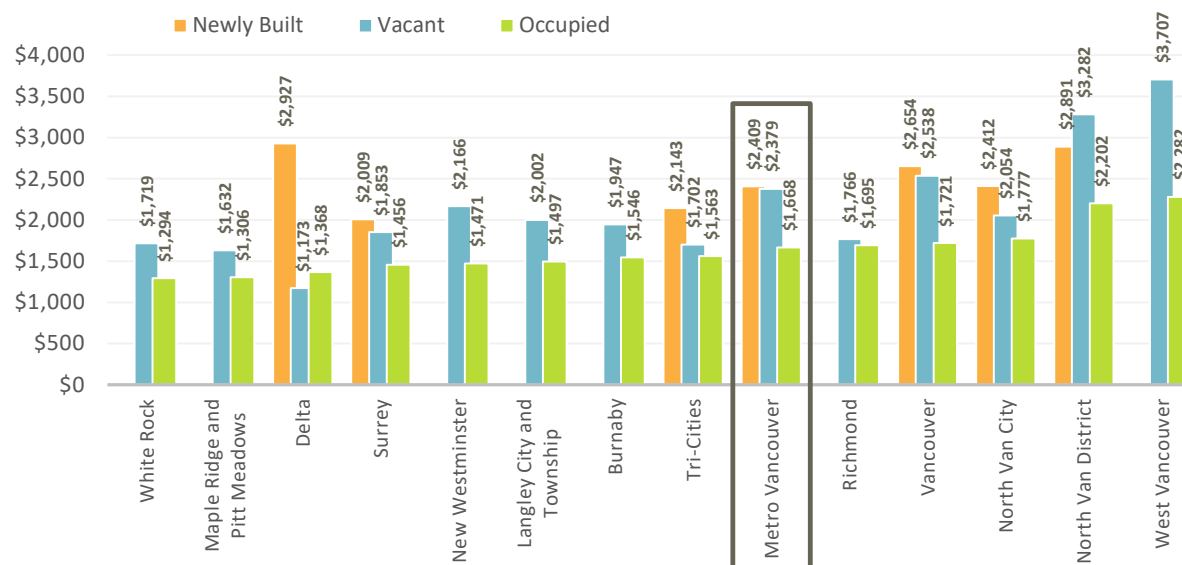
Average rents of newly built units were similar to those of vacant units (of any age), except for bachelor units (+10.7%; +\$231). Rents of new 3+ bedroom units were 51.5% greater than occupied units (of any age). Delta had significantly higher rents from newly built unit; 21.5% greater (+\$518) than the regional average, 149.5% greater (+\$1,754) than vacant units, and 114.0% greater (+\$1,559) than occupied units.

Figure 4.5.1. Average Rents of Newly Built Units (Completed July 2019 to June 2022), Existing Vacant Units, and Occupied Units of Any Age in the Purpose-Built Rental Market (Apartments and Townhouses), Metro Vancouver, 2022



Source: CMHC Rental Market Survey

Figure 4.5.2. Average Rents of Newly Built Units (Completed July 2019 to June 2022), Existing Vacant Units, and Occupied Units of Any Age in the Purpose-Built Rental Market (Apartments and Townhouses), Metro Vancouver Jurisdictions, 2022



Source: CMHC Rental Market Survey

Table 4.5. Profile of Newly Built Units (Structures Completed Between July 2019 and June 2022) in the Purpose-Built Rental Market (Apartments and Townhouses), Metro Vancouver

MUNICIPALITY / MEMBER JURISDICTION	Bachelor			1 Bedroom			2 Bedroom			3+ Bedroom			Total		
	Unit Count	Vacancy Rate	Average Rent	Unit Count	Vacancy Rate	Average Rent	Unit Count	Vacancy Rate	Average Rent	Unit Count	Vacancy Rate	Average Rent	Unit Count	Vacancy Rate	Average Rent
Burnaby	0	**	**	324	**	**	208	**	**	6	**	**	538	**	**
Delta	4	0.0%	\$1,200	0	**	**	13	0.0%	\$3,145	28	0.0%	\$2,966	45	0.0%	\$2,927
Langley City and Township	0	**	**	75	**	**	150	**	**	5	**	**	230	**	**
Maple Ridge and Pitt Meadows	0	**	**	210	**	**	84	**	**	10	**	**	304	**	**
New Westminster	243	**	**	118	**	**	159	**	**	28	**	**	548	**	**
North Van City	61	2	**	560	0.7%	2,078	261	2	2,957	82	0	3,621	964	1.0%	2,412
North Van District	60	**	**	309	1	2,221	384	11.7%	3,425	110	**	4,092	863	6.3%	2,891
Richmond	0	**	**	0	**	**	0	**	**	0	**	**	0	**	**
Surrey	12	**	**	470	0	1,745	325	1	2,385	16	**	**	823	1	2,009
Tri-Cities	49	**	**	378	**	\$1,936	386	**	\$2,361	41	**	**	854	0.1%	\$2,143
Vancouver	578	5.9%	\$2,160	1,470	2.5%	\$2,302	1,054	**	\$2,980	229	**	\$4,011	3,331	4.7%	\$2,654
West Vancouver	0	**	**	14	**	**	0	**	**	3	**	**	68	**	**
White Rock	0	**	**	0	**	**	25	**	**	3	**	**	28	**	**
METRO VANCOUVER	1,068	4.0%	\$1,934	3,948	1.2%	\$2,053	3,166	3.9%	\$2,823	573	3.4%	\$3,669	8,755	2.7%	\$2,409

Source: CMHC Rental Market Survey.

Notes: Data not available for small municipalities (Anmore, Belcarra, Lions Bay, and Electoral Area A).

Data includes purpose-built apartments and rental townhouses.

CMHC rental universe excludes secondary suites, non-market rental units and privately rented condominium units.

** Indicates data suppressed for confidentiality or data is not available.

4.6 Vacancy Rates (Purpose-Built Rentals)

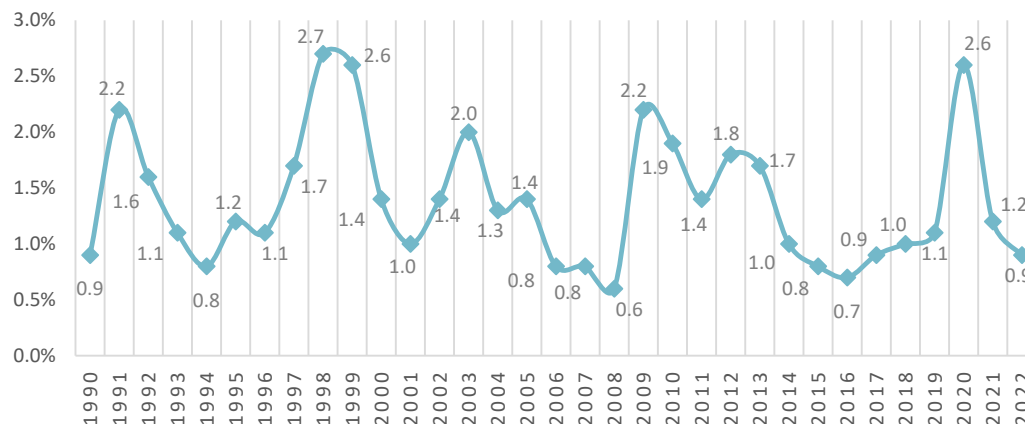
Vacancy rates are an indication of the health of the residential rental market. Generally, vacancy rates around 3% to 5% are considered to be a sign of a balanced market. Low vacancy rates lead to challenges for many households, particularly those with low incomes, in finding suitable and affordable rental housing.

The vacancy rate data presented here is for the purpose-built market rental universe (apartments and townhouses), as reported in CMHC's Rental Market Survey. The purpose-built market rental universe accounts for approximately one-third of all rental units in the region. The rest of the rental market consists of secondary suites, non-market rental units, and privately rented condominium units. Vacancy rate data for these units is not provided here.

Key Observations

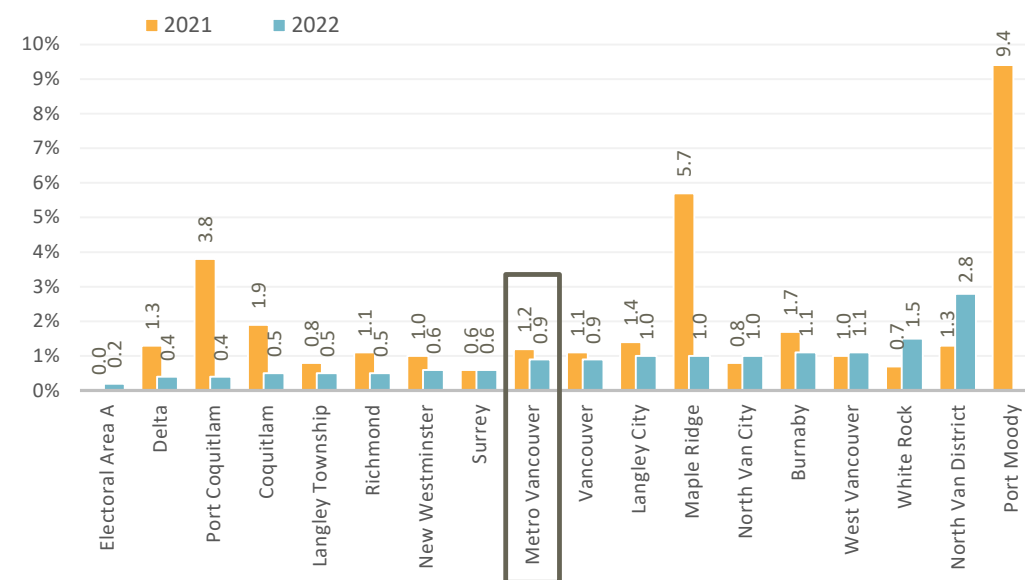
- Vacancy rates in the region have varied substantially in the past 30 years, but they have mostly remained well below the 3% that is considered to be a healthy rate (and a sign of a balanced market).
- In 2020, due to the COVID-19 pandemic and reduced demand from students and foreign workers, the regional vacancy rate reached 2.6%, the highest in the past 20 years.
- The 2022 regional vacancy rate dropped to 0.9%, the same level as in 2017 and lower than the 5-year average (1.4%).
- Vacancy rates vary significantly across the region; the District of North Vancouver observed the greatest vacancy rate in 2022 (1.9% greater than regional average).
- Maple Ridge and Port Coquitlam observed substantial drops in vacancy rates between 2021 and 2022; decreases of 4.7% and 3.4%, respectively.

Figure 4.6.1. Vacancy Rate of Purpose-Built Market Rentals (Apartments and Townhouses), Metro Vancouver, 1990 and 2022



Source: CMHC Rental Market Survey

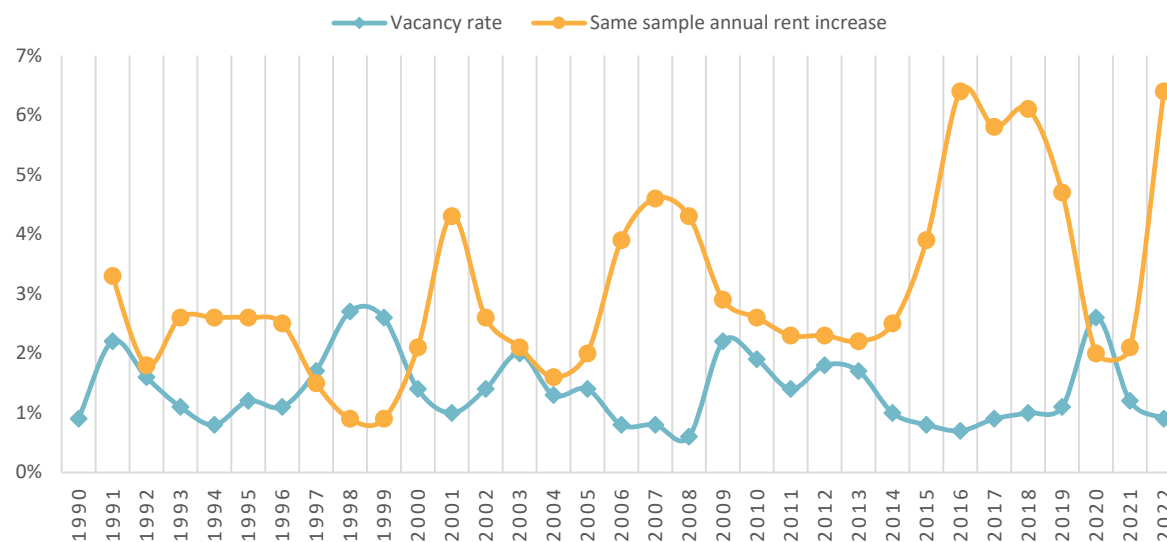
Figure 4.6.2. Vacancy Rates of Purpose-Built Market Rentals (Apartments and Townhouses), Metro Vancouver Jurisdictions, 2021 and 2022



Source: CMHC Rental Market Survey

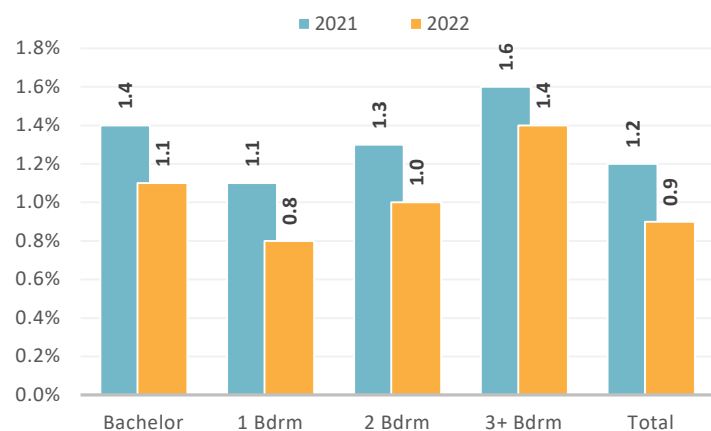
- Historically, low vacancy rates have been associated with increases in rent costs. Figure 4.6.3 shows the relationship between vacancy rates and the average annual rent increase in the purpose-built rental market in Metro Vancouver over the past three decades.
- As can be seen in 2022, the slight decrease in vacancy rate is accompanied by a steep increase in average annual rent.
- Although vacancy rates vary by bedroom count, the vacancy rates for each type of unit tend to follow the same trend as the overall vacancy rate (Figure 4.6.5).
- Historically, vacancy rates for 3+ bedroom units were higher than all others.

Figure 4.6.3. Vacancy Rate and Average Annual Rent Increase of Purpose-Built Market Rentals (Apartments and Townhouses), Metro Vancouver, 1990 to 2022



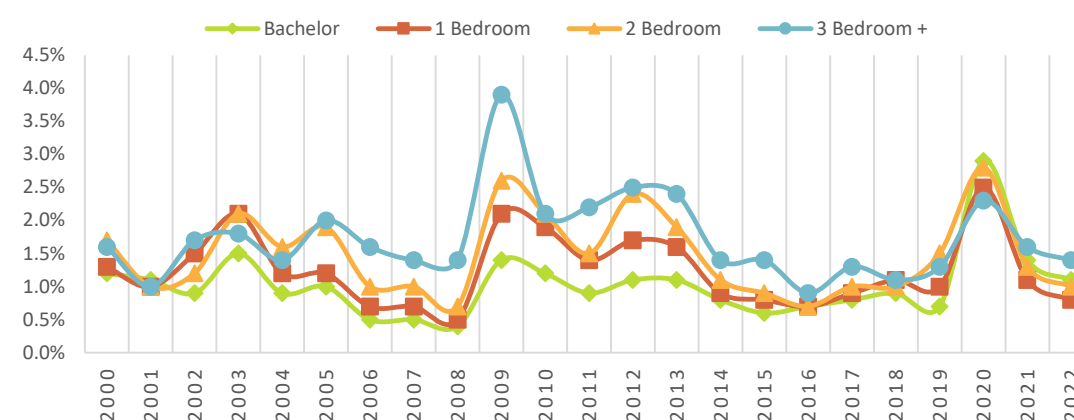
Source: CMHC Rental Market Survey

Figure 4.6.4. Vacancy Rates of Purpose-Built Market Rentals by Bedroom Count, Metro Vancouver, 2021 and 2022



Source: CMHC Rental Market Survey

Figure 4.6.5. Vacancy Rates of Purpose-Built Market Rentals (Apartments and Townhouses) by Bedroom Count, Metro Vancouver, 2000 to 2022



Source: CMHC Rental Market Survey

Table 4.6.1. Primary Rental Market Vacancy Rates for Metro Vancouver Jurisdictions, 2011 - 2022

MUNICIPALITY / MEMBER JURISDICTION	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average	10 Year Average
Bowen Island	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Burnaby	2.2%	2.2%	2.0%	1.3%	1.2%	0.8%	0.6%	2.0%	1.3%	3.2%	1.7%	1.1%	1.9%	1.5%
Coquitlam	3.2%	3.5%	3.3%	1.0%	1.2%	1.8%	1.4%	1.0%	0.9%	2.0%	1.9%	0.5%	1.3%	1.5%
Delta	1.5%	1.8%	2.6%	3.6%	0.6%	0.0%	1.2%	1.3%	1.1%	2.2%	1.3%	0.4%	1.3%	1.4%
Electoral Area A	0.4%	0.4%	0.4%	0.2%	0.1%	0.0%	0.2%	0.3%	0.8%	14.6%	0.0%	0.2%	3.2%	1.7%
Langley City	3.2%	4.4%	2.5%	2.5%	1.6%	1.0%	1.5%	1.3%	2.2%	1.6%	1.4%	1.0%	1.5%	1.7%
Langley Township	4.1%	2.0%	0.7%	0.7%	**	**	0.3%	2.4%	6.2%	2.8%	0.8%	0.5%	2.5%	1.8%
Maple Ridge	4.5%	4.5%	4.5%	2.8%	1.4%	0.5%	0.4%	1.8%	2.4%	1.6%	5.7%	1.0%	2.5%	2.2%
New Westminster	2.9%	2.2%	2.2%	1.4%	0.9%	0.4%	1.1%	1.6%	1.2%	1.6%	1.0%	0.6%	1.2%	1.2%
North Van City	0.5%	0.9%	0.9%	0.5%	0.4%	0.3%	1.3%	0.9%	0.5%	2.6%	0.8%	1.0%	1.2%	0.9%
North Van District	0.4%	0.8%	1.2%	0.7%	0.8%	0.3%	2.6%	1.9%	2.6%	2.8%	1.3%	2.8%	2.3%	1.7%
Pitt Meadows	2.1%	5.0%	1.2%	1.8%	2.1%	**	1.1%	0.6%	0.6%	1.1%	0.0%	**	0.6%	1.1%
Port Coquitlam	2.6%	2.0%	1.6%	3.3%	0.4%	1.1%	0.2%	1.8%	5.5%	0.7%	3.8%	0.4%	2.4%	1.9%
Port Moody	1.3%	2.4%	3.4%	2.9%	1.0%	0.5%	1.4%	**	**	**	9.4%	**	9.4%	3.1%
Richmond	1.0%	2.0%	3.0%	1.6%	1.0%	0.9%	0.6%	0.6%	0.5%	1.7%	1.1%	0.5%	0.9%	1.2%
Surrey	3.9%	5.7%	4.2%	2.4%	1.9%	0.4%	0.5%	0.4%	0.5%	1.4%	0.6%	0.6%	0.7%	1.3%
Vancouver	0.7%	1.1%	1.0%	0.5%	0.6%	0.8%	0.9%	0.8%	1.0%	2.8%	1.1%	0.9%	1.3%	1.0%
West Vancouver	0.2%	0.9%	0.8%	0.7%	0.5%	0.2%	0.4%	0.6%	1.2%	2.5%	1.0%	1.1%	1.3%	0.9%
White Rock	0.7%	3.3%	3.9%	1.5%	0.8%	0.1%	0.6%	1.1%	1.7%	0.8%	0.7%	1.5%	1.2%	1.3%
METRO VANCOUVER	1.4%	1.8%	1.7%	1.0%	0.8%	0.7%	0.9%	1.0%	1.1%	2.6%	1.2%	0.9%	1.4%	1.2%

Source: CMHC Rental Market Survey, accessed via CMHC Housing Market Information Portal.

Notes: Data not available for small municipalities (Anmore, Belcarra, Lions Bay).

Data includes purpose-built apartments and rental townhouses.

CMHC rental universe excludes secondary suites, non-market rental units and privately rented condominium units.

** Indicates data suppressed for confidentiality or data is not available.

Table 4.6.2. Primary Rental Market Vacancy Rates by Bedroom Count for Metro Vancouver Jurisdictions, 2018-2022

MUNICIPALITY / MEMBER JURISDICTION	2018				2019				2020				2021				2022			
	Bachelor	1 Bdrm	2 Bdrm	3+ Bdrm	Bachelor	1 Bdrm	2 Bdrm	3+ Bdrm	Bachelor	1 Bdrm	2 Bdrm	3+ Bdrm	Bachelor	1 Bdrm	2 Bdrm	3+ Bdrm	Bachelor	1 Bdrm	2 Bdrm	3+ Bdrm
Bowen Island	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Burnaby	1.6%	2.2%	1.6%	1.9%	1.7%	1.3%	1.3%	1.5%	4.2%	3.2%	3.0%	3.1%	2.5%	1.5%	1.4%	4.4%	2.1%	1.1%	0.8%	1.3%
Coquitlam	0.0%	1.2%	1.0%	0.5%	0.0%	1.2%	1.0%	0.0%	1.4%	2.3%	2.2%	0.0%	1.9%	2.2%	1.8%	0.0%	2.2%	0.4%	0.4%	1.4%
Delta	1.5%	1.3%	1.4%	**	0.0%	1.0%	1.3%	3.6%	7.9%	2.2%	1.7%	0.0%	0.0%	0.9%	2.0%	**	0.0%	0.2%	0.7%	0.0%
Electoral Area A	0.0%	0.3%	0.2%	0.9%	4.0%	0.3%	0.8%	0.0%	3.9%	7.1%	26.9%	13.3%	0.0%	0.0%	0.0%	0.0%	0.5%	0.2%	0.2%	0.0%
Langley City	0.0%	1.6%	1.2%	1.0%	0.0%	2.5%	2.4%	0.6%	0.0%	2.0%	1.5%	1.0%	1.2%	1.8%	1.3%	0.5%	0.0%	1.1%	0.9%	0.9%
Langley Township	**	1.5%	2.5%	**	0.0%	4.4%	7.8%	**	0.0%	1.5%	4.3%	2.2%	0.0%	1.3%	0.2%	**	**	1.2%	0.0%	**
Maple Ridge	**	1.0%	2.9%	3.5%	**	1.4%	3.6%	6.7%	**	1.0%	2.6%	2.8%	**	6.6%	4.6%	2.8%	0.0%	1.0%	0.8%	2.9%
New Westminster	2.8%	1.6%	1.1%	1.2%	0.1%	1.2%	1.6%	0.5%	1.3%	1.4%	2.1%	1.1%	1.3%	1.0%	0.9%	1.2%	0.7%	0.6%	0.7%	0.5%
North Van City	0.5%	1.0%	0.6%	1.7%	0.2%	0.4%	0.8%	0.0%	2.7%	2.3%	2.0%	**	1.0%	0.9%	0.8%	0.0%	0.4%	1.1%	0.9%	0.6%
North Van District	0.0%	0.8%	2.6%	2.9%	0.5%	0.7%	1.9%	**	2.1%	2.2%	3.8%	2.5%	**	0.5%	1.8%	2.1%	**	0.7%	5.1%	2.2%
Pitt Meadows	**	0.8%	0.8%	0.0%	**	0.6%	0.7%	**	**	0.0%	2.2%	1.8%	**	0.0%	0.0%	0.0%	**	0.0%	**	**
Port Coquitlam	0.0%	1.0%	3.1%	0.0%	0.0%	1.7%	**	0.0%	**	0.4%	1.0%	**	**	4.6%	3.7%	**	**	0.5%	0.4%	**
Port Moody	**	**	3.2%	3.9%	**	**	**	**	**	**	**	**	**	**	9.5%	9.4%	**	0.0%	**	**
Richmond	1.2%	1.0%	0.3%	0.0%	0.9%	0.5%	0.5%	0.5%	1.8%	2.0%	1.6%	1.0%	1.6%	1.2%	1.0%	0.4%	0.6%	0.9%	0.2%	0.2%
Surrey	0.0%	0.4%	0.5%	0.2%	**	0.9%	0.3%	0.0%	3.0%	1.3%	1.6%	0.6%	0.0%	0.6%	0.7%	0.5%	2.1%	0.6%	0.7%	0.0%
Vancouver	0.8%	0.8%	0.7%	0.7%	0.7%	0.9%	1.4%	0.6%	3.1%	2.7%	2.9%	2.0%	1.5%	1.0%	1.1%	0.4%	1.2%	0.7%	1.2%	2.1%
West Vancouver	0.0%	0.4%	1.1%	**	0.0%	0.8%	1.9%	4.3%	2.3%	1.6%	3.4%	8.1%	3.7%	0.5%	0.7%	4.2%	1.7%	0.5%	1.4%	5.8%
White Rock	**	0.9%	1.6%	**	3.5%	2.2%	0.3%	**	1.3%	1.0%	0.3%	0.0%	0.0%	0.6%	1.3%	0.0%	0.0%	1.8%	1.0%	0.0%
METRO VANCOUVER	0.9%	1.1%	1.0%	1.1%	0.7%	1.0%	1.5%	1.3%	2.9%	2.5%	2.8%	2.3%	1.4%	1.1%	1.3%	1.6%	1.1%	0.8%	1.0%	1.4%

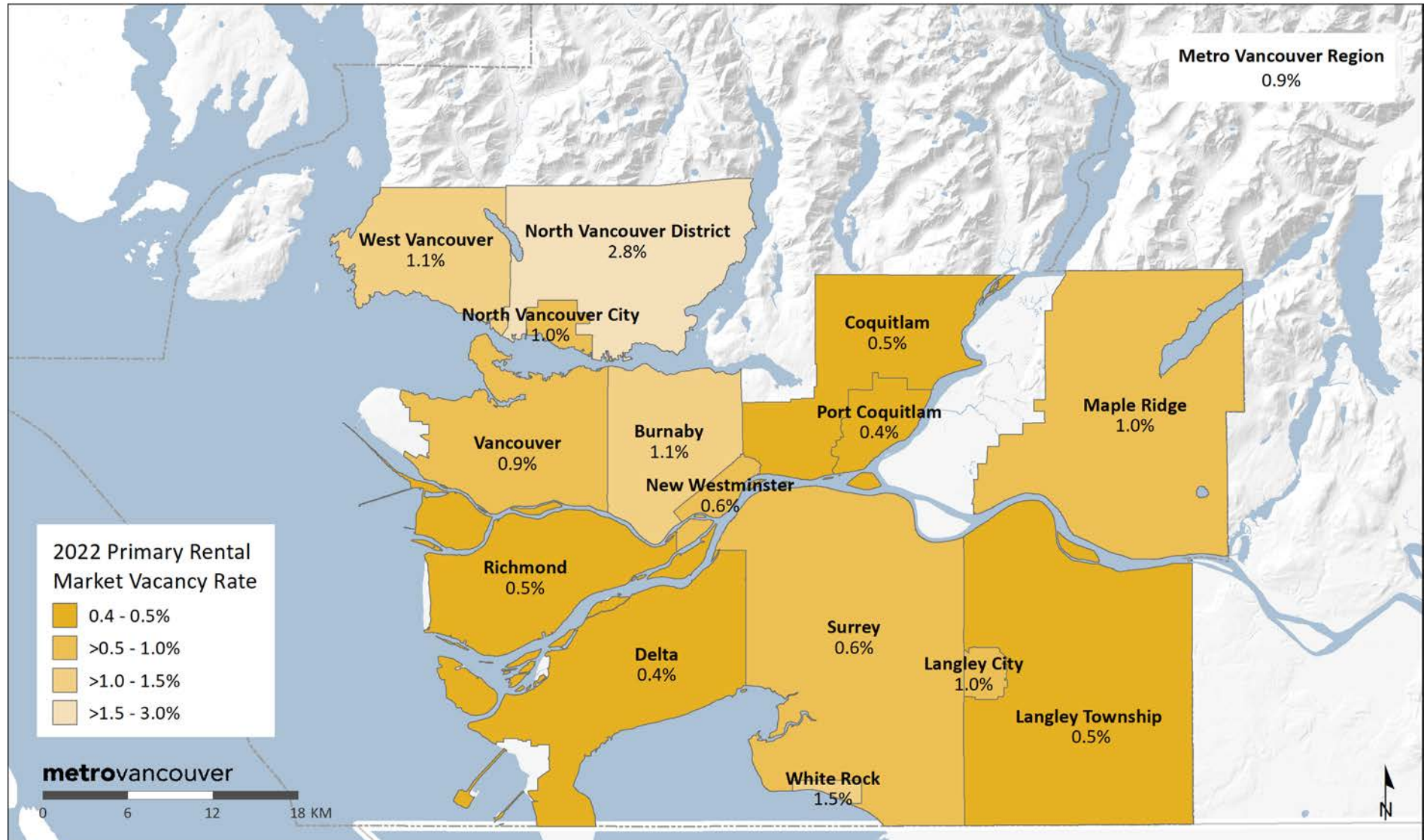
Source: CMHC Rental Market Survey, accessed via CMHC Housing Market Information Portal.

Notes: Data not available for small municipalities (Anmore, Belcarra, Lions Bay).

Data includes purpose-built apartments and rental townhouses.

CMHC rental universe excludes secondary suites, non-market rental units and privately rented condominium units.

** Indicates data suppressed for confidentiality or data is not available.

Map 4.6. Primary Rental Market Vacancy Rates (Purpose-Built Market Rental Apartments and Townhouses), Metro Vancouver, 2022

Tsawwassen First Nation, Anmore, Belcarra, Bowen Island, Lions Bay, Pitt Meadows, Port Moody, and Electoral Area A are not displayed due to data availability, or geography limitations.

Source: CMHC Rental Market Survey

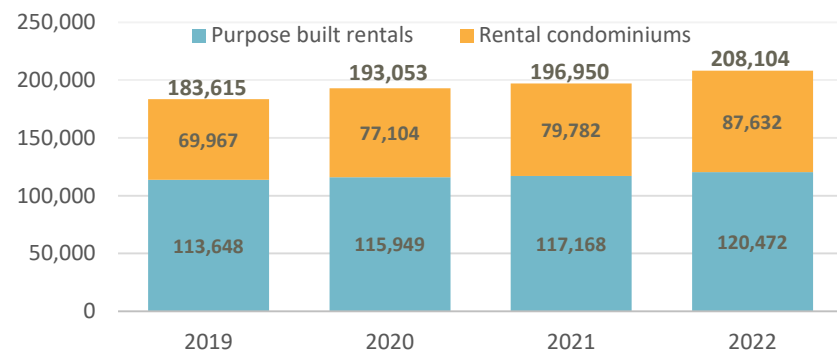
4.7 Rental Condominium Universe

The secondary rental market comprises rented condominiums as well as privately rented single detached homes, secondary suites, laneway houses, etc. Data on the secondary rental market comes from CMHC and includes rental condominiums only. Rental condominiums represent a significant and growing portion of the rental housing stock in Metro Vancouver.

Key Observations

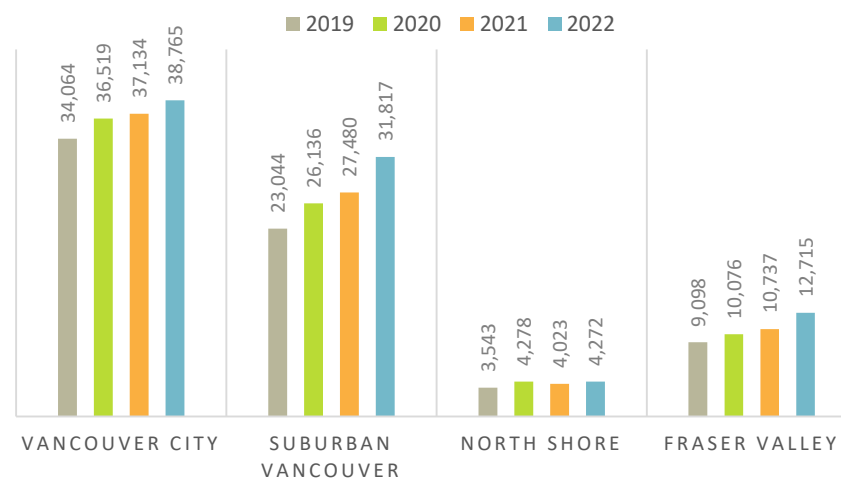
- In 2022, there were 87,632 rental condominiums in Metro Vancouver, compared to 120,472 purpose-built rental apartments.
- The number of rental condominiums has increased by 25.2% (17,665 units) between 2019 and 2022, compared to just 6.0% growth (+6,824 units) among purpose-built rentals during the same period.
- On average, 30% of all condos in the region are rentals, though this varies across the region; Vancouver has the highest proportion (37%) and the North Shore the lowest proportion (21%).
- Since 2019, the proportion of rental condominiums across the region have remained similar alongside stock increases (Figure 4.7.2).

Figure 4.7.1. Purpose-Built Rental Apartments and Rental Condominiums, Metro Vancouver, 2019 to 2022



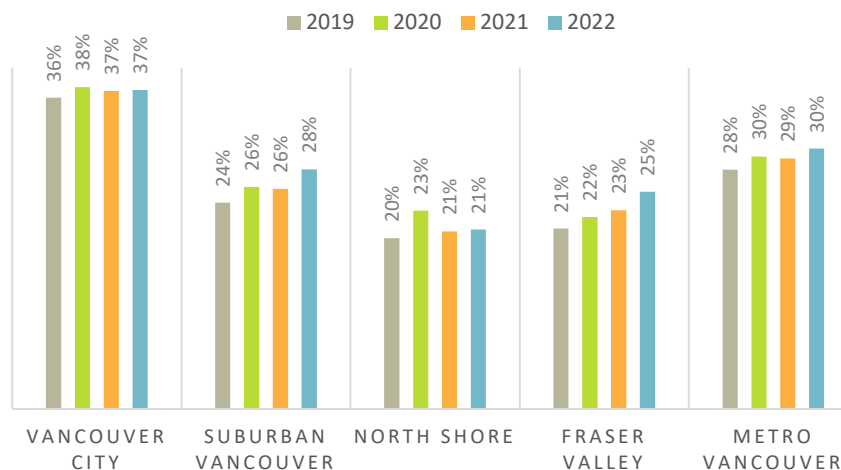
Source: CMHC Rental Market Survey

Figure 4.7.2. Rental Condominiums by CMHC Sub-Area, 2019 to 2022



Source: CMHC Rental Market Survey

Figure 4.7.3. Rental Condominiums as % of All Condominiums by CMHC Sub-Area, Metro Vancouver, 2019 to 2022



Source: CMHC Rental Market Survey

Table 4.7. Condominium Universe, Rental Condominium Units, Percentage of Rental Condominium Units, Metro Vancouver, 2019 - 2022

MUNICIPALITY / MEMBER JURISDICTION	Condominium Universe				Rental Condominiums				% Rental Condominiums			
	2019	2020	2021	2022	2019	2020	2021	2022	2019	2020	2021	2022
Vancouver City	93,367	96,864	99,713	103,767	34,064	36,519	37,134	38,765	36.5%	37.7%	37.2%	37.4%
Burrard Peninsula	38,766	40,738	40,903	42,452	18,427	20,023	19,649	19,833	47.5%	49.2%	48.0%	46.7%
Vancouver Westside	30,237	31,048	31,980	33,227	8,478	8,831	9,289	9,740	28.0%	28.4%	29.0%	29.3%
Vancouver Eastside	24,364	25,078	26,830	28,088	7,137	7,328	8,145	9,138	29.3%	29.2%	30.4%	32.5%
Suburban Vancouver	95,343	100,518	106,532	113,312	23,044	26,136	27,480	31,817	24.2%	26.0%	25.8%	28.1%
North Shore	17,717	18,411	19,339	20,337	3,543	4,278	4,023	4,272	20.0%	23.2%	20.8%	21.0%
Fraser Valley	43,038	44,837	46,149	49,968	9,098	10,076	10,737	12,715	21.1%	22.5%	23.3%	25.4%
METRO VANCOUVER	249,465	260,630	271,733	287,384	69,967	77,104	79,782	87,632	28.0%	29.6%	29.4%	30.5%

Source: CMHC Rental Market Survey.

Notes: Vancouver City includes Burrard Peninsula, Vancouver Westside, and Vancouver Eastside.

Burrard Peninsula includes West End, Stanley Park, English Bay, and Downtown.

Vancouver Westside includes South Granville/Oak, Kitsilano/Point Grey, Westside/Kerrisdale, Marpole, and University Endowment Lands.

Vancouver Eastside includes Mount Pleasant/Renfrew Heights, East Hastings, and Southeast Vancouver.

Suburban Vancouver includes Central Park/Metrotown, Southeast Burnaby, North Burnaby, New Westminster, Richmond, and the Tri-Cities.

Fraser Valley includes Delta, Surrey, White Rock, Langley City and Langley Township, Pitt Meadows, and Maple Ridge.

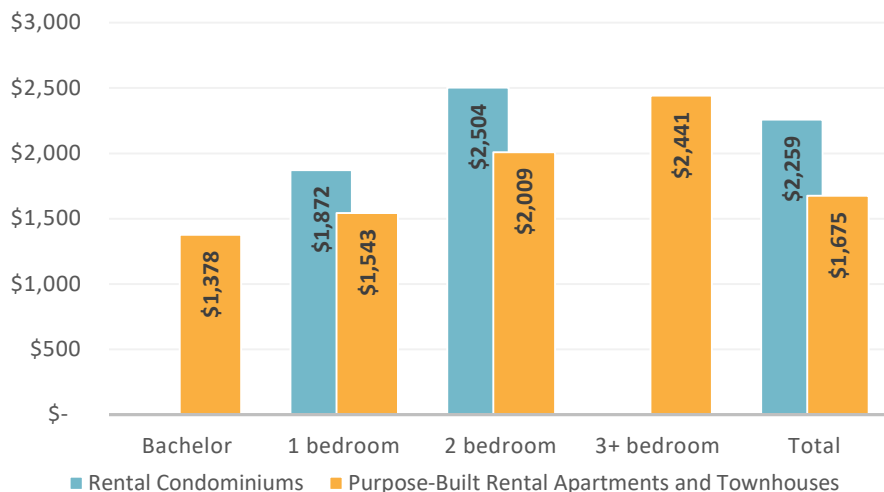
4.8 Average Rents of Rental Condominiums

On average, rental condominiums are larger and newer than purpose built rental apartments, and therefore tend to have higher rents than other rental housing.

Key Observations

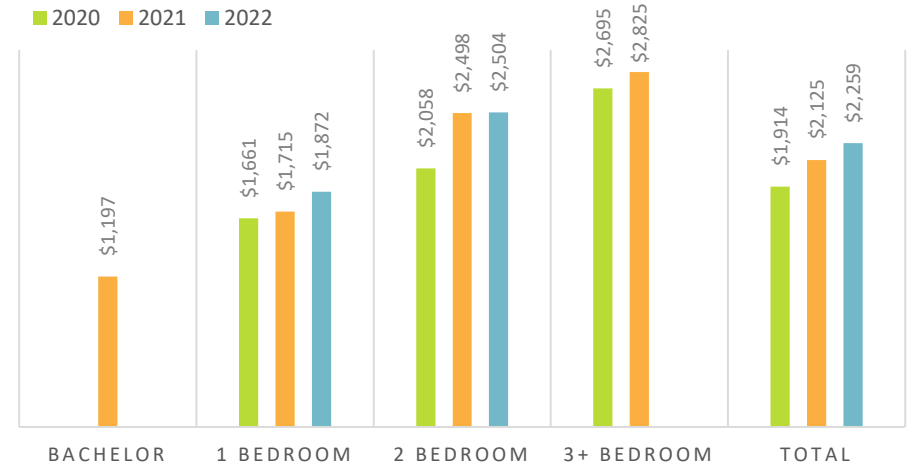
- In 2022, the average rent for a rental condominium in Metro Vancouver was \$2,259, which was 35% (or \$584) higher than the average rent for a purpose-built rental unit (\$1,675).
- Average rents for rental condominiums has increased since the start of the COVID-19 pandemic (2020), by up to 18% for all units.
- Data on average rents is not available for all sub-regions and all years, but the available data shows that rents decreased in the North Shore and increased everywhere else. This could be due to the fact that the North Shore had the highest average rents pre-pandemic.

Figure 4.8.1. Average Rents by Bedroom Count, Rental Condominiums and Purpose-Built Apartments and Townhouses, Metro Vancouver, 2022



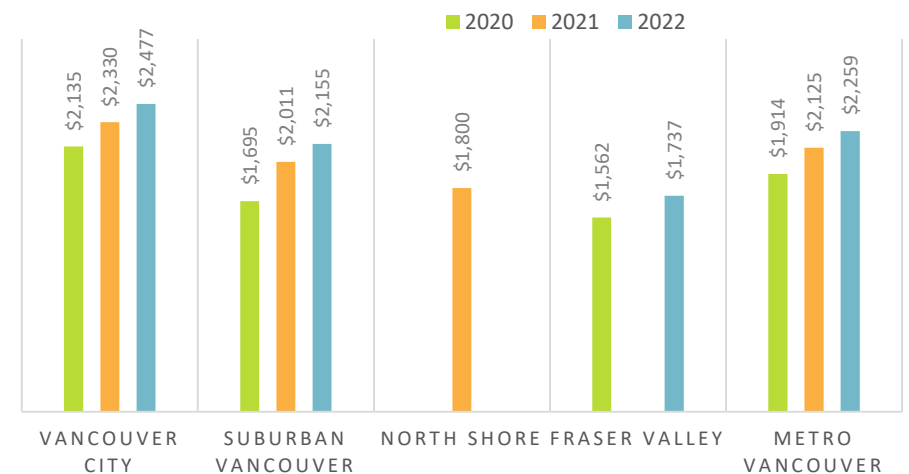
Source: CMHC Rental Market Survey

Figure 4.8.2. Average Rents of Rental Condominiums by Bedroom Count, Metro Vancouver, 2020 to 2022



Source: CMHC Rental Market Survey

Figure 4.8.3. Average Rents of Rental Condominiums by CMHC Sub-Area, Metro Vancouver, 2020 to 2022



Source: CMHC Rental Market Survey

Table 4.8. Average Rents of Rental Condominiums by Unit Size, Metro Vancouver, 2020 - 2022

MUNICIPALITY / MEMBER JURISDICTION	Bachelor			1 Bedroom			2 Bedroom			3+ Bedroom			Total		
	2020	2021	2022	2020	2021	2022	2020	2021	2022	2020	2021	2022	2020	2021	2022
Vancouver City	**	**	**	1,844	1,820	2,078	2,277	2,785	2,873	**	**	**	2,135	2,330	2,477
Burrard Peninsula	**	**	**	2,075	**	**	2,475	3,350	3,158	**	**	**	2,381	**	2,883
Vancouver Westside	**	**	**	1,728	1,869	2,038	2,320	2,767	2,607	**	**	**	2,035	2,329	2,288
Vancouver Eastside	**	**	**	1,921	1,611	**	2,178	2,297	3,150	**	**	**	2,158	**	**
Suburban Vancouver	**	**	**	1,446	1,671	1,689	2,010	2,275	2,213	**	**	**	1,695	2,011	2,155
North Shore	**	**	**	**	1,681	**	**	**	**	**	**	**	**	1,800	**
Fraser Valley	**	**	**	1,563	1,400	1,467	1,563	**	1,885	**	**	**	1,562	**	1,737
METRO VANCOUVER	**	1,197	**	1,661	1,715	1,872	2,058	2,498	2,504	2,695	2,825	**	1,914	2,125	2,259

Source: CMHC Rental Market Survey.

Notes: Vancouver City includes Burrard Peninsula, Vancouver Westside, and Vancouver Eastside.

Burrard Peninsula includes West End, Stanley Park, English Bay, and Downtown.

Vancouver Westside includes South Granville/Oak, Kitsilano/Point Grey, Westside/Kerrisdale, Marpole, and University Endowment Lands.

Vancouver Eastside includes Mount Pleasant/Renfrew Heights, East Hastings, and Southeast Vancouver.

Suburban Vancouver includes Central Park/Metrotown, Southeast Burnaby, North Burnaby, New Westminster, Richmond, and the Tri-Cities.

Fraser Valley includes Delta, Surrey, White Rock, Langley City and Langley Township, Pitt Meadows, and Maple Ridge.

* In cases where sub-regional values are suppressed but regional values are provided, the regional values should be used with caution due to reliability concerns.

** Indicates data suppressed for confidentiality or data is not available.

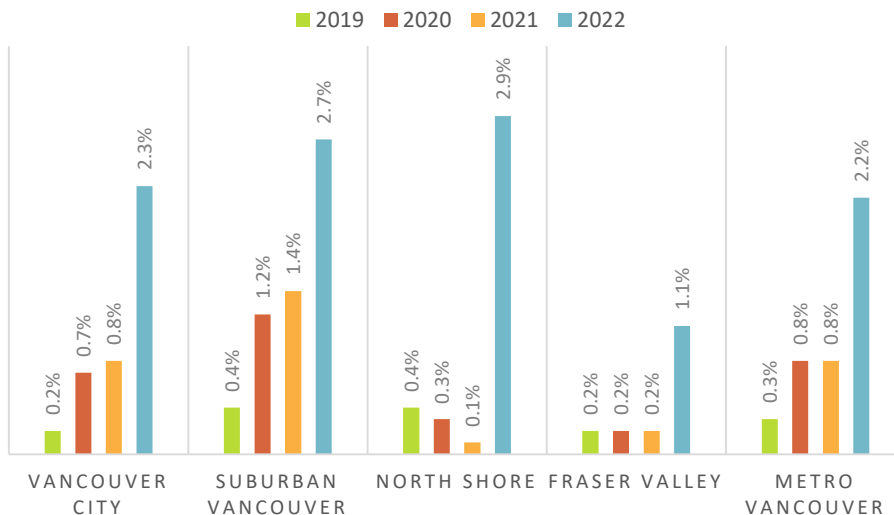
4.9 Vacancy Rates of Rental Condominiums

Despite higher average rents, rental condominiums continue to have lower vacancy rates than purpose-built rental apartments and townhouses, suggesting greater demand for rental condominiums than for purpose-built rentals.

Key Observations

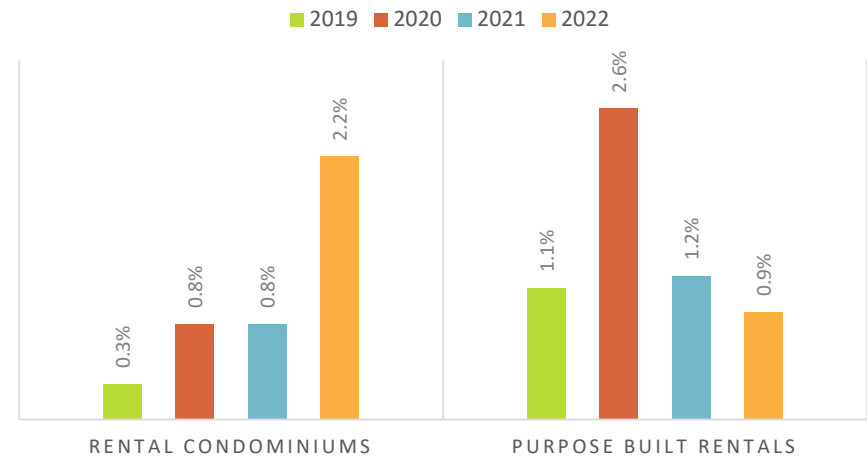
- In 2022, the vacancy rate for rental condominiums in Metro Vancouver was 2.2%, a 1.4% increase from the previous two years.
- Vacancy rates of rental condominiums were 1.3% greater than those of purpose-built apartments in 2022.
- Except for the Fraser Valley, vacancy rates exceeded 2% in 2022. The highest rate (2.9%) was observed in the CMHC sub-area of North Shore (includes the District of West Vancouver, North Vancouver (City and Township), and Bowen Island).

Figure 4.9.1. Vacancy Rates of Rental Condominiums by CMHC Sub-Area, Metro Vancouver, 2019 to 2022



Source: CMHC Rental Market Survey

Figure 4.9.2. Vacancy Rates of Rental Condominiums and Purpose-Built Apartments and Townhouses, Metro Vancouver, 2019 to 2022



Source: CMHC Rental Market Survey



Table 4.9. Rental Condominium Vacancy Rates, Metro Vancouver, 2019 - 2022

MUNICIPALITY / MEMBER JURISDICTION	Rental Condominiums				Purpose Built Rental Apartments			
	2019	2020	2021	2022	2019	2020	2021	2022
Vancouver City	0.2%	0.7%	0.8%	2.3%	0.9%	2.9%	1.1%	0.9%
Burrard Peninsula	0.1%	0.5%	0.6%	2.3%	1.0%	4.0%	1.6%	1.3%
Vancouver Westside	0.2%	0.9%	1.2%	2.4%	0.7%	2.4%	0.8%	0.7%
Vancouver Eastside	0.2%	1.0%	1.0%	2.3%	1.3%	2.2%	0.8%	0.5%
Suburban Vancouver	0.4%	1.2%	1.4%	2.7%	1.3%	2.3%	1.5%	0.8%
North Shore	0.4%	0.3%	0.1%	2.9%	0.7%	2.6%	0.9%	1.4%
Fraser Valley	0.2%	0.2%	0.2%	1.1%	1.5%	1.6%	1.4%	0.8%
METRO VANCOUVER	0.3%	0.8%	0.8%	2.2%	1.1%	2.6%	1.2%	0.9%

Source: CMHC Rental Market Survey.

Notes: Vancouver City includes Burrard Peninsula, Vancouver Westside, and Vancouver Eastside.

Burrard Peninsula includes West End, Stanley Park, English Bay, and Downtown.

Vancouver Westside includes South Granville/Oak, Kitsilano/Point Grey, Westside/Kerrisdale, Marpole, and University Endowment Lands.

Vancouver Eastside includes Mount Pleasant/Renfrew Heights, East Hastings, and Southeast Vancouver.

Suburban Vancouver includes Central Park/Metrotown, Southeast Burnaby, North Burnaby, New Westminster, Richmond, and the Tri-Cities.

North Shore includes the District of West Vancouver, City of North Vancouver, District of North Vancouver, and Bowen Island.

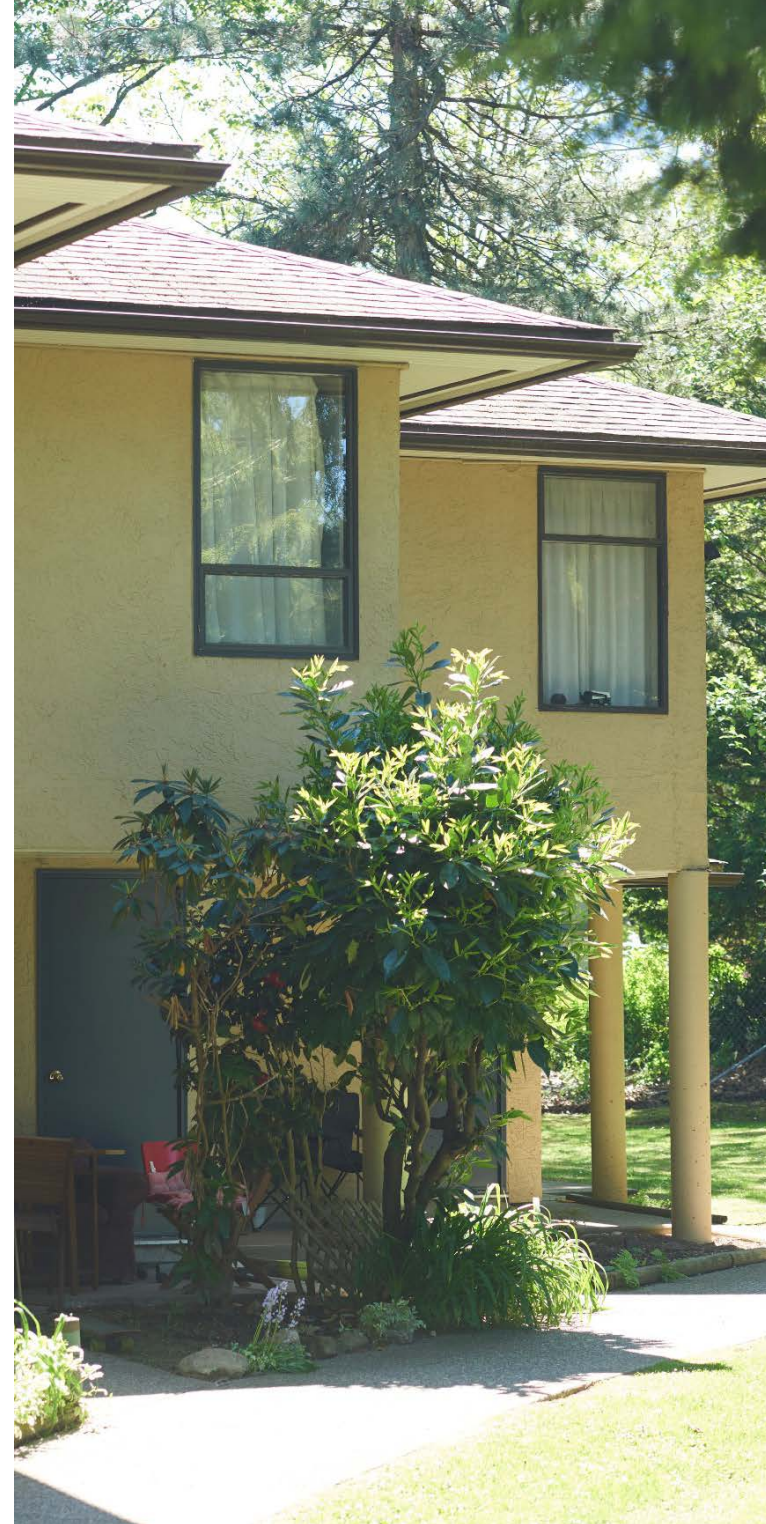
Fraser Valley includes Delta, Surrey, White Rock, Langley City and Langley Township, Pitt Meadows, and Maple Ridge.

PART 5 | NON-MARKET HOUSING

This section provides an overview of non-market housing in Metro Vancouver. It includes information on the different types of non-market housing available in Metro Vancouver jurisdictions, including BC Housing supported housing, independent social housing, and co-operative housing units.

HIGHLIGHTS

- **BC Housing non-market housing units comprise 4.2% of all dwelling units in the region.** In 2022, there were 46,512 non-market housing units in the region with a financial relationship to BC Housing.
- **BC Housing non-market housing units that have operating agreements expiring by 2050 comprise 1.9% of all dwelling units in the region.** In 2023, 20,468 of BC Housing non-market units in Metro Vancouver have operating agreements that will expire by 2050. The majority (79%) of these operating agreements will expire by 2028.
- **Four of five expiring operating agreements for BC Housing non-market units will expire by 2028.** More than half of non-market units with agreements expiring by 2028 are for low income families (55%), followed by supportive housing for people experiencing homelessness (17%) and those with special needs (17%).
- **Independent social housing units comprise 3.0% of all dwelling units in the region.** In 2022, there were 33,580 independent social housing units in the region; this includes units that have a financial relationship with BC Housing (24,909 units total) and units that do not.
- **Co-operative housing units comprise 1.2% of all dwelling units in the region.** There were 12,705 co-operative housing units in the region in 2019.



5.1 BC Housing Non-Market Housing

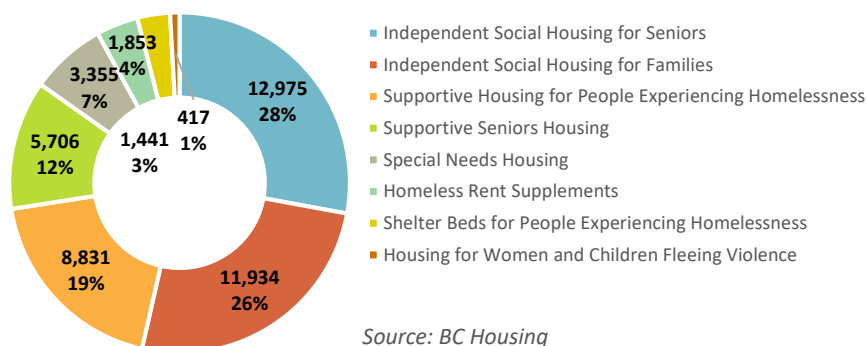
Non-market housing is affordable housing that is owned or subsidized by government, non-profits, or housing cooperatives, and where the housing is provided at below market rents. Non-market housing ranges from emergency housing, to supportive housing and cooperatives.

BC Housing assists in meeting the needs of the province's most vulnerable residents through the provision of affordable non-market housing, and by making housing in the private rental market more affordable through the provision of rent supplements. The information in this section is based on BC Housing's summary of housing units identified as emergency, supportive, and independent housing. There may be other non-market housing units in the region that are not associated with BC Housing, thus the data presented here may not be a comprehensive account of non-market housing in the region.

Key Observations

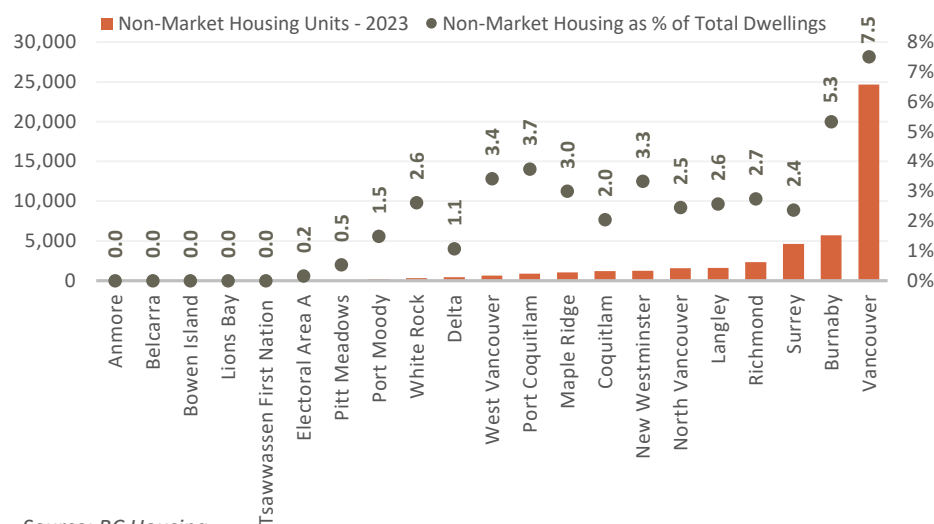
- In 2023, there were 46,512 non-market housing units in Metro Vancouver that had a financial relationship to BC Housing. This represents 4.2% of all dwelling units in the region (as recorded in the 2021 Census).
- More than half of the non-market units (54%) were independent social housing, followed by supportive housing for people experiencing homelessness (19%), and supportive seniors housing (12%).

Figure 5.1.1. BC Housing Non-Market Housing Units by Category, Metro Vancouver, 2023



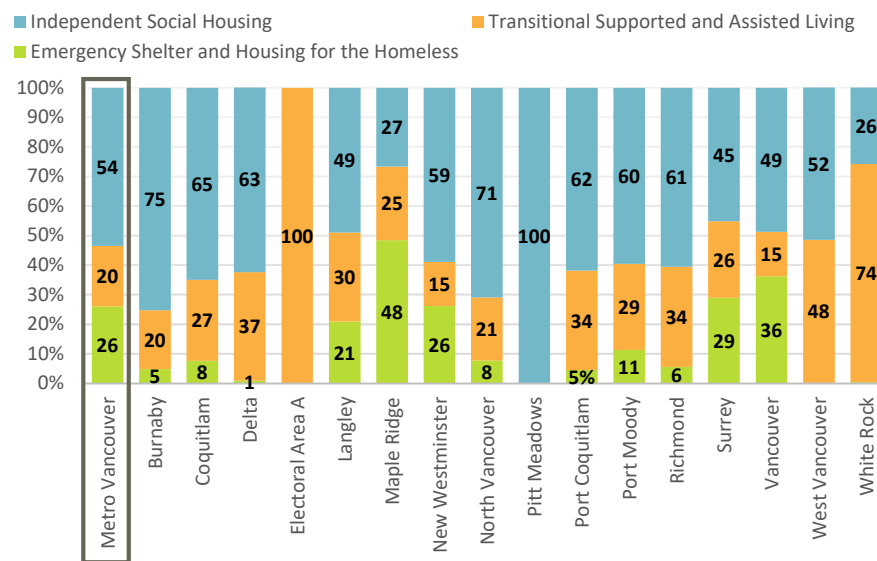
Source: BC Housing

Figure 5.1.2. BC Housing Non-Market Housing Units, Metro Vancouver Jurisdictions, 2023



Source: BC Housing

Figure 5.1.3. Distribution of BC Housing Non-Market Housing Units by Category, Metro Vancouver Jurisdictions, 2023



Source: BC Housing

Table 5.1. BC Housing Non-Market Housing Units, Metro Vancouver Jurisdictions, 2023

MUNICIPALITY / MEMBER JURISDICTION	Emergency Shelter and Housing for the Homeless				Transitional Supported and Assisted Living				Independent Social Housing			Total
	Homeless Housed	Homeless Rent Supplements	Homeless Shelter Beds	Subtotal	Supportive Seniors Housing	Special Needs Housing	Women and Children Fleeing Violence	Subtotal	Low Income Families	Independent Seniors	Subtotal	
Anmore	0	0	0	0	0	0	0	0	0	0	0	0
Belcarra	0	0	0	0	0	0	0	0	0	0	0	0
Bowen Island	0	0	0	0	0	0	0	0	0	0	0	0
Burnaby	123	114	40	277	890	225	19	1,134	1,484	2,810	4,294	5,705
Coquitlam	*	*	*	92	239	70	20	329	650	132	782	1,203
Delta	*	*	*	4	106	36	14	156	84	185	269	425
Electoral Area A	0	0	0	0	0	15	0	15	0	0	0	15
Langley**	164	142	30	336	317	145	22	484	327	459	786	1,606
Lions Bay	0	0	0	0	0	0	0	0	0	0	0	0
Maple Ridge	192	281	25	498	51	192	12	255	253	21	274	1,027
New Westminster	189	87	53	329	60	108	19	187	142	599	741	1,257
North Vancouver**	25	50	45	120	91	217	22	330	413	688	1,101	1,551
Pitt Meadows	0	0	0	0	0	0	0	0	41	0	41	41
Port Coquitlam	25	15	0	40	226	72	0	298	330	219	549	887
Port Moody	23	0	0	23	41	18	0	59	121	0	121	203
Richmond	80	21	30	131	549	216	25	790	849	563	1,412	2,333
Surrey	710	397	233	1,340	751	315	131	1,197	1,299	795	2,094	4,631
Tsawwassen First Nation	0	0	0	0	0	0	0	0	0	0	0	0
Vancouver	7,240	738	955	8,933	1,877	1,696	133	3,706	5,882	6,125	12,007	24,646
West Vancouver	*	*	*	1	312	0	0	312	32	300	332	644
White Rock	*	*	*	1	196	27	0	223	0	79	79	302
METRO VANCOUVER	8,831	1,853	1,441	12,125	5,706	3,355	417	9,478	11,934	12,975	24,909	46,512

Source: BC Housing Unit Count Reporting Model, March 31, 2023, prepared by BC Housing's Research Department, May 2023

Notes: 1. BC Housing only tracks units where they have a financial relationship. There may be other subsidized housing units in the community.

2. BC Housing's 'Housing Continuum' reports are based on 'units' (housing units, beds, spaces and rent supplements, depending on each program) and do not report on the number of 'people' assisted.

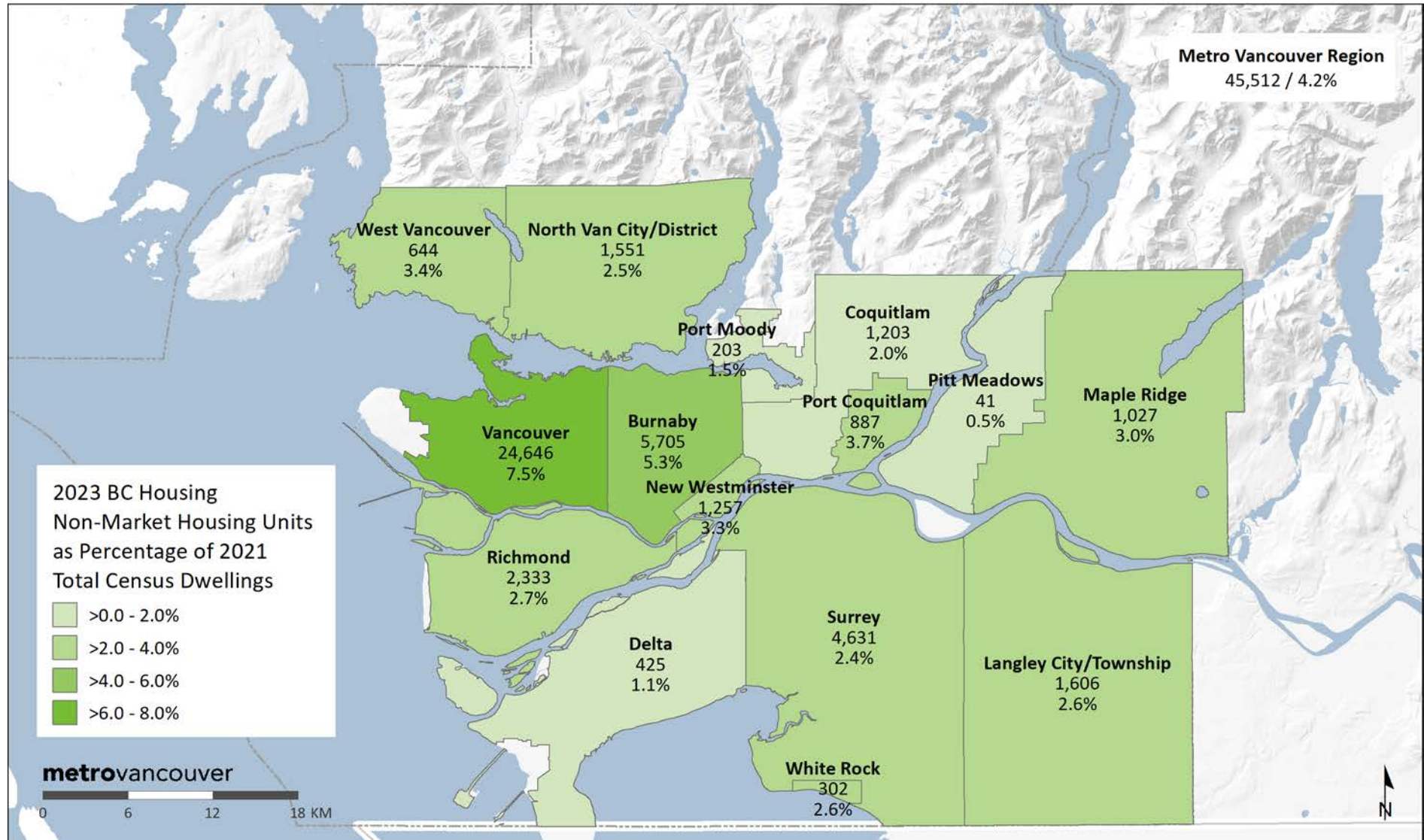
3. Service Allocation definitions:

- a. Homeless Housed: Housing for clients who are at the risk of homelessness, or formerly homeless for a period of at least 30 days and up to two or three years. This type of housing includes the provision of on-or off-site support services to help the clients move towards independence and self-sufficiency.
- b. Homeless Rent Supplement: This program connects people who are homeless to housing, income assistance, and community-based support services. The number of units shown represent an estimate of rent supplements given monthly based on available funding. Homeless Rent Supplement projects were first initiated in the 2008/2009 fiscal year.
- c. Homeless Shelters: Short stay housing. The shelters provide single or shared bedrooms or dorm-like sleeping arrangements, with varying levels of support services provided for the clients.
- d. Supportive Seniors Housing: Housing for seniors who cannot live independently and need access to housing with on-going supports and services.
- e. Special Needs: Housing for clients who need access to affordable housing with support services. These clients include for example adults with mental and/or physical disabilities or youth.
- f. Women and Children Fleeing Violence: BC Housing provides funding for transition houses, safe homes and second stage housing programs that support women and their children who have experienced violence or at risk of experiencing violence by providing temporary shelter/housing and support services.
- g. Low Income Families: Independent housing for low to moderate income households with a minimum of two people including at least one dependent child.
- h. Independent Seniors: Housing for seniors where minimal or no additional services are provided. Seniors are usually defined as individuals who are 65 years of age and older.

4. Due to protection of privacy, Projects with units between 1 and 10 have been suppressed or combined. Totals for categories may be adjusted or may not reflect the sum of sub categories. Suppressed data is indicated with *.

* Indicates data is not available.

** BC Housing data is combined for the City of Langley and Langley Township, and for the City of North Vancouver and the District of North Vancouver.

Map 5.1. BC Housing Non-Market Housing Units as Percentage of Total Dwellings, Metro Vancouver, 2023

Tsawwassen First Nation, Anmore, Belcarra, Bowen Island, Lions Bay, and Electoral Area A are not displayed due to data availability, or geography limitations.

Source: BC Housing; Statistics Canada, 2021 Census of Population

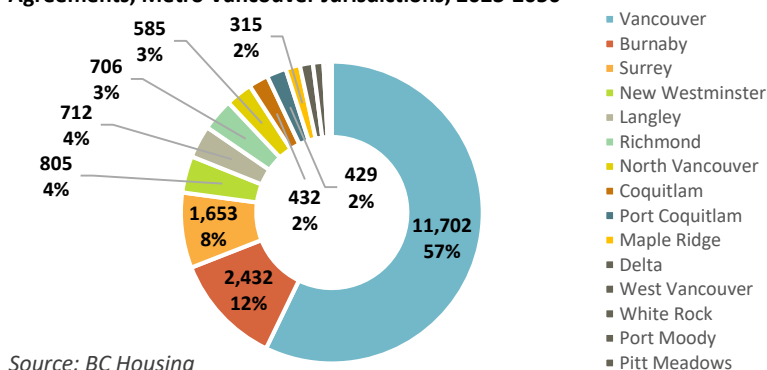
5.2 Non-Market Housing with Expiring Operating Agreements

In Metro Vancouver, housing that operates under agreements with the provincial or federal government includes independent social housing, housing cooperatives, independent seniors housing, group homes, transition homes, other housing with supports, and some units receiving rent supplements. The information in this section is based on BC Housing's summary of housing units that they have a financial relationship with. There may be other subsidized housing units in the region that are not associated with BC Housing, so the data presented here may not be a comprehensive account of expiring social housing agreements.

Key Observations

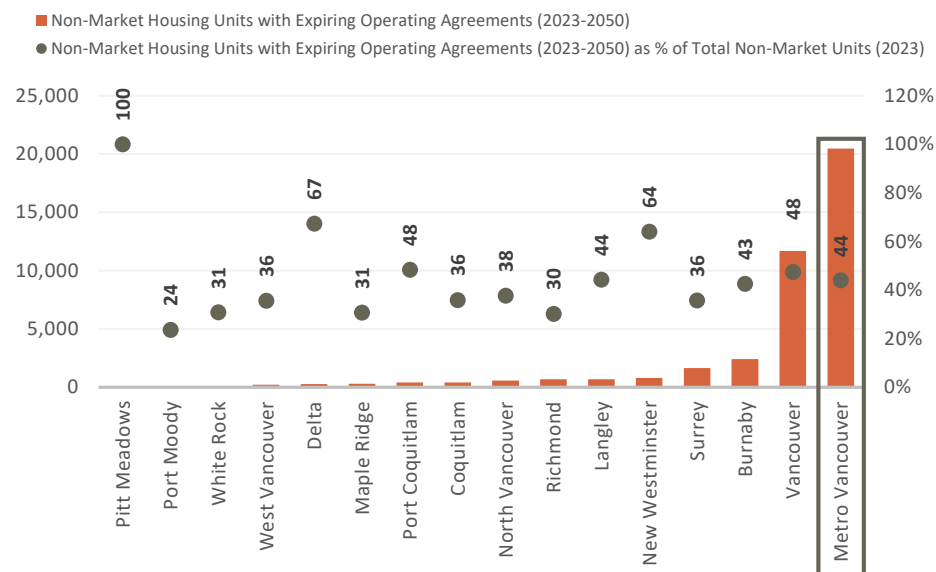
- In 2023, 20,468 (44%) of BC Housing non-market units with operating agreements in Metro Vancouver will expire by 2050. This represents 1.9% of total dwellings across the region (as recorded in the 2021 Census).
- The majority of BC Housing operating agreements for non-market units will expire by 2028 (79%; 16,191 units).
- More than half of non-market units with agreements expiring by 2028 were for low income families (55%), followed by supportive housing for people experiencing homelessness (17%) and those with special needs (17%).

Figure 5.1.1. Distribution of Non-Market Housing Units with Expiring Operating Agreements, Metro Vancouver Jurisdictions, 2023-2050



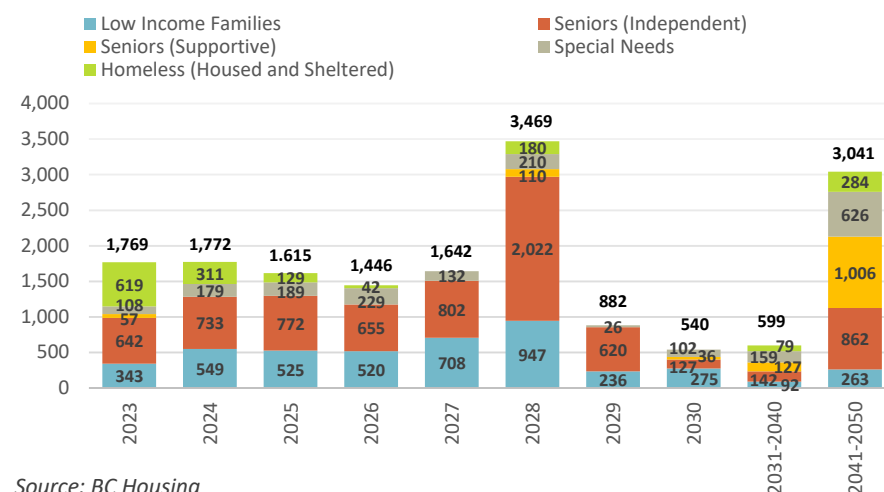
Source: BC Housing

Figure 5.1.2. Non-Market Housing Units with Expiring Operating Agreements, Metro Vancouver Jurisdictions, 2023-2050



Source: BC Housing

Figure 5.1.3. Non-Market Housing Units with Expiring Operating Agreements by Population Group Served and Year of Expiry, Metro Vancouver Jurisdictions, 2023-2050



Source: BC Housing

Table 5.2.1. Non-Market Housing Units (All Types) with Expiring Operating Agreements, Metro Vancouver Jurisdictions, 2023-2050

MEMBER JURISDICTION	Total	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2036	2037	2038	2039	2040	2041-2050
Burnaby	2,432	249	108	219	191	99	804	170	*	43	*	*	*	*	*	*	*	549
Coquitlam	432	47	43	41	88	40	40	30	*	*	*	*	*	*	*	*	*	103
Delta	286	56	65	15	*	*	140	*	*	*	*	*	*	*	*	*	*	10
Langley**	712	115	103	33	38	161	36	1	*	*	*	*	*	*	7	*	*	218
Maple Ridge	315	78	94	76	*	*	*	*	*	*	*	*	*	*	*	*	*	67
New Westminster	805	35	31	164	45	194	136	129	*	*	*	*	*	*	*	10	*	61
North Vancouver**	585	65	15	50	84	72	66	83	*	*	60	*	*	*	*	5	32	53
Pitt Meadows	41	*	*	41	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Port Coquitlam	429	*	80	66	61	*	78	31	*	*	*	*	*	*	*	*	*	113
Port Moody	48	2	17	*	*	*	1	28	*	*	*	*	*	*	*	*	*	*
Richmond	706	104	100	149	134	86	42	*	48	*	*	33	*	*	*	*	10	*
Surrey	1,653	347	219	258	334	157	111	4	90	*	*	*	*	*	*	*	*	133
Vancouver	11,702	1,072	1,908	1,537	1,997	1,225	2,039	397	227	78	80	32	61	24	5	*	80	940
West Vancouver	229	*	*	*	*	89	1	*	*	*	*	*	*	*	*	*	*	139
White Rock	93	*	*	*	*	*	*	14	*	*	*	*	*	*	*	*	*	79
METRO VANCOUVER	20,468	2,170	2,783	2,649	2,972	2,123	3,494	887	365	121	140	65	61	24	12	15	122	2,465

Source: BC Housing Unit Count Reporting Model, September 30, 2023, prepared by BC Housing's Research Department (custom data request), November 2023.

Notes: 1. BC Housing only tracks units where we have a financial relationship. There may be other subsidized housing units in the community.

2. BC Housing's 'Housing Continuum' reports are based on 'units' (housing units, beds, spaces and rent supplements, depending on each program) and do not report on the number of 'people' assisted.

3. This report includes units with agreement expiry dates between 2023 and 2050.

4. Units where BC Housing is the Housing Provider have been excluded.

5. Prior reporting on expiry of operating agreements may be limited to specific funding programs and may have been reported under a different methodology.

6. Units with agreement renewals in progress may be included.

* Indicates data is not available.

** BC Housing data is combined for the City of Langley and Langley Township, and for the City of North Vancouver and the District of North Vancouver.

Table 5.2.2. Non-Market Housing Units (Co-operatives) with Expiring Operating Agreements, Metro Vancouver Jurisdictions, 2023-2050

MEMBER JURISDICTION	Total	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2036	2037	2038	2039	2040	2041-2050
Burnaby	164	41	21	73	*	*	29	*	*	*	*	*	*	*	*	*	*	*
Coquitlam	15	15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Delta	44	16	13	15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Langley**	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Maple Ridge	25	*	*	25	*	*	*	*	*	*	*	*	*	*	*	*	*	*
New Westminster	29	13	16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
North Vancouver**	25	*	*	*	*	*	25	*	*	*	*	*	*	*	*	*	*	*
Pitt Meadows	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Port Coquitlam	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Port Moody	17	*	17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Richmond	94	52	42	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Surrey	81	*	35	11	15	*	20	*	*	*	*	*	*	*	*	*	*	*
Vancouver	255	26	124	*	*	50	55	*	*	*	*	*	*	*	*	*	*	*
West Vancouver	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
White Rock	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
METRO VANCOUVER	749	163	268	124	15	50	129	*	*	*	*	*	*	*	*	*	*	*

Source: BC Housing Unit Count Reporting Model, September 30, 2023, prepared by BC Housing's Research Department (custom data request), November 2023.

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2. BC Housing's 'Housing Continuum' reports are based on 'units' (housing units, beds, spaces and rent supplements, depending on each program) and do not report on the number of 'people' assisted.

3. This report includes units with agreement expiry dates between 2023 and 2050.

4. Units where BC Housing is the Housing Provider have been excluded.

5. Prior reporting on expiry of operating agreements may be limited to specific funding programs and may have been reported under a different methodology.

6. Units with agreement renewals in progress may be included.

* Indicates data is not available.

** BC Housing data is combined for the City of Langley and Langley Township, and for the City of North Vancouver and the District of North Vancouver.

Table 5.2.3. Non-Market Housing Units (for Low Income Families) with Expiring Operating Agreements, Metro Vancouver Jurisdictions, 2023-2050

MEMBER JURISDICTION	Total	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2036	2037	2038	2039	2040	2041-2050
Burnaby	626	41	21	164	65	*	115	83	*	43	*	*	*	*	*	*	*	94
Coquitlam	303	15	40	36	54	40	39	30	49	*	*	*	*	*	*	*	*	*
Delta	84	56	13	15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Langley**	199	*	1	33	*	154	10	1	*	*	*	*	*	*	*	*	*	*
Maple Ridge	111	*	35	76	*	*	*	*	*	*	*	*	*	*	*	*	*	*
New Westminster	101	14	16	*	*	*	34	*	*	*	*	*	*	*	*	*	*	37
North Vancouver**	195	*	*	45	19	46	63	*	*	*	*	*	*	*	*	*	*	22
Pitt Meadows	41	*	*	41	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Port Coquitlam	215	*	22	40	56	41	38	18	*	*	*	*	*	*	*	*	*	*
Port Moody	44	*	17	*	*	*	*	27	*	*	*	*	*	*	*	*	*	*
Richmond	260	52	43	3	*	74	40	*	48	*	*	*	*	*	*	*	*	*
Surrey	621	41	167	33	172	30	111	1	66	*	*	*	*	*	*	*	*	*
Vancouver	1,626	124	174	39	154	291	497	76	112	31	*	*	*	*	*	*	18	110
West Vancouver	32	*	*	*	*	32	*	*	*	*	*	*	*	*	*	*	*	*
White Rock	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
METRO VANCOUVER	4,458	343	549	525	520	708	947	236	275	74	*	*	*	*	*	*	18	263

Source: BC Housing Unit Count Reporting Model, September 30, 2023, prepared by BC Housing's Research Department (custom data request), November 2023.

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2. BC Housing's 'Housing Continuum' reports are based on 'units' (housing units, beds, spaces and rent supplements, depending on each program) and do not report on the number of 'people' assisted.

3. This report includes units with agreement expiry dates between 2023 and 2050.

4. Units where BC Housing is the Housing Provider have been excluded.

5. Prior reporting on expiry of operating agreements may be limited to specific funding programs and may have been reported under a different methodology.

6. Units with agreement renewals in progress may be included.

* Indicates data is not available.

** BC Housing data is combined for the City of Langley and Langley Township, and for the City of North Vancouver and the District of North Vancouver.

Table 5.2.4. Non-Market Housing Units (for Seniors, Independent and Supportive) with Expiring Operating Agreements, Metro Vancouver Jurisdictions, 2023-2050

MEMBER JURISDICTION	Total	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2036	2037	2038	2039	2040	2041-2050
Burnaby	1,668	204	*	42	80	*	638	87	*	*	*	*	*	*	*	*	*	617
Coquitlam	54	*	*	*	*	*	*	*	54	*	*	*	*	*	*	*	*	*
Delta	253	*	48	*	*	*	137	*	*	*	*	*	*	*	*	*	*	68
Langley**	323	97	*	*	*	*	26	*	*	*	*	*	*	*	*	*	*	200
Maple Ridge	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
New Westminster	560	*	*	80	*	193	100	129	*	*	*	*	*	*	*	*	*	58
North Vancouver**	241	64	*	*	8	*	*	82	*	*	60	*	*	*	*	*	*	27
Pitt Meadows	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Port Coquitlam	242	65	52	*	*	42	*	13	*	*	*	*	*	*	*	*	70	*
Port Moody	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Richmond	215	40	*	49	64	12	*	*	*	*	*	*	*	*	*	*	*	50
Surrey	264	*	51	60	*	81	*	*	*	*	*	*	*	*	*	*	*	72
Vancouver	4,377	229	582	541	503	418	1,121	309	109	*	*	*	61	*	*	57	21	426
West Vancouver	241	*	*	*	*	56	*	*	*	*	*	*	*	*	*	*	*	185
White Rock	275	*	*	*	*	*	110	*	*	*	*	*	*	*	*	*	*	165
METRO VANCOUVER	8,713	699	733	772	655	802	2,132	620	163	*	60	*	61	*	*	57	91	1,868

Source: BC Housing Unit Count Reporting Model, September 30, 2023, prepared by BC Housing's Research Department (custom data request), November 2023.

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2. BC Housing's 'Housing Continuum' reports are based on 'units' (housing units, beds, spaces and rent supplements, depending on each program) and do not report on the number of 'people' assisted.

3. This report includes units with agreement expiry dates between 2023 and 2050.

4. Units where BC Housing is the Housing Provider have been excluded.

5. Prior reporting on expiry of operating agreements may be limited to specific funding programs and may have been reported under a different methodology.

6. Units with agreement renewals in progress may be included.

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Table 5.2.5. Non-Market Housing Units (for those with Special Needs) with Expiring Operating Agreements, Metro Vancouver Jurisdictions, 2023-2050

MEMBER JURISDICTION	Total	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2036	2037	2038	2039	2040	2041-2050
Burnaby	106	11	35	12	6	22	*	*	*	*	*	*	*	*	*	*	*	20
Coquitlam	16	1	3	6	4	*	2	*	*	*	*	*	*	*	*	*	*	*
Delta	15	*	4	*	*	*	1	*	*	*	*	*	*	*	*	*	*	10
Langley**	49	*	7	2	8	7	*	*	*	*	*	*	*	*	7	*	*	18
Maple Ridge	39	*	8	1	*	*	*	*	*	*	*	*	*	*	*	*	*	30
New Westminster	59	*	15	*	31	1	2	*	*	*	*	*	*	*	*	10	*	*
North Vancouver**	71	1	15	5	12	17	4	1	*	*	*	*	*	*	*	5	7	4
Pitt Meadows	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Port Coquitlam	72	25	6	26	5	*	*	*	*	*	*	*	*	*	*	*	*	10
Port Moody	1	*	*	*	*	*	1	*	*	*	*	*	*	*	*	*	*	*
Richmond	123	9	18	59	25	*	2	*	*	*	*	*	*	*	*	*	10	*
Surrey	62	1	1	2	2	2	2	2	24	*	*	*	*	*	*	*	*	26
Vancouver	1,222	60	67	76	136	82	86	9	78	47	*	*	*	*	5	57	11	508
West Vancouver	1	*	*	*	*	1	*	*	*	*	*	*	*	*	*	*	*	*
White Rock	124	*	*	*	*	*	110	14	*	*	*	*	*	*	*	*	*	*
METRO VANCOUVER	1,960	108	179	189	229	132	210	26	102	47	*	*	*	*	12	72	28	626

Source: BC Housing Unit Count Reporting Model, September 30, 2023, prepared by BC Housing's Research Department (custom data request), November 2023.

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2. BC Housing's 'Housing Continuum' reports are based on 'units' (housing units, beds, spaces and rent supplements, depending on each program) and do not report on the number of 'people' assisted.

3. This report includes units with agreement expiry dates between 2023 and 2050.

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5. Prior reporting on expiry of operating agreements may be limited to specific funding programs and may have been reported under a different methodology.

6. Units with agreement renewals in progress may be included.

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** BC Housing data is combined for the City of Langley and Langley Township, and for the City of North Vancouver and the District of North Vancouver.

Table 5.2.6. Non-Market Housing Units (for Homeless Housed and Sheltered) with Expiring Operating Agreements, Metro Vancouver Jurisdictions, 2023-2050

MEMBER JURISDICTION	Total	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2036	2037	2038	2039	2040	2041-2050
Burnaby	52	*	52	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Coquitlam	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Delta	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Langley**	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Maple Ridge	90	53	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	37
New Westminster	68	*	*	44	*	*	*	*	*	*	*	*	*	*	*	*	*	24
North Vancouver**	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	25	*
Pitt Meadows	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Port Coquitlam	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	20
Port Moody	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Richmond	40	*	40	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Surrey	129	22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	107
Vancouver	1,220	544	219	85	42	*	180	*	*	*	*	*	*	24	*	*	30	96
West Vancouver	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
White Rock	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
METRO VANCOUVER	1,644	619	311	129	42	*	180	*	*	*	*	*	*	24	*	*	55	284

Source: BC Housing Unit Count Reporting Model, September 30, 2023, prepared by BC Housing's Research Department (custom data request), November 2023.

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2. BC Housing's 'Housing Continuum' reports are based on 'units' (housing units, beds, spaces and rent supplements, depending on each program) and do not report on the number of 'people' assisted.

3. This report includes units with agreement expiry dates between 2023 and 2050.

4. Units where BC Housing is the Housing Provider have been excluded.

5. Prior reporting on expiry of operating agreements may be limited to specific funding programs and may have been reported under a different methodology.

6. Units with agreement renewals in progress may be included.

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** BC Housing data is combined for the City of Langley and Langley Township, and for the City of North Vancouver and the District of North Vancouver.

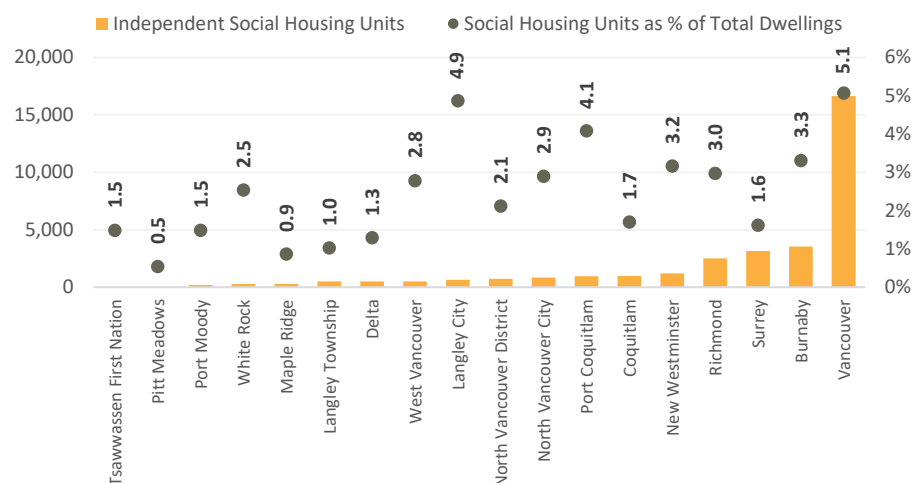
5.3 Independent Social Housing Inventory

Social housing units are an important part of the rental housing stock in Metro Vancouver. Social housing is government supported rental housing that is affordable to low and moderate income individuals and families. Some social housing is targeted to certain groups such as seniors, Indigenous people, or people with disabilities. Social housing providers include BC Housing and other non-profit housing providers. BC Housing provides housing for low income households that is offered at rent geared to income (RGI) rates. Non-profit housing providers usually provide a mix of RGI and low end of market rental housing.

Key Observations

- In 2022, there were 33,580 independent social housing units (3% of all dwelling units), including 24,909 BC Housing-supported units.
- More than half (54%) of the social housing units in the region were in the City of Vancouver.
- The City of Vancouver also has the largest proportion of social housing compared to the total number of dwellings, as shown in Figure 5.3.

Figure 5.3. Independent Social Housing Units, Metro Vancouver, 2022



Source: Metro Vancouver jurisdictions

Table 5.3. Independent Social Housing Inventory*, Metro Vancouver Jurisdictions, 2022/2023

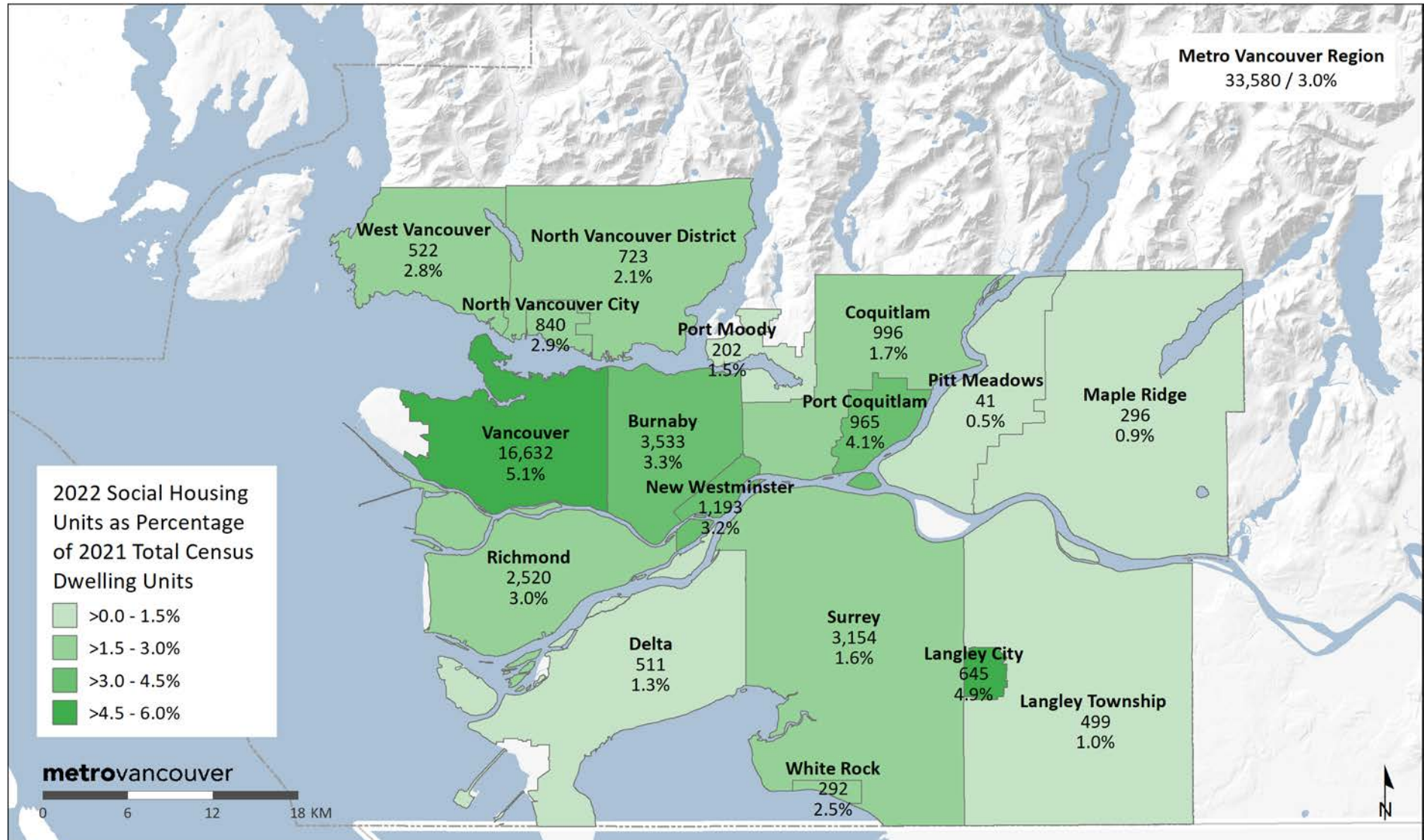
MEMBER JURISDICTION	Total Independent Social Housing Units (June 2022)	BC Housing Independent Social Housing Units (March 2023)
Burnaby	3,533	4,294
Coquitlam	996	782
Delta	511	269
Langley City	645	786**
Langley Township	499	
Maple Ridge	296	274
New Westminster	1,193	741
North Vancouver City	840	1,101**
North Vancouver District	723	
Pitt Meadows	41	41
Port Coquitlam*	965	549
Port Moody	202	121
Richmond*	2,520	1,412
Surrey	3,154	2,094
Tsawwassen First Nation	16	0
Vancouver	16,632	12,007
West Vancouver	522	332
White Rock	292	79
METRO VANCOUVER	33,580	24,909

Source: Metro Vancouver jurisdictions and BC Housing

*This inventory excludes shelter beds, transitional housing, as well as assisted living and supportive housing. In Port Coquitlam, some of the non-market rental buildings may have a small number of units that are allocated for supportive housing that the City does not keep track of because they change quite frequently. In Richmond, the total includes 491 City of Richmond Low-End Market Rental units, which includes units owned and operated by non-profit and for-profit organizations.

**BC Housing data is combined for the City of Langley and Langley Township, and for the City of North Vancouver and the District of North Vancouver.

Map 5.3. Independent Social Housing Units as Percentage of Total Dwellings, Metro Vancouver, 2022



Tsawwassen First Nation, Anmore, Belcarra, Bowen Island, Lions Bay, and Electoral Area A are not displayed due to data availability, or geography limitations.

Source: Metro Vancouver jurisdictions; Statistics Canada, 2021 Census of Population

5.4 Co-operative Housing

The Co-operative Housing Federation of BC (CHF BC) collects data on housing co-ops in the province. Most housing co-ops in BC are non-profit co-ops with a rental (non-equity) model of housing, though there are a few equity housing co-ops as well. Co-op housing is owned and operated by co-operative associations of the residents, providing a longer and more secure form of tenure for residents. Statistics Canada considers co-ops to be rental housing.

Key Observations

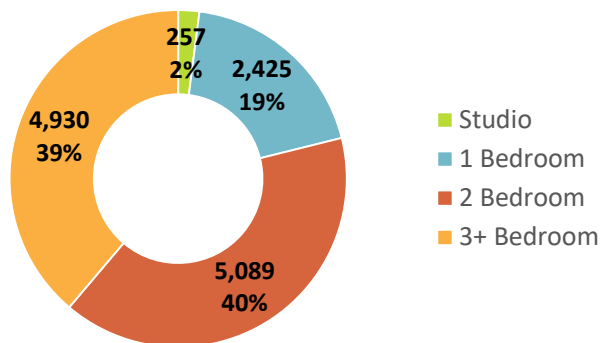
- In 2019, there were 210 housing co-operative developments in the region supplying 12,705 units (1.2% of all dwelling units in region).
- The majority of co-op units were 2 bedroom (40%) or 3 bedroom (39%) units, making them suitable for families.
- According to data from CMHC, no new co-op units were built in the region between 2002 and 2017. This has changed in recent years, with 90 units completed in 2018, 188 units in 2020, and 27 units in 2021. (This data is not included in Figure 5.4 and Table 5.4)

Table 5.4. Co-operative Housing Units by Bedroom Count for Metro Vancouver, 2019

	Studio	1 Bdrm	2 Bdrm	3+ Bdrm	Total
Bowen Island	0	12	7	0	19
Burnaby	28	404	758	710	1,900
Coquitlam	6	202	300	181	689
Delta	0	0	38	112	150
Langley	0	0	15	25	40
Maple Ridge	0	23	116	23	162
New Westminster	0	58	189	170	417
North Vancouver	0	83	154	228	465
Pitt Meadows	0	66	124	286	476
Port Coquitlam	0	0	10	15	25
Port Moody	1	28	108	195	336
Richmond	0	59	336	594	989
Surrey	0	140	413	326	879
Vancouver	222	1,350	2,521	2,065	6,158
METRO VANCOUVER	257	2,425	5,089	4,930	12,705

Source: Co-operative Housing Federation of BC (CHF BC), via BC Online Data Catalogue

Figure 5.4. Co-operative Housing Units by Bedroom Count, Metro Vancouver, 2019



Source: Co-operative Housing Federation of BC (CHF BC).



PART 6 | HOUSING NEED AND HOMELESSNESS

This section provides an overview of housing need and homelessness in Metro Vancouver. It includes estimates of the number of individuals experiencing homelessness based on the last available point-in-time Homeless Counts as well as the number of individuals and households waiting for social housing via BC Housing's Social Housing Registry. Later, 2021 Census data will become available on the number and type of households living in core housing need.

HIGHLIGHTS

- **An increasing number of households are waiting for social housing.** The BC Housing social housing waitlist, which is not an exhaustive waitlist for all social housing in the region, increased by 53.5% between 2018 and 2023. In comparison, the total number of households in BC increased by 8.6% between 2016 and 2021 (as per 2021 Census). Senior and family households make up the largest share of households on the waitlist.
- **Geographically, outlying municipalities saw the fastest growth in the number of households waiting for social housing.** Between 2018 and 2023, the fastest growth in social housing waitlists occurred in Langley (City and Township combined; +113%), Delta (+108%), and Richmond (+82%).
- **An increasing number of households are in core housing need.** Although the rate of core housing need decreased between 2016 and 2021 (from 17.6% to 16.9%), the number of households in core housing need increased by 9,290 households. This number may have increased even more following the end of the Canada Emergency Response Benefit (CERB) in December 2021. The majority of households in core housing need continued to be renters and individuals living alone.
- **Indigenous renters were more likely to be living in core housing need and in inadequate housing compared to non-Indigenous renters.** In 2021, 27.9% of Indigenous renters lived in core housing need, compared to 22.9% of non-Indigenous renters. Similarly, 13.6% of Indigenous renters lived in inadequate housing compared to 6.1% of non-Indigenous renters.
- **An increasing number of people are without homes.** Despite initiatives to build more supportive housing, the number of individuals experiencing homelessness continues to increase. Between 2005 and 2023, the region saw a 122% increase in the number of people experiencing homelessness. Homelessness in 2023 increased by 33% since the last count in 2020.



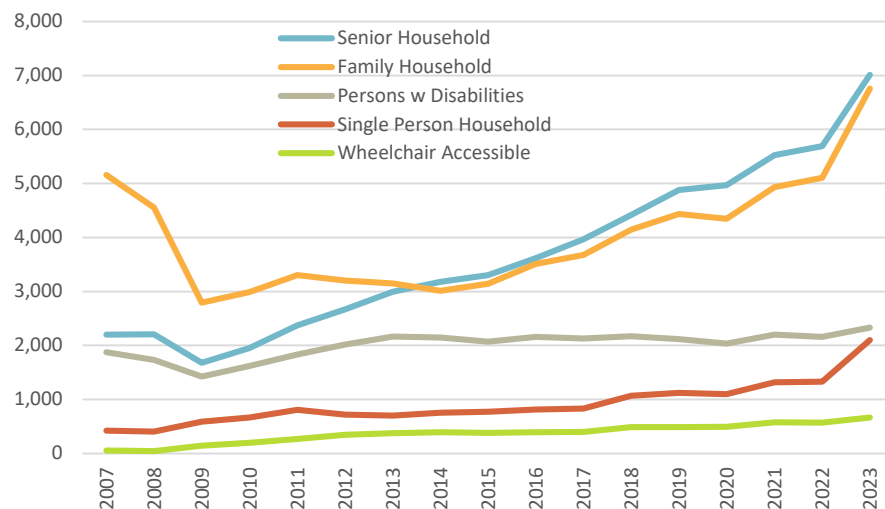
6.1 BC Housing Social Housing Waitlist

BC Housing collects data on households that have applied for social housing through the Housing Registry, a centralized database for those non-profit housing providers that have chosen to participate. The waitlist tracks applicant households by municipality across the region, as well as by specific family characteristics. It is important to note there are non-profit housing providers who do not participate in the Housing Registry and keep their own waiting lists of applicants for social housing.

Key Observations

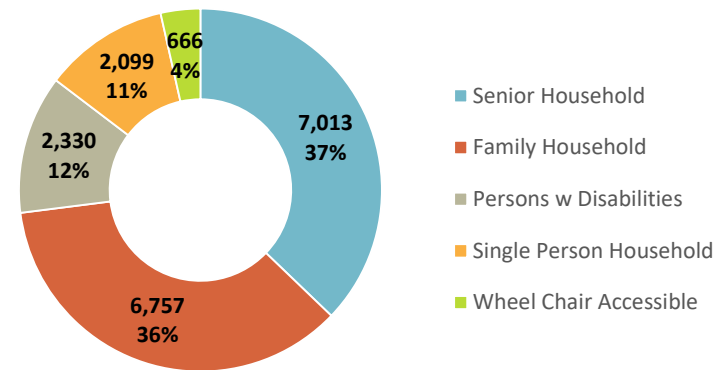
- In September 2023, there were 18,865 households on the BC Housing social housing waitlist in Metro Vancouver.
- This represented an increase of 4,008 households (27%) from the previous year (June 2022), driven by family and senior households.

Figure 6.1.1. BC Housing Social Housing Waitlist by Category, Metro Vancouver, June 2007 to September 2023



Source: BC Housing

Figure 6.1.2. BC Housing Social Housing Waitlist by Category, Metro Vancouver, September 2023



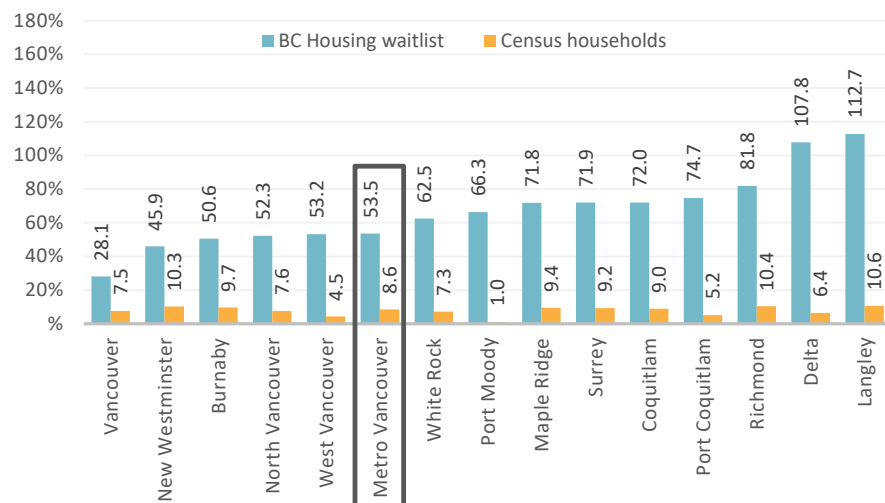
Source: BC Housing

- Senior households represented the largest group on the waitlist in 2023 (37%). The number of senior households on the waitlist increased substantially between 2018 and 2023, by 2,597 households or 58.8%.
- Family households followed a similar trend, representing 36% of the waitlist in 2023 and increasing by 2,615 households or 63.1% between 2018 and 2023.

Eligibility for The Housing Registry:

- Applicant eligibility is determined using household type and requirements, income and assets, and other criteria.
- Household types are defined as:
 - **Families** – a minimum of two people, including one dependent child.
 - **Seniors** – aged 55 and older.
 - **People with disabilities** who can live independently and qualify for a disability pension or are eligible for the disability tax credit.
 - **Single people** with low incomes who are at risk of homelessness.

Figure 6.1.3. 2018 to 2023 Growth in BC Housing Social Housing Waitlist and Total Households (as reported in 2021 Census)



Source: BC Housing and 2021 Census of Population

- Between 2018 and 2023, the highest waitlist growth occurred in Langley (City and Township combined; +112.7%), Delta (+107.8%), and Richmond (+81.8%), as shown in Figure 6.1.3.
- The distribution of the social housing waitlist varies across the region, with some municipalities having a greater share of the regional waitlist than their share of the total number of households in the region.
- In 2023, the three most populous cities in the region, Vancouver, Surrey, and Burnaby, had higher shares of the regional waitlist than their shares of the total households in the region (as per 2021 Census), as shown in Figure 6.1.4.

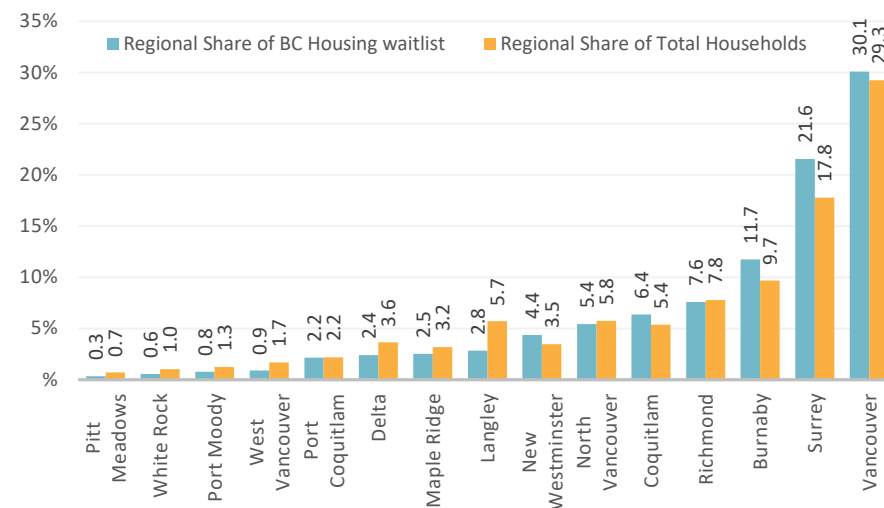
HOUSING NEED

Demand for social housing has grown much faster than the rate of population growth, serving as one indicator of the unmet housing need in the region.

In the five years between 2018 and 2023, the number of households on the regional waitlist increased by 53.5%. In comparison, the total number of households in the region increased by 8.6% between 2016 and 2021, as reported in the 2021 Census of Population.

This discrepancy is even greater in certain areas of the region, as shown in Figure 6.1.3. For example, Langley (defined as the City of Langley and Langley Township combined), Delta, and Richmond saw their social housing waitlists grow at a pace that ranged 7 to 15 times greater than their total household growth. Although waitlists in these municipalities were relatively small, the pace of growth is an indication of the increasing demand for social housing.

Figure 6.1.4. Distribution of BC Housing Social Housing Waitlist (2023) and Total Households (2021 Census) in Metro Vancouver



Source: BC Housing and 2021 Census of Population

Table 6.1. Households on the BC Housing Waiting List by Household Type for Metro Vancouver Jurisdictions, 2016 - 2023

GEOGRAPHIC AREA *	Wait List - Total								Family Households								Single Person Households							
	2016	2017	2018	2019	2020	2021	2022	2023	2016	2017	2018	2019	2020	2021	2022	2023	2016	2017	2018	2019	2020	2021	2022	2023
Aldergrove	31	25	17	21	6	8	n/a	58	20	16	5	8	n/a	n/a	n/a	16	0	0	0	0	n/a	0	n/a	n/a
Burnaby	1,239	1,317	1,470	1,717	1,721	1,777	1,815	2,214	503	515	595	681	657	677	697	889	112	111	128	165	164	170	173	264
Coquitlam	654	662	700	813	820	902	905	1,204	307	287	286	340	348	366	366	500	56	46	48	71	68	68	56	125
Delta	140	184	217	230	238	265	283	451	62	79	102	100	111	120	131	239	2	7	6	15	n/a	11	11	26
Langley	154	209	251	275	296	385	402	534	47	71	83	92	111	134	131	168	6	11	7	8	7	16	14	50
Maple Ridge	263	275	277	319	317	377	375	476	95	84	77	89	92	119	118	165	19	27	18	17	16	23	23	31
New Westminster	454	470	564	589	562	660	661	823	146	158	196	215	200	227	243	300	32	29	54	47	43	60	56	101
North Vancouver	615	610	671	722	709	773	773	1,022	211	176	200	200	191	202	208	260	25	32	40	54	51	53	59	97
Pitt Meadows	31	36	29	35	45	48	52	63	12	17	11	14	17	22	19	28	2	0	1	2	n/a	n/a	n/a	n/a
Port Coquitlam	191	226	233	252	260	303	295	407	73	88	91	104	117	127	132	165	8	12	6	8	11	20	12	42
Port Moody	74	87	89	79	68	94	105	148	32	38	36	30	24	37	39	54	8	1	4	8	7	8	n/a	n/a
Richmond	657	680	787	868	907	1,082	1,110	1,431	237	235	275	305	305	366	364	482	37	30	37	43	43	64	75	101
Surrey	1,688	2,046	2,366	2,554	2,504	2,865	3,012	4,068	828	992	1,176	1,225	1,182	1,411	1,567	2,174	81	130	146	182	190	219	195	354
Vancouver	4,152	4,008	4,433	4,378	4,273	4,756	4,813	5,677	900	885	977	987	941	1,071	1,037	1,248	426	391	565	491	479	588	623	869
West Vancouver	96	104	109	120	119	144	133	167	23	22	19	30	31	34	34	43	1	1	4	8	8	11	n/a	n/a
White Rock	51	62	64	77	81	101	108	104	12	10	12	14	15	16	18	22	0	3	4	2	n/a	n/a	n/a	n/a
METRO VANCOUVER	10,496	11,007	12,286	13,058	12,939	14,552	14,857	18,865	3,509	3,674	4,142	4,434	4,343	4,933	5,107	6,757	815	831	1,069	1,122	1,097	1,317	1,328	2,099

GEOGRAPHIC AREA *	Seniors								Persons with Disabilities								Wheelchair Accessible Unit							
	2016	2017	2018	2019	2020	2021	2022	2023	2016	2017	2018	2019	2020	2021	2022	2023	2016	2017	2018	2019	2020	2021	2022	2023
Aldergrove	6	7	11	8	n/a	n/a	n/a	23	4	1	1	3	n/a	n/a	n/a	13	1	1	0	0	n/a	0	n/a	n/a
Burnaby	389	453	500	605	619	641	672	783	194	197	194	213	223	225	223	214	41	41	53	52	58	64	50	64
Coquitlam	163	196	222	259	258	317	334	419	113	115	123	121	118	121	121	124	15	18	21	22	28	30	28	36
Delta	48	59	70	77	86	89	97	137	25	28	29	26	29	29	29	33	3	11	10	12	12	16	15	16
Langley	53	72	99	113	117	139	167	211	44	48	45	42	46	74	69	69	4	7	17	20	15	22	21	36
Maple Ridge	77	88	100	134	127	154	155	189	57	60	64	62	67	63	60	67	15	16	18	16	15	18	19	24
New Westminster	149	164	188	207	210	240	239	278	113	101	101	105	91	114	100	117	14	18	25	15	18	19	23	27
North Vancouver	263	273	294	330	323	371	372	490	103	116	119	113	125	122	110	153	13	13	18	25	19	25	24	22
Pitt Meadows	10	12	11	13	20	18	21	23	3	6	4	4	n/a	n/a	n/a	n/a	4	1	2	2	n/a	n/a	n/a	n/a
Port Coquitlam	57	69	79	87	85	100	96	123	40	42	42	45	38	44	43	59	13	15	15	8	9	12	12	18
Port Moody	21	24	30	29	22	27	29	58	9	18	15	6	11	15	23	17	4	6	4	6	n/a	7	n/a	n/a
Richmond	282	333	383	411	448	520	542	708	77	66	72	86	79	101	97	111	24	16	20	21	32	31	32	29
Surrey	413	509	594	668	679	772	770	994	281	312	325	343	321	332	343	384	85	103	125	130	132	131	137	162
Vancouver	1,608	1,607	1,729	1,825	1,858	1,998	2,072	2,421	1,065	993	1,007	917	848	908	887	926	153	132	155	155	147	191	194	213
West Vancouver	50	60	64	59	64	76	68	93	20	19	20	21	15	21	19	21	2	2	2	2	n/a	n/a	n/a	n/a
White Rock	24	38	37	47	48	57	55	54	13	9	10	11	13	19	24	16	2	2	1	3	n/a	n/a	n/a	n/a
METRO VANCOUVER	3,617	3,969	4,416	4,878	4,970	5,527	5,692	7,013	2,162	2,131	2,172	2,120	2,035	2,200	2,161	2,330	393	402	487	491	494	575	569	666

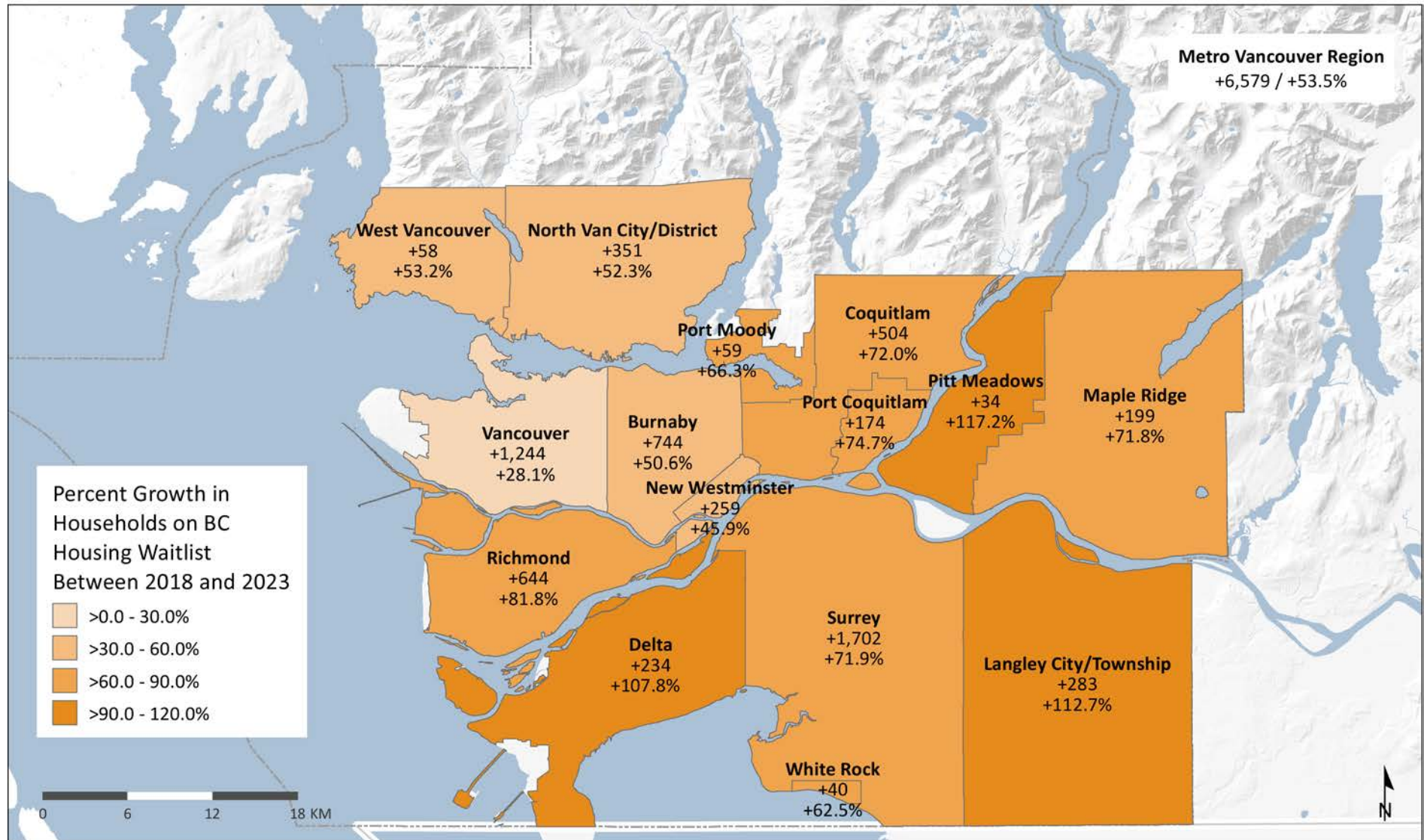
Source: BC Housing (July 2013, June 2014, June 2015, June 2016, June 2017, July 2018-2019, June 2020-2022, September 2023)

Notes: Rent Supplements, Transfers, and Pending Applications are not included in totals.

Geographic areas as reported by BC Housing. Langleys and North Vancouver municipalities are grouped together. Aldergrove (in the Township of Langley) is reported separately.

Anmore, Bowen Island, Lions Bay and Tsawwassen First Nation are not included.

n/a: not available. Starting in 2022, values less than 10 are suppressed for privacy.

Map 6.1. Growth in Number of Households on BC Housing Social Housing Waitlist Between 2018 and 2023, Metro Vancouver

Tsawwassen First Nation, Anmore, Belcarra, Bowen Island, Lions Bay, and Electoral Area A are not displayed due to data availability, or geography limitations.

Source: BC Housing

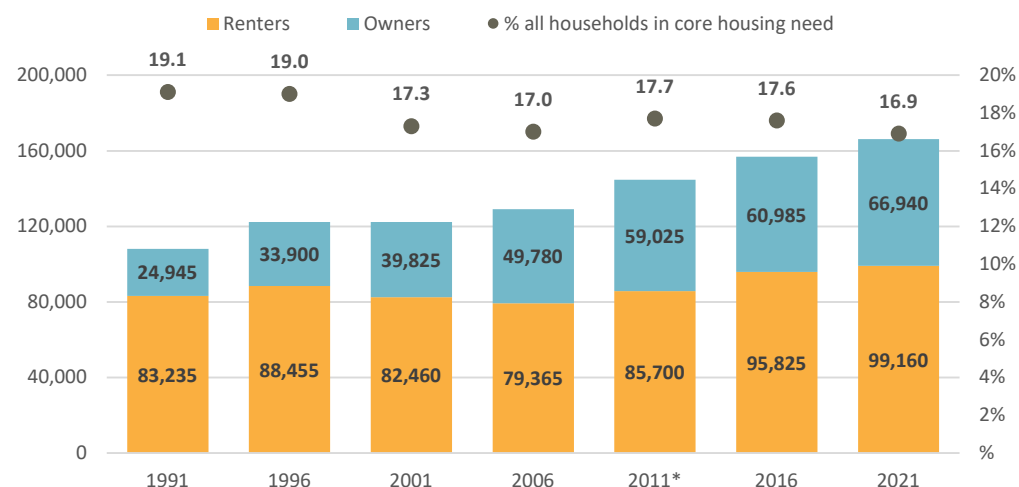
6.2 Core Housing Need by Tenure

A household is said to be in core housing need if its housing falls below at least one of the adequacy, suitability, or affordability standards and it would have to spend 30% or more of its total before-tax income to pay the median rent of alternative local housing that is acceptable (meets all three housing standards).

Housing standards are defined as follows:

- Adequate housing is reported by their residents as not requiring any major repairs.
- Affordable housing has shelter costs equal to less than 30% of total before-tax household income.
- Suitable housing has enough bedrooms for the size and composition of resident households according to the National Occupancy Standards (NOS).

Figure 6.2.1. Households in Core Housing Need by Tenure, Metro Vancouver, 1991 to 2021

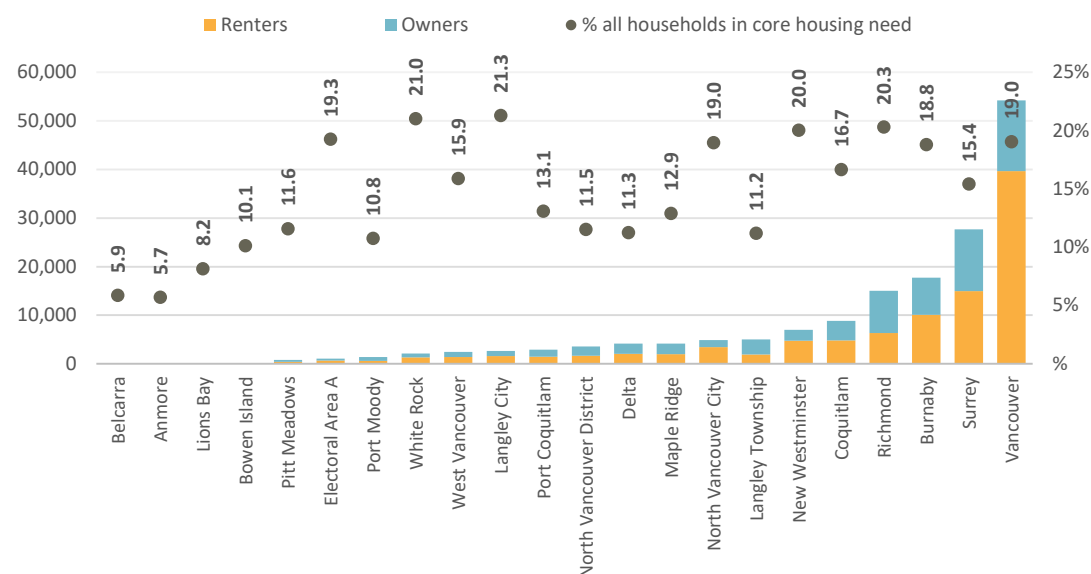


Source: Statistics Canada, 2021 Census of Population

Key Observations

- The 2021 Census showed that there were 166,100 households in core housing need in Metro Vancouver, representing 16.9% of all households.
- Although the rate of core need decreased between 2016 and 2021 (from 17.6% to 16.9%), the number of households in core need increased by 9,290 households.
- The COVID-19 pandemic and associated Canada Emergency Response Benefit (CERB) may have provided relief to some households living in core housing need, especially those living in unaffordable housing. As a result, the actual number of households in core need may have increased following the end of CERB in December 2021.
- Renters continued to make up the majority of households in core need, representing 60% of all households in core need in Metro Vancouver.

Figure 6.2.1. Households in Core Housing Need by Tenure, Metro Vancouver Jurisdictions, 2021



Source: Statistics Canada, 2021 Census of Population

Table 6.2. Households in Core Housing Need by Tenure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total Households			Owner Households - Total			Owner Households - With Mortgage			Owner Households - Without Mortgage			Renter Households - Total			Renter Households - Subsidized Housing			Renter Households - Not Subsidized Housing		
	All	Households in Core		All	Households in Core		All	Households in Core		All	Households in Core		All	Households in Core		All	Households in Core		All	Households in Core	
	Household	Need	%	Household	Need	%	Household	Need	%	Household	Need	%	Household	Need	%	Household	Need	%	Household	Need	%
	s	#	%	s	#	%	s	#	%	s	#	%	s	#	%	s	#	%	s	#	%
Anmore	700	40	5.7%	635	30	4.7%	380	20	5.3%	250	0	0.0%	65	0	0.0%	0	0		65	0	0.0%
Belcarra	255	15	5.9%	225	0	0.0%	90	0	0.0%	140	0	0.0%	30	0	0.0%	0	0		30	0	0.0%
Bowen Island	1,630	165	10.1%	1,400	110	7.9%	810	80	9.9%	590	35	5.9%	230	50	21.7%	35	0	0.0%	190	40	21.1%
Burnaby	94,430	17,745	18.8%	58,175	7,645	13.1%	31,235	4,570	14.6%	26,940	3,075	11.4%	36,255	10,100	27.9%	4,595	1,685	36.7%	31,660	8,420	26.6%
Coquitlam	52,935	8,820	16.7%	37,170	4,025	10.8%	22,545	2,745	12.2%	14,620	1,280	8.8%	15,760	4,795	30.4%	1,400	645	46.1%	14,360	4,150	28.9%
Delta	36,930	4,155	11.3%	28,100	2,075	7.4%	15,980	1,515	9.5%	12,120	560	4.6%	8,825	2,080	23.6%	730	260	35.6%	8,090	1,825	22.6%
Electoral Area A	5,580	1,075	19.3%	2,580	410	15.9%	1,095	240	21.9%	1,490	175	11.7%	3,000	660	22.0%	595	105	17.6%	2,410	555	23.0%
Langley City	12,320	2,625	21.3%	7,820	1,020	13.0%	5,330	795	14.9%	2,490	225	9.0%	4,495	1,610	35.8%	750	440	58.7%	3,745	1,165	31.1%
Langley Township	45,110	5,055	11.2%	37,100	3,120	8.4%	24,040	2,275	9.5%	13,060	850	6.5%	8,015	1,930	24.1%	495	240	48.5%	7,520	1,695	22.5%
Lions Bay	490	40	8.2%	435	30	6.9%	245	20	8.2%	185	0	0.0%	60	0	0.0%	0	0		60	0	0.0%
Maple Ridge	32,215	4,160	12.9%	25,615	2,180	8.5%	17,475	1,695	9.7%	8,145	485	6.0%	6,595	1,980	30.0%	790	350	44.3%	5,810	1,625	28.0%
New Westminster	34,875	6,985	20.0%	19,285	2,250	11.7%	12,520	1,525	12.2%	6,765	720	10.6%	15,590	4,735	30.4%	1,480	575	38.9%	14,110	4,155	29.4%
North Vancouver City	25,880	4,910	19.0%	14,035	1,465	10.4%	8,470	905	10.7%	5,560	560	10.1%	11,840	3,450	29.1%	1,230	605	49.2%	10,610	2,840	26.8%
North Vancouver District	31,225	3,605	11.5%	24,150	1,940	8.0%	13,235	1,105	8.3%	10,915	835	7.7%	7,075	1,660	23.5%	815	360	44.2%	6,260	1,300	20.8%
Pitt Meadows	7,170	830	11.6%	5,740	430	7.5%	3,765	275	7.3%	1,970	150	7.6%	1,435	400	27.9%	175	65	37.1%	1,260	335	26.6%
Port Coquitlam	22,305	2,920	13.1%	17,280	1,485	8.6%	11,430	1,185	10.4%	5,855	295	5.0%	5,025	1,440	28.7%	755	305	40.4%	4,270	1,135	26.6%
Port Moody	12,730	1,370	10.8%	9,660	780	8.1%	6,060	515	8.5%	3,600	270	7.5%	3,075	590	19.2%	290	70	24.1%	2,785	520	18.7%
Richmond	74,075	15,045	20.3%	53,250	8,715	16.4%	28,085	5,640	20.1%	25,165	3,075	12.2%	20,820	6,330	30.4%	2,880	1,210	42.0%	17,940	5,125	28.6%
Surrey	179,560	27,705	15.4%	125,330	12,760	10.2%	84,745	10,155	12.0%	40,580	2,600	6.4%	54,235	14,950	27.6%	4,920	1,950	39.6%	49,310	13,000	26.4%
Tsawwassen First Nation	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Vancouver	284,650	54,215	19.0%	130,455	14,560	11.2%	64,105	7,370	11.5%	66,355	7,185	10.8%	154,190	39,655	25.7%	19,665	6,880	35.0%	134,525	32,775	24.4%
West Vancouver	15,565	2,475	15.9%	11,055	1,065	9.6%	4,245	320	7.5%	6,805	750	11.0%	4,515	1,410	31.2%	495	290	58.6%	4,015	1,115	27.8%
White Rock	10,195	2,145	21.0%	6,655	835	12.5%	3,160	510	16.1%	3,500	325	9.3%	3,540	1,315	37.1%	290	230	79.3%	3,245	1,085	33.4%
METRO VANCOUVER	980,820	166,100	16.9%	616,150	66,940	10.9%	359,035	43,475	12.1%	257,110	23,465	9.1%	364,675	99,160	27.2%	42,400	16,275	38.4%	322,270	82,885	25.7%

Source: Statistics Canada, 2021 Census of Population.

Note: A household is said to be in Core Housing Need if its housing falls below at least one of the adequacy, suitability, or affordability standards and it would have to spend 30% or more of its total before-tax income to pay the median rent of alternative local housing that is acceptable (meets all three standards).

· Adequate dwellings are those reported by their residents as not requiring any major repairs.

· Suitable dwellings have enough bedrooms for the size and make-up of resident households, according to National Occupancy Standard (NOS) requirements.

· Affordable dwellings cost less than 30% of total before-tax household income.

Non-family households with at least one maintainer aged 15 to 29 attending school full-time are considered not to be in Core Housing Need (considered a transitional phase).

*Core housing need is not assessed for on-reserve households. Only private, non-farm, non-reserve and owner- or renter-households with incomes greater than zero and shelter-cost-to-income ratios less than 100% are assessed for 'core housing need.'

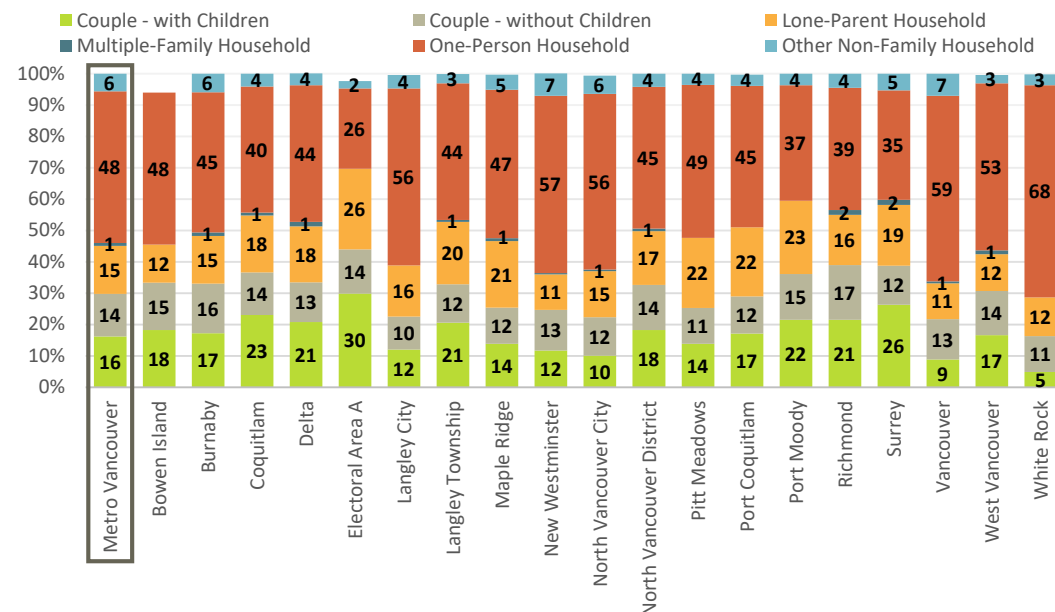
6.3 Core Housing Need by Household Type and Tenure

The likelihood that a household will be in core housing need often depends on the makeup of the household, in addition to its income.

Key Observations

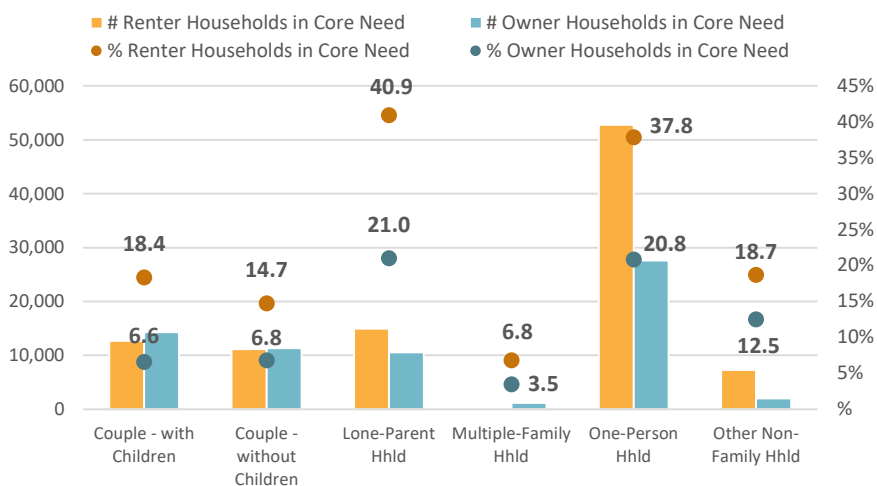
- In 2021, almost half (48.4%) of households in core housing need in Metro Vancouver were one-person households. One-person households and lone-parent households were over-represented among households in core need, as shown in Figure 6.3.3.
- One-person renter households were the largest group of households in core need in Metro Vancouver (52,745 households in 2021).
- The incidence of core housing need was highest among lone-parent renter households (40.9% of all lone-parent renter households were in core housing need in 2021 in Metro Vancouver).

Figure 6.3.1. Distribution of Households in Core Housing Need by Household Type, Metro Vancouver, 2021



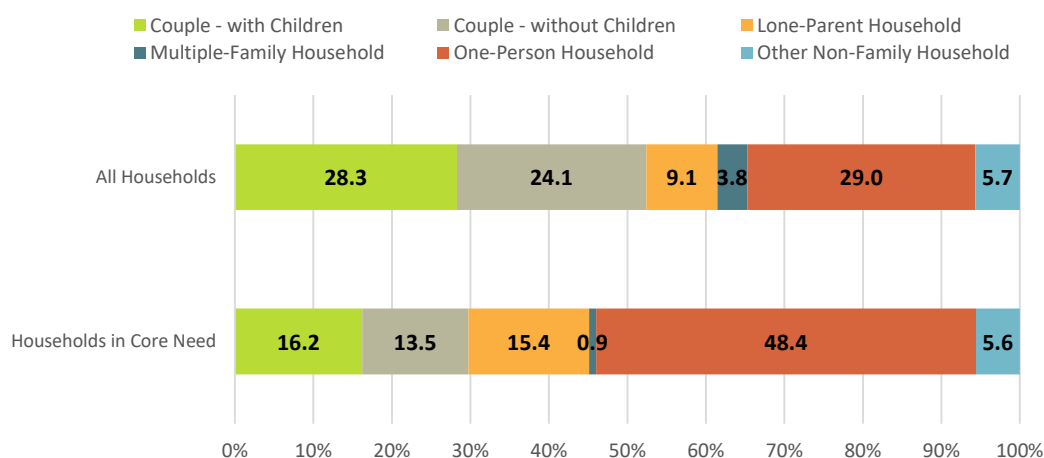
Source: Statistics Canada, 2021 Census of Population

Figure 6.3.2. Households in Core Housing Need and Incidence of Core Housing Need by Household Type and Tenure, Metro Vancouver, 2021



Source: Statistics Canada, 2021 Census of Population

Figure 6.3.3. Distribution of All Households and Households in Core Housing Need by Household Type, Metro Vancouver, 2021



Source: Statistics Canada, 2021 Census of Population

Table 6.3.1. Households in Core Housing Need by Household Type and Tenure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total Households							Owner Households							Renter Households						
	Total Households	Couple - with Children	Couple - without Children	Lone- Parent Household	Multiple- Family Household	One- Person Household	Other Non-Family Household	Total Households	Couple - with Children	Couple - without Children	Lone- Parent Household	Multiple- Family Household	One- Person Household	Other Non-Family Household	Total Households	Couple - with Children	Couple - without Children	Lone- Parent Household	Multiple- Family Household	One- Person Household	Other Non-Family Household
Anmore	35	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	
Belcarra	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bowen Island	165	30	25	20	0	80	0	115	25	20	0	0	55	0	50	0	0	0	20	0	
Burnaby	17,745	3,045	2,810	2,700	205	7,940	1,040	7,645	1,380	1,495	1,150	150	3,220	250	10,100	1,660	1,320	1,555	50	4,720	790
Coquitlam	8,820	2,030	1,200	1,605	75	3,550	360	4,025	1,045	685	595	60	1,505	130	4,795	985	520	1,005	0	2,045	230
Delta	4,155	865	525	740	60	1,810	165	2,070	535	375	270	45	795	45	2,080	320	135	465	20	1,010	120
Electoral Area A	1,070	320	150	275	0	275	25	415	120	20	135	0	120	0	660	200	135	145	0	155	0
Langley City	2,625	315	275	430	0	1,480	115	1,020	145	135	125	0	565	20	1,610	155	145	290	0	910	95
Langley Township	5,055	1,040	620	1,005	30	2,205	150	3,120	695	450	575	30	1,305	50	1,930	340	160	435	0	900	95
Lions Bay	40	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	
Maple Ridge	4,160	575	480	885	35	1,970	200	2,180	435	305	420	30	895	85	1,980	140	180	465	0	1,075	115
New Westminster	6,985	815	905	795	30	3,950	495	2,250	355	355	210	0	1,240	55	4,730	440	530	575	0	2,705	440
North Vancouver City	4,910	495	600	720	25	2,755	285	1,465	140	185	225	25	805	80	3,450	355	415	505	0	1,950	205
North Vancouver District	3,600	655	520	615	30	1,630	150	1,940	355	370	240	25	875	65	1,665	275	150	385	0	755	85
Pitt Meadows	830	115	95	185	0	405	30	430	75	60	50	0	235	0	400	45	35	125	0	170	20
Port Coquitlam	2,920	500	345	645	0	1,315	105	1,480	320	190	315	0	605	45	1,440	175	155	335	0	710	65
Port Moody	1,370	295	200	320	0	505	50	775	185	125	140	0	305	0	590	110	75	160	0	200	35
Richmond	15,045	3,230	2,625	2,410	230	5,875	675	8,715	2,050	1,745	1,395	195	3,080	245	6,330	1,175	880	1,015	30	2,795	430
Surrey	27,705	7,290	3,450	5,370	445	9,665	1,485	12,760	4,000	2,030	2,155	320	3,910	340	14,950	3,280	1,420	3,220	120	5,750	1,150
Tsawwassen First Nation	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Vancouver	54,215	4,785	6,975	6,190	325	32,125	3,805	14,560	2,045	2,375	2,300	250	7,070	505	39,650	2,735	4,600	3,885	75	25,055	3,300
West Vancouver	2,475	410	350	290	30	1,320	65	1,065	200	235	115	20	455	25	1,410	190	110	175	0	870	45
White Rock	2,145	105	245	265	0	1,450	75	835	70	135	95	0	505	20	1,315	40	105	165	0	945	50
METRO VANCOUVER	166,100	26,950	22,490	25,510	1,520	80,325	9,305	66,940	14,280	11,350	10,540	1,175	27,580	2,000	99,160	12,665	11,135	14,965	345	52,745	7,305

Source: Statistics Canada, 2021 Census of Population.

Note: A household is said to be in Core Housing Need if its housing falls below at least one of the adequacy, suitability, or affordability standards and it would have to spend 30% or more of its total before-tax income to pay the median rent of alternative local housing that is acceptable (meets all three standards).

- Adequate dwellings are those reported by their residents as not requiring any major repairs.
- Suitable dwellings have enough bedrooms for the size and make-up of resident households, according to National Occupancy Standard (NOS) requirements.
- Affordable dwellings cost less than 30% of total before-tax household income.

Non-family households with at least one maintainer aged 15 to 29 attending school full-time are considered not to be in Core Housing Need (considered a transitional phase).

*Core housing need is not assessed for on-reserve households. Only private, non-farm, non-reserve and owner- or renter-households with incomes greater than zero and shelter-cost-to-income ratios less than 100% are assessed for 'core housing need.'

Table 6.3.2. Percentage of Households in Core Housing Need by Household Type and Tenure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total Households							Owner Households							Renter Households						
	Total Households	Couple - with Children	Couple - without Children	Lone- Parent Household	Multiple- Family Household	One- Person Household	Other Non-Family Household	Total Households	Couple - with Children	Couple - without Children	Lone- Parent Household	Multiple- Family Household	One- Person Household	Other Non-Family Household	Total Households	Couple - with Children	Couple - without Children	Lone- Parent Household	Multiple- Family Household	One- Person Household	Other Non-Family Household
Anmore	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Belcarra	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bowen Island	10.1%	6.0%	4.2%	28.6%	0.0%	22.9%	0.0%	8.2%	5.4%	3.8%	0.0%	0.0%	19.3%	0.0%	21.7%	0.0%	0.0%	0.0%	0.0%	28.6%	0.0%
Burnaby	18.8%	11.4%	12.0%	30.4%	6.0%	30.5%	17.0%	13.1%	7.2%	9.6%	23.0%	5.1%	23.6%	13.4%	27.9%	22.0%	17.1%	40.3%	10.0%	38.1%	18.6%
Coquitlam	16.7%	10.8%	9.1%	29.9%	3.5%	30.8%	17.6%	10.8%	7.1%	6.8%	20.0%	3.2%	22.6%	15.4%	30.4%	24.4%	16.9%	42.1%	0.0%	42.3%	19.3%
Delta	11.3%	6.6%	5.3%	23.5%	3.0%	24.9%	11.3%	7.4%	5.0%	4.4%	14.5%	2.6%	17.6%	7.9%	23.6%	13.8%	10.0%	35.8%	9.1%	36.7%	13.6%
Electoral Area A	19.2%	18.4%	12.0%	44.0%	0.0%	18.1%	6.4%	16.1%	15.1%	3.2%	39.7%	0.0%	17.3%	0.0%	22.0%	21.3%	21.8%	51.8%	0.0%	18.8%	0.0%
Langley City	21.3%	11.2%	8.9%	33.7%	0.0%	34.5%	18.5%	13.0%	7.0%	5.9%	19.4%	0.0%	23.6%	8.0%	35.8%	20.7%	17.7%	46.0%	0.0%	48.1%	26.0%
Langley Township	11.2%	6.4%	5.0%	25.0%	1.5%	24.5%	11.1%	8.4%	4.9%	4.1%	20.0%	1.6%	20.2%	6.1%	24.1%	16.6%	10.2%	38.0%	0.0%	35.4%	17.8%
Lions Bay	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Maple Ridge	12.9%	5.0%	5.8%	27.6%	2.8%	28.7%	18.4%	8.5%	4.3%	4.3%	20.0%	2.6%	20.1%	13.8%	30.0%	11.0%	14.7%	41.7%	0.0%	44.3%	24.5%
New Westminster	20.0%	10.3%	10.0%	31.5%	4.3%	31.5%	22.2%	11.7%	6.3%	6.5%	16.5%	0.0%	21.9%	8.0%	30.3%	19.7%	14.8%	46.2%	0.0%	39.2%	28.6%
North Vancouver City	19.0%	8.5%	8.8%	32.0%	6.8%	29.2%	23.8%	10.4%	3.7%	4.6%	20.3%	9.4%	17.9%	22.2%	29.1%	17.5%	14.8%	43.9%	0.0%	39.6%	24.4%
North Vancouver District	11.5%	5.4%	6.1%	23.1%	3.6%	26.6%	16.7%	8.0%	3.5%	5.2%	14.4%	3.3%	21.4%	14.1%	23.5%	12.9%	10.9%	38.7%	0.0%	36.8%	19.3%
Pitt Meadows	11.6%	5.0%	4.6%	24.5%	0.0%	25.1%	15.4%	7.5%	3.7%	3.4%	11.1%	0.0%	21.0%	0.0%	27.9%	16.1%	13.5%	41.0%	0.0%	34.7%	26.7%
Port Coquitlam	13.1%	6.3%	6.0%	26.9%	0.0%	26.7%	15.7%	8.6%	4.7%	4.1%	20.4%	0.0%	18.5%	12.5%	28.7%	15.8%	14.7%	39.2%	0.0%	43.0%	21.3%
Port Moody	10.8%	6.4%	5.8%	25.6%	0.0%	18.2%	12.8%	8.0%	4.9%	4.5%	19.2%	0.0%	15.3%	0.0%	19.2%	12.8%	10.6%	30.8%	0.0%	25.6%	18.4%
Richmond	20.3%	13.3%	14.5%	31.0%	6.8%	34.2%	20.1%	16.4%	11.0%	12.4%	26.7%	6.7%	27.9%	17.9%	30.4%	21.2%	21.3%	39.9%	6.4%	45.4%	21.6%
Surrey	15.4%	11.1%	9.1%	31.0%	3.1%	28.4%	15.0%	10.2%	7.9%	6.9%	21.5%	2.5%	19.9%	12.0%	27.6%	22.0%	16.2%	44.3%	6.6%	40.0%	16.3%
Tsawwassen First Nation	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Vancouver	19.0%	8.4%	9.8%	29.4%	5.1%	30.0%	17.0%	11.2%	5.5%	6.6%	20.9%	4.7%	19.3%	11.8%	25.7%	14.2%	13.1%	38.7%	7.0%	35.5%	18.2%
West Vancouver	15.9%	8.8%	7.7%	23.0%	7.7%	30.1%	19.1%	9.6%	6.0%	6.0%	15.3%	6.0%	17.8%	16.7%	31.2%	14.7%	17.1%	35.0%	0.0%	47.7%	23.7%
White Rock	21.0%	7.0%	8.2%	33.8%	0.0%	32.6%	24.2%	12.5%	6.5%	5.7%	25.0%	0.0%	19.6%	15.4%	37.1%	9.3%	17.1%	40.7%	0.0%	50.4%	27.8%
METRO VANCOUVER	16.9%	9.4%	9.3%	29.4%	3.9%	29.6%	16.9%	10.9%	6.6%	6.8%	21.0%	3.5%	20.8%	12.5%	27.2%	18.4%	14.7%	40.9%	6.8%	37.8%	18.7%

Source: Statistics Canada, 2021 Census of Population.

Note: A household is said to be in Core Housing Need if its housing falls below at least one of the adequacy, suitability, or affordability standards and it would have to spend 30% or more of its total before-tax income to pay the median rent of alternative local housing that is acceptable (meets all three standards).

· Adequate dwellings are those reported by their residents as not requiring any major repairs.

· Suitable dwellings have enough bedrooms for the size and make-up of resident households, according to National Occupancy Standard (NOS) requirements.

· Affordable dwellings cost less than 30% of total before-tax household income.

Non-family households with at least one maintainer aged 15 to 29 attending school full-time are considered not to be in Core Housing Need (considered a transitional phase).

*Core housing need is not assessed for on-reserve households. Only private, non-farm, non-reserve and owner- or renter-households with incomes greater than zero and shelter-cost-to-income ratios less than 100% are assessed for 'core housing need.'

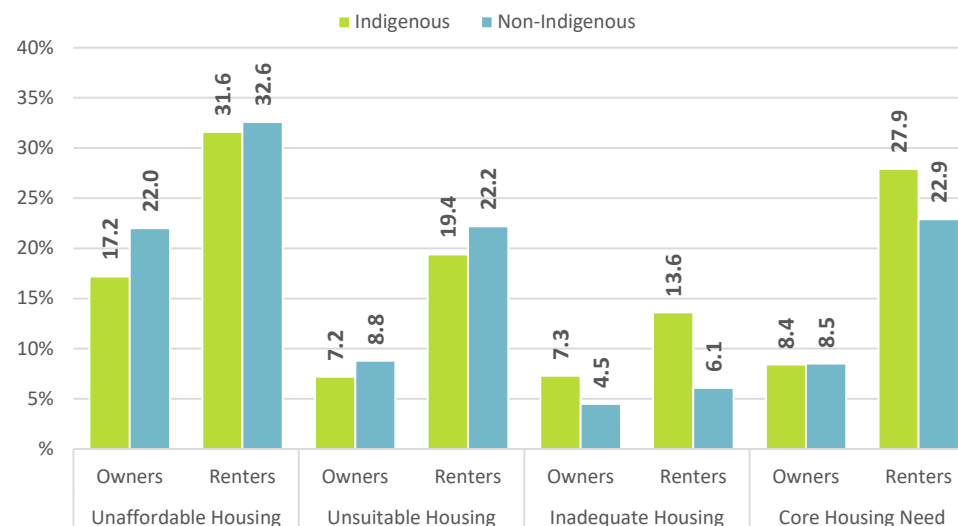
6.4 People Living Below Housing Standards, by Tenure, Housing Standard, and Indigenous Identity

In order to address the housing needs of people living in core need, it is necessary to understand why they are in core housing need, i.e. which housing standard they fall below.

Key Observations

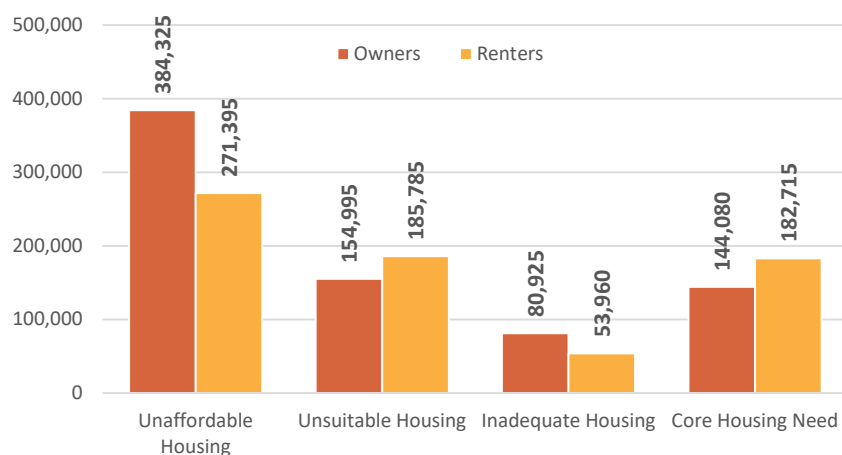
- Unaffordable housing is the most common unmet standard – 655,720 people lived in unaffordable housing in Metro Vancouver in 2021.
- Renters were more likely to live in unaffordable housing – 31.6% of Indigenous renters and 32.6% of non-Indigenous renters lived in unaffordable housing in Metro Vancouver in 2021, compared to 17.2% of Indigenous homeowners and 22.0% of non-Indigenous homeowners.
- Renters were also more likely to live in unsuitable housing (not enough bedrooms) than homeowners, as shown in Figure 6.4.1.
- Indigenous people were more likely to live in inadequate housing (in need of major repairs) than non-Indigenous people, regardless of tenure.

Figure 6.4.1. Percentage of People Living Below Housing Standards, by Housing Standard, Tenure, and Indigenous Identity, Metro Vancouver, 2021



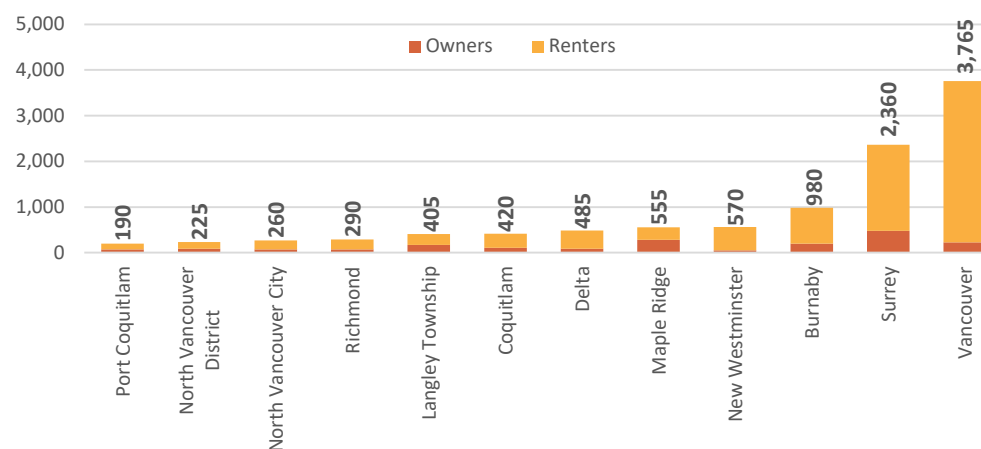
Source: Statistics Canada, 2021 Census of Population

Figure 6.4.2. People Living Below Housing Standards, by Housing Standard and Tenure, Metro Vancouver, 2021



Source: Statistics Canada, 2021 Census of Population

Figure 6.4.3. People of Indigenous Identity Living in Core Housing Need, by Tenure, Select* Metro Vancouver Jurisdictions, 2021



Source: Statistics Canada, 2021 Census of Population

Note: Data is not available for all jurisdictions, only those with available data are included here.

Table 6.4.1. Population in Unaffordable Housing by Indigenous Identity and Tenure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total - Tenure						Owners						Renters					
	Total Population		Indigenous Identity		Non-Indigenous Identity		Total Population		Indigenous Identity		Non-Indigenous Identity		Total Population		Indigenous Identity		Non-Indigenous Identity	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Belcarra	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Bowen Island	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Burnaby	63,770	26.1%	1,275	30.5%	62,500	26.0%	35,275	22.3%	265	21.5%	35,005	22.3%	28,500	32.8%	1,005	34.1%	27,495	32.8%
Coquitlam	37,440	25.5%	560	19.2%	36,875	25.6%	23,400	21.8%	160	10.3%	23,235	22.0%	14,040	35.4%	395	29.0%	13,645	35.7%
Delta	20,845	19.5%	715	22.5%	20,130	19.4%	14,265	17.1%	245	13.9%	14,010	17.2%	6,585	28.2%	465	32.9%	6,120	27.9%
Electoral Area A	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Langley City	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Langley Township	25,275	19.6%	965	19.6%	24,315	19.6%	18,650	17.3%	560	15.4%	18,095	17.3%	6,625	32.1%	405	30.9%	6,220	32.2%
Lions Bay	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Maple Ridge	17,095	19.1%	950	22.8%	16,145	18.9%	12,250	16.5%	560	19.3%	11,685	16.4%	4,850	31.6%	390	30.8%	4,460	31.7%
New Westminster	19,125	24.6%	690	28.5%	18,435	24.4%	9,715	20.6%	145	17.9%	9,570	20.7%	9,410	30.6%	545	33.7%	8,865	30.4%
North Vancouver City	16,640	29.0%	355	28.7%	16,280	29.0%	7,350	22.6%	120	24.2%	7,230	22.6%	9,285	37.5%	235	32.0%	9,050	37.7%
North Vancouver District	20,690	23.7%	370	23.3%	20,320	23.7%	13,920	20.2%	155	16.0%	13,760	20.3%	6,775	37.0%	215	35.2%	6,560	37.1%
Pitt Meadows	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Port Coquitlam	11,010	18.3%	295	16.6%	10,710	18.3%	7,490	15.6%	130	12.1%	7,355	15.6%	3,515	29.2%	165	23.4%	3,355	29.6%
Port Moody	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Richmond	62,370	30.0%	415	26.9%	61,950	30.1%	42,155	27.5%	100	16.1%	42,060	27.5%	20,210	37.2%	320	34.8%	19,890	37.2%
Surrey	129,780	23.1%	2,915	24.0%	126,865	23.1%	92,345	22.5%	960	18.0%	91,385	22.5%	37,435	24.9%	1,955	28.7%	35,475	24.7%
Tsawwassen First Nation*	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Vancouver	182,935	28.2%	4,485	30.7%	178,450	28.2%	79,000	23.3%	580	21.4%	78,415	23.3%	103,940	33.7%	3,905	32.8%	100,030	33.7%
West Vancouver	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
White Rock	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
METRO VANCOUVER	655,720	25.4%	15,155	25.4%	640,565	25.4%	384,325	22.0%	4,440	17.2%	379,885	22.0%	271,395	32.5%	10,715	31.6%	260,685	32.6%

Source: Statistics Canada, 2021 Census of Population.

Note: Indigenous identity refers to whether the person identified with the Indigenous peoples of Canada. This includes those who identify as First Nations (North American Indian), Métis and/or Inuk (Inuit), and/or those who report being Registered or Treaty Indians (that is, registered under the Indian Act of Canada), and/or those who have membership in a First Nation or Indian band. Aboriginal peoples of Canada (referred to here as Indigenous peoples) are defined in the Constitution Act, 1982, Section 35 (2) as including the Indian, Inuit and Métis peoples of Canada.

Housing is considered to be unaffordable if it has shelter costs greater than 30% of total before tax household income.

n/a: data not available

*Core housing need is not assessed for on-reserve households. Only private, non-farm, non-reserve and owner- or renter-households with incomes greater than zero and shelter-cost-to-income ratios less than 100% are assessed for 'core housing need.'

Table 6.4.2. Population in Unsuitable Housing by Indigenous Identity and Tenure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total - Tenure						Owners						Renters					
	Total Population		Indigenous Identity		Non-Indigenous Identity		Total Population		Indigenous Identity		Non-Indigenous Identity		Total Population		Indigenous Identity		Non-Indigenous Identity	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Belcarra	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Bowen Island	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Burnaby	37,695	15.3%	680	16.3%	37,010	15.3%	15,670	9.9%	100	8.1%	15,570	9.9%	22,025	25.2%	585	19.9%	21,445	25.4%
Coquitlam	14,740	10.0%	295	10.1%	14,450	10.0%	6,685	6.2%	70	4.5%	6,615	6.2%	8,055	20.2%	220	16.1%	7,835	20.3%
Delta	11,560	10.8%	270	8.5%	11,290	10.8%	5,575	6.7%	0	0.0%	5,575	6.8%	5,990	25.4%	270	19.1%	5,715	25.8%
Electoral Area A	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Langley City	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Langley Township	8,880	6.8%	445	8.8%	8,440	6.7%	5,980	5.4%	220	5.9%	5,760	5.4%	2,905	14.0%	225	16.9%	2,680	13.8%
Lions Bay	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Maple Ridge	5,985	6.7%	300	7.1%	5,690	6.6%	4,050	5.4%	165	5.6%	3,890	5.4%	1,935	12.6%	130	10.2%	1,800	12.8%
New Westminster	11,850	15.2%	445	18.4%	11,405	15.1%	4,860	10.3%	40	4.9%	4,820	10.4%	6,990	22.6%	400	24.8%	6,590	22.5%
North Vancouver City	7,795	13.6%	125	10.2%	7,670	13.6%	2,530	7.8%	40	8.1%	2,490	7.8%	5,265	21.1%	90	12.2%	5,175	21.4%
North Vancouver District	5,085	5.8%	145	9.1%	4,935	5.8%	2,385	3.5%	50	5.2%	2,335	3.4%	2,700	14.7%	95	15.6%	2,605	14.7%
Pitt Meadows	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Port Coquitlam	5,470	9.1%	125	7.0%	5,345	9.1%	3,520	7.3%	45	4.1%	3,475	7.4%	1,950	16.1%	80	11.3%	1,870	16.4%
Port Moody	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Richmond	26,160	12.6%	185	12.0%	25,975	12.6%	15,575	10.1%	85	13.7%	15,490	10.1%	10,580	19.4%	95	10.3%	10,490	19.5%
Surrey	106,285	18.9%	2,385	19.6%	103,900	18.9%	51,655	12.5%	540	10.1%	51,115	12.6%	54,635	36.2%	1,850	27.1%	52,785	36.6%
Tsawwassen First Nation*	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Vancouver	83,670	12.9%	2,545	17.4%	81,125	12.8%	29,775	8.7%	335	12.3%	29,445	8.7%	53,890	17.4%	2,210	18.5%	51,685	17.3%
West Vancouver	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
White Rock	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
METRO VANCOUVER	341,280	13.1%	9,075	14.3%	332,205	13.1%	154,995	8.8%	1,940	7.2%	153,055	8.8%	185,785	22.1%	6,685	19.4%	179,095	22.2%

Source: Statistics Canada, 2021 Census of Population.

Note: Indigenous identity refers to whether the person identified with the Indigenous peoples of Canada. This includes those who identify as First Nations (North American Indian), Métis and/or Inuk (Inuit), and/or those who report being Registered or Treaty Indians (that is, registered under the Indian Act of Canada), and/or those who have membership in a First Nation or Indian band. Aboriginal peoples of Canada (referred to here as Indigenous peoples) are defined in the Constitution Act, 1982, Section 35 (2) as including the Indian, Inuit and Métis peoples of Canada.

Housing is considered to be unsuitable if it does not have enough bedrooms for the size and composition of resident households according to the National Occupancy Standard (NOS).

n/a: data not available

*Core housing need is not assessed for on-reserve households. Only private, non-farm, non-reserve and owner- or renter-households with incomes greater than zero and shelter-cost-to-income ratios less than 100% are assessed for 'core housing need.'

Table 6.4.3. Population in Inadequate Housing by Indigenous Identity and Tenure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total - Tenure						Owners						Renters					
	Total Population		Indigenous Identity		Non-Indigenous Identity		Total Population		Indigenous Identity		Non-Indigenous Identity		Total Population		Indigenous Identity		Non-Indigenous Identity	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Belcarra	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Bowen Island	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Burnaby	14,615	5.9%	450	10.8%	14,160	5.9%	8,410	5.3%	110	8.9%	8,300	5.3%	6,200	7.1%	345	11.7%	5,860	6.9%
Coquitlam	6,940	4.7%	275	9.4%	6,670	4.6%	4,555	4.2%	55	3.5%	4,495	4.2%	2,390	6.0%	220	16.1%	2,170	5.6%
Delta	5,655	5.3%	365	11.5%	5,285	5.1%	4,060	4.8%	195	11.0%	3,865	4.7%	1,595	6.8%	170	12.0%	1,420	6.4%
Electoral Area A	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Langley City	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Langley Township	5,130	3.9%	300	5.9%	4,830	3.8%	3,950	3.6%	220	5.9%	3,730	3.5%	1,180	5.7%	80	6.0%	1,100	5.7%
Lions Bay	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Maple Ridge	4,125	4.6%	300	7.1%	3,825	4.5%	2,775	3.7%	165	5.6%	2,615	3.7%	1,345	8.8%	135	10.6%	1,210	8.6%
New Westminster	5,285	6.8%	355	14.6%	4,940	6.5%	3,040	6.4%	120	14.8%	2,920	6.3%	2,250	7.3%	230	14.2%	2,020	6.9%
North Vancouver City	3,225	5.6%	90	7.3%	3,140	5.6%	1,780	5.5%	15	3.0%	1,765	5.5%	1,445	5.8%	70	9.5%	1,380	5.7%
North Vancouver District	5,185	5.9%	70	4.4%	5,110	6.0%	3,775	5.5%	45	4.6%	3,730	5.5%	1,410	7.7%	30	4.9%	1,375	7.7%
Pitt Meadows	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Port Coquitlam	2,935	4.9%	150	8.4%	2,790	4.8%	2,130	4.4%	85	7.8%	2,040	4.3%	810	6.7%	60	8.5%	745	6.5%
Port Moody	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Richmond	10,420	5.0%	160	10.4%	10,260	5.0%	7,795	5.1%	55	8.9%	7,740	5.1%	2,620	4.8%	100	10.9%	2,520	4.7%
Surrey	21,340	3.8%	1,315	10.8%	20,025	3.6%	13,370	3.2%	265	5.0%	13,105	3.2%	7,965	5.3%	1,045	15.3%	6,915	4.8%
Tsawwassen First Nation*	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Vancouver	40,855	6.3%	2,045	13.9%	38,810	6.1%	19,320	5.7%	210	7.7%	19,115	5.7%	21,535	6.9%	1,840	15.4%	19,695	6.6%
West Vancouver	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
White Rock	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
METRO VANCOUVER	135,340	5.2%	7,055	11.1%	128,290	5.0%	80,925	4.6%	1,960	7.3%	78,960	4.5%	53,960	6.4%	4,680	13.6%	49,280	6.1%

Source: Statistics Canada, 2021 Census of Population.

Note: Indigenous identity refers to whether the person identified with the Indigenous peoples of Canada. This includes those who identify as First Nations (North American Indian), Métis and/or Inuk (Inuit), and/or those who report being Registered or Treaty Indians (that is, registered under the Indian Act of Canada), and/or those who have membership in a First Nation or Indian band. Aboriginal peoples of Canada (referred to here as Indigenous peoples) are defined in the Constitution Act, 1982, Section 35 (2) as including the Indian, Inuit and Métis peoples of Canada.

Housing is considered to be inadequate if it is reported by their residents as requiring major repairs.

n/a: data not available

*Core housing need is not assessed for on-reserve households. Only private, non-farm, non-reserve and owner- or renter-households with incomes greater than zero and shelter-cost-to-income ratios less than 100% are assessed for 'core housing need.'

Table 6.4.4. Population in Core Housing Need by Indigenous Identity and Tenure, Metro Vancouver Jurisdictions, 2021 Census

MEMBER JURISDICTION	Total - Tenure						Owners						Renters					
	Total Population		Indigenous Identity		Non-Indigenous Identity		Total Population		Indigenous Identity		Non-Indigenous Identity		Total Population		Indigenous Identity		Non-Indigenous Identity	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Anmore	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Belcarra	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Bowen Island	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Burnaby	35,525	15.2%	980	24.0%	34,550	15.0%	15,615	10.2%	200	16.4%	15,415	10.2%	19,910	24.5%	780	27.4%	19,135	24.4%
Coquitlam	18,930	13.4%	420	14.6%	18,510	13.4%	8,945	8.6%	110	7.2%	8,840	8.6%	9,985	26.9%	305	22.7%	9,680	27.0%
Delta	9,365	8.9%	485	15.5%	8,880	8.7%	4,870	5.9%	85	4.9%	4,785	5.9%	4,490	19.8%	400	28.9%	4,090	19.2%
Electoral Area A	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Langley City	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Langley Township	10,840	8.6%	405	8.4%	10,435	8.6%	6,810	6.4%	170	4.7%	6,645	6.5%	4,025	20.4%	235	19.0%	3,790	20.5%
Lions Bay	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Maple Ridge	8,300	9.4%	555	13.6%	7,750	9.2%	4,790	6.5%	280	9.7%	4,510	6.4%	3,510	23.8%	275	22.8%	3,235	23.8%
New Westminster	12,045	15.8%	570	23.7%	11,480	15.6%	4,085	8.8%	50	6.2%	4,030	8.8%	7,970	26.9%	515	32.3%	7,450	26.6%
North Vancouver City	8,380	15.2%	260	21.7%	8,125	15.1%	2,590	8.2%	75	15.8%	2,520	8.1%	5,790	24.8%	190	26.4%	5,605	24.8%
North Vancouver District	7,155	8.5%	225	14.7%	6,925	8.4%	3,890	5.8%	85	9.0%	3,805	5.8%	3,265	19.0%	145	25.0%	3,115	18.8%
Pitt Meadows	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Port Coquitlam	5,910	10.0%	190	10.8%	5,720	10.0%	3,140	6.6%	75	7.0%	3,065	6.6%	2,770	23.6%	120	17.4%	2,655	24.1%
Port Moody	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Richmond	32,115	16.5%	290	19.2%	31,830	16.5%	19,355	13.4%	70	11.3%	19,280	13.4%	12,770	25.3%	220	24.6%	12,545	25.3%
Surrey	67,655	12.3%	2,360	19.8%	65,295	12.1%	32,645	8.1%	480	9.2%	32,165	8.1%	35,010	23.9%	1,885	28.3%	33,130	23.7%
Tsawwassen First Nation*	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Vancouver	90,210	14.7%	3,765	26.6%	86,450	14.4%	28,065	8.7%	225	8.5%	27,835	8.7%	62,140	21.3%	3,535	30.6%	58,610	20.9%
West Vancouver	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
White Rock	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
METRO VANCOUVER	326,795	13.1%	11,285	19.4%	315,515	13.0%	144,080	8.5%	2,135	8.4%	141,945	8.5%	182,715	23.1%	9,150	27.9%	173,565	22.9%

Source: Statistics Canada, 2021 Census of Population.

Note: Indigenous identity refers to whether the person identified with the Indigenous peoples of Canada. This includes those who identify as First Nations (North American Indian), Métis and/or Inuk (Inuit), and/or those who report being Registered or Treaty Indians (that is, registered under the Indian Act of Canada), and/or those who have membership in a First Nation or Indian band. Aboriginal peoples of Canada (referred to here as Indigenous peoples) are defined in the Constitution Act, 1982, Section 35 (2) as including the Indian, Inuit and Métis peoples of Canada.

A household is said to be in Core Housing Need if its housing falls below at least one of the adequacy, suitability, or affordability standards and it would have to spend 30% or more of its total before-tax income to pay the median rent of alternative local housing that is acceptable (meets all three standards).

· Adequate dwellings are those reported by their residents as not requiring any major repairs.

· Suitable dwellings have enough bedrooms for the size and make-up of resident households, according to National Occupancy Standard (NOS) requirements.

· Affordable dwellings cost less than 30% of total before-tax household income.

Non-family households with at least one maintainer aged 15 to 29 attending school full-time are considered not to be in Core Housing Need (considered a transitional phase).

n/a: data not available

*Core housing need is not assessed for on-reserve households. Only private, non-farm, non-reserve and owner- or renter-households with incomes greater than zero and shelter-cost-to-income ratios less than 100% are assessed for 'core housing need.'

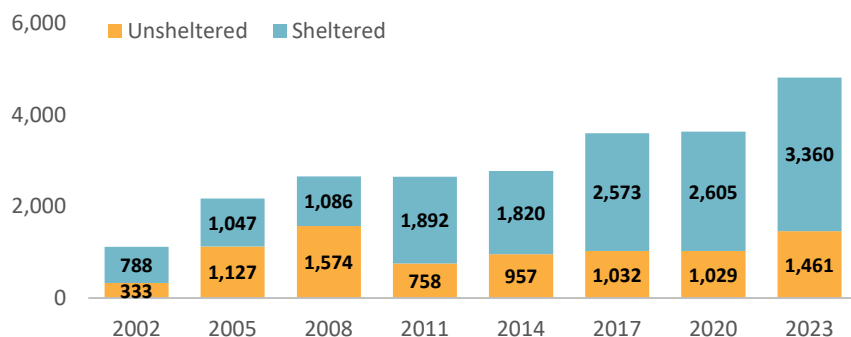
6.5 Homelessness

A point-in-time homeless count occurs in Metro Vancouver every three years. The count is conducted over a 24-hour period and provides a snapshot of homelessness in the region. Results are considered to be an undercount, but are still a good indicator of the magnitude of need for housing and support services. Data from the count also provides critical information on the characteristics of people experiencing homelessness, and show trends over time.

Key Observations

- A total of 4,821 individuals were identified as experiencing homelessness in 2023 – a 33% increase since the last count in 2020.
- Of these, 1,461 were unsheltered (30%) and 3,360 were sheltered (70%), as shown in Figure 6.5.3.
- The sheltered total includes 2,768 individuals who stayed in emergency shelters across the region and an additional 292 individuals who had no fixed address and stayed in jails, hospitals, and detox facilities.

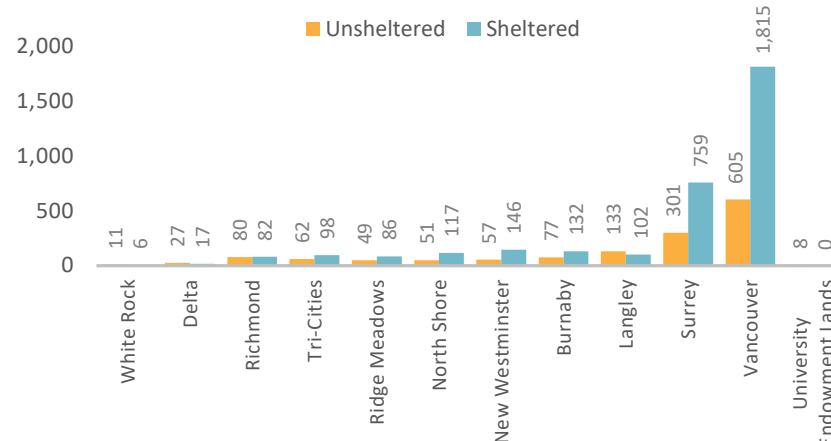
Figure 6.5.1. Sheltered and Unsheltered Individuals Experiencing Homelessness, Metro Vancouver, 2002 to 2023



Source: BC Non-Profit Housing Association, 2023 Homeless Count in Metro Vancouver.

- In 2023, at least 300 individuals stayed in Extreme Weather Response (EWR) shelters. Those staying in EWRs would likely have been unsheltered if an Extreme Weather Alert had not been activated on count day.
- The largest number of individuals experiencing homelessness were counted in Vancouver (2,420), followed by Surrey (1,060).

Figure 6.5.2. Sheltered and Unsheltered Individuals Experiencing Homelessness by Sub-Region in Metro Vancouver, 2023



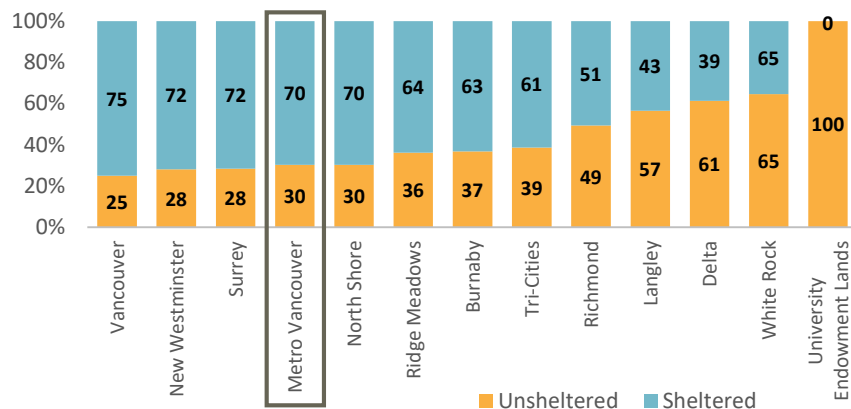
Source: BC Non-Profit Housing Association, 2023 Homeless Count in Metro Vancouver.

Demographic Profile

- In 2023, Indigenous people are over 13 times more likely to experience homelessness than their presence in the general population would predict; 33% of surveyed respondents identified as Indigenous.
- Black people were 3.7 times more likely to experience homelessness than their presence in the general population would predict.
- Seniors aged 55 and over represented 22% of the homeless population overall, a decrease from the share of 24% in 2023 (but same as in 2017).

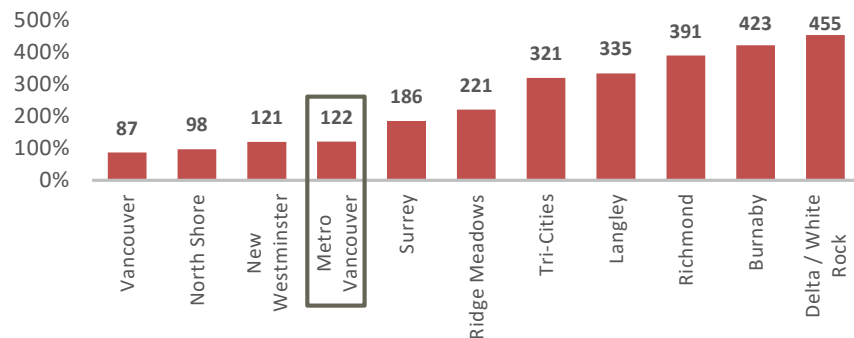
Despite initiatives to build more supportive housing, the number of individuals experiencing homelessness in the region continues to increase. Between 2005 and 2023, the region saw a 122% increase in the number of people experiencing homelessness, as shown in Figure 6.5.4.

Figure 6.5.3. Distribution of Sheltered and Unsheltered Individuals Experiencing Homelessness by Sub-Region in Metro Vancouver, 2023



Source: BC Non-Profit Housing Association, 2023 Homeless Count in Metro Vancouver.

Figure 6.5.4. Percentage Change in the Number of Individuals Experiencing Homelessness by Sub-Region in Metro Vancouver, 2005 to 2023



Source: BC Non-Profit Housing Association, 2023 Homeless Count in Metro Vancouver.



Table 6.5. Homeless Count for Metro Vancouver, 2002, 2005, 2008, 2011, 2014, 2017, 2020, 2023

MUNICIPALITY / MEMBER JURISDICTION	2002			2005			2008			2011			2014			2017			2020			2023		
	Unsheltered	Sheltered	Total	Unsheltered	Sheltered	Total	Unsheltered	Sheltered	Total	Unsheltered	Sheltered	Total	Unsheltered	Sheltered	Total	Unsheltered	Sheltered	Total	Unsheltered	Sheltered	Total	Unsheltered	Sheltered	Total
Burnaby	n/a	n/a	18	38	2	42	77	9	86	70	8	78	44	13	58	49	19	69	19	105	124	77	132	209
Delta / White Rock	n/a	n/a	12	3	8	13	13	6	19	13	0	13	5	10	19	23	22	46	11	22	33	38	23	61
Delta	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	19	9	8	17	27	17	44
White Rock	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	27	2	14	16	11	6	17
Langley	n/a	n/a	18	52	2	57	74	12	86	60	42	103	54	35	92	79	123	206	108	101	209	133	102	235
New Westminster	n/a	n/a	74	47	45	97	72	52	124	41	88	132	34	70	106	30	93	133	41	82	123	57	146	203
North Shore	n/a	n/a	47	27	58	90	67	60	127	55	67	122	60	54	119	11	77	100	46	75	121	51	117	168
Richmond	n/a	n/a	31	24	9	35	37	19	56	34	15	49	22	11	38	29	36	70	25	60	85	80	82	162
Ridge Meadows	n/a	n/a	66	30	12	44	40	50	90	63	46	110	39	43	84	30	88	124	35	79	114	49	86	135
Surrey	n/a	n/a	171	263	108	392	307	95	402	230	159	400	140	210	403	203	330	602	173	471	644	301	759	1,060
Tri-Cities	n/a	n/a	14	30	8	40	76	18	94	28	19	48	23	31	55	41	73	117	24	62	86	62	98	160
Vancouver	n/a	n/a	670	591	700	1,364	811	765	1,576	154	1,336	1,581	536	1,143	1,803	537	1,445	2,138	547	1,548	2,095	605	1,815	2,420
University Endowment Lands	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	8	0	8
Unspecified	n/a	n/a	n/a	n/a	n/a	1	n/a	n/a	2	n/a	n/a	13	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
METRO VANCOUVER	333	788	1,121	1,127	1,047	2,174	1,574	1,086	2,660	758	1,892	2,650	957	1,820	2,777	1,032	2,573	3,605	1,029	2,605	3,634	1,461	3,360	4,821

Source: BC Non-Profit Housing Association, 2023 Homeless Count in Metro Vancouver Final Report.

Notes: Sheltered includes shelters (temporary nightly shelters, winter response shelters, extreme weather response shelters, and other shelter programs), safe houses, transition houses, jails, detox facilities, and hospitals.

Langley includes the Township of Langley and the City of Langley.

North Shore includes the District of West Vancouver, City of North Vancouver, District of North Vancouver, and Bowen Island.

Ridge Meadows includes the Cities of Maple Ridge and Pitt Meadows.

Tri-Cities includes the Cities of Coquitlam, Port Coquitlam, and Port Moody.

University Endowment Lands (UEL): UBC Campus Security, in partnership with on-campus groups, conducted an independent count on March 8th.

n/a: not available

GLOSSARY

APARTMENT

Statistics Canada defines an apartment as a dwelling unit in a building with other dwelling units, commercial units, or other non-residential space. In this definition, “apartment” refers to the structure type of the dwelling unit, and does not indicate the tenure of the unit. The apartment may be a purpose-built rental apartment or an ownership apartment (condominium).

CORE HOUSING NEED

A household is said to be in core housing need if its housing falls below at least one of the adequacy, affordability, or suitability standards and it would have to spend 30% or more of its total before-tax income to pay the median rent of alternative local housing that is acceptable (meets all three housing standards).

FREEHOLD OWNERSHIP

Freehold ownership is defined by CMHC as a residence where the owner owns the dwelling and lot outright. This typically includes ground-oriented dwellings such as single-detached houses, townhouses, duplexes, and semi-detached homes.

LANEWAY HOUSE

A laneway house is a small house at the rear of a lot near the lane. It is intended for a single household, and may or may not include an attached garage. It cannot be stratified or sold separately from the main house on the lot. It can

either be used as a rental suite, or it can be used by the owner of the main house. When used for rental, it is considered to be part of the secondary rental market.

NON-MARKET RENTAL HOUSING

This term describes housing units that rent at below market rates. These units are usually developed and operated by non-profit organizations. They may or may not use government housing funding programs, they may rely on a mixed-income model of rents, and/or financial contributions from government, nonprofits, philanthropic organizations, or others. This term is often used interchangeably with non-profit housing.

NON-PROFIT HOUSING AND CO-OPERATIVE HOUSING

Specific types of social housing built under certain federal and provincial government housing supply programs from the 1970s to early 1990s that were provided with significant government subsidy to offer below market rents. They are governed by operating agreements linked to the length of the mortgage. Non-profit and cooperative housing may consist of a mix of low income rental units and market rental units, although some programs provided funding for 100% subsidized units. Many of these projects are receiving ongoing funding from senior levels of governments until operating agreements expire.



PURPOSE-BUILT MARKET RENTAL HOUSING

Privately initiated rental buildings with 3 or more units constructed for the purpose of long-term rental tenure and not subdivided into co-op, strata condominium, or fractional ownership arrangements. In Metro Vancouver they consist primarily of 3 or 4 story wood frame walk-up style apartments and high rise buildings completed in the 1960s to 1980s using federal tax incentives available at the time.

SOCIAL HOUSING

Social housing refers to housing built under federal, federal / provincial, or provincial government programs and is designed to provide housing for households in core housing need. It includes public housing as well as non-profit and co-op housing. It is either owned or operated by a government or non-profit organization.





Metro Vancouver Housing Data Book

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Regional Planning Committee, January 12, 2024

metrovancover

BACKGROUND

The ***Metro Vancouver Housing Data Book*** is a key source of housing data for the region.

Last updated in December 2023

A new edition is now available on the Metro Vancouver [website](#). It includes:

- PDF version
- Interactive version
- Downloadable data tables
- Previous versions



METRO VANCOUVER HOUSING DATA BOOK

What is included?

Topics include:

- Household profile – population, households, incomes
- Housing stock profile – starts, completions, demolitions
- Ownership housing
- Rental housing
- Non-market rental & social housing
- Housing need & homelessness

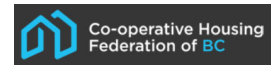
All data is presented at municipal and regional levels

Most data is from publicly available datasets



Statistics
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METRO VANCOUVER HOUSING DATA BOOK

What's new in this edition?

A look into the current state of housing construction

- Housing starts, completions, and demolitions (CMHC)

A detailed summary of the real estate and rental markets

- Benchmark home sales, sale prices, and home value to income ratio (REBs, StatsCan)
- Primary and secondary rental markets (CMHC)

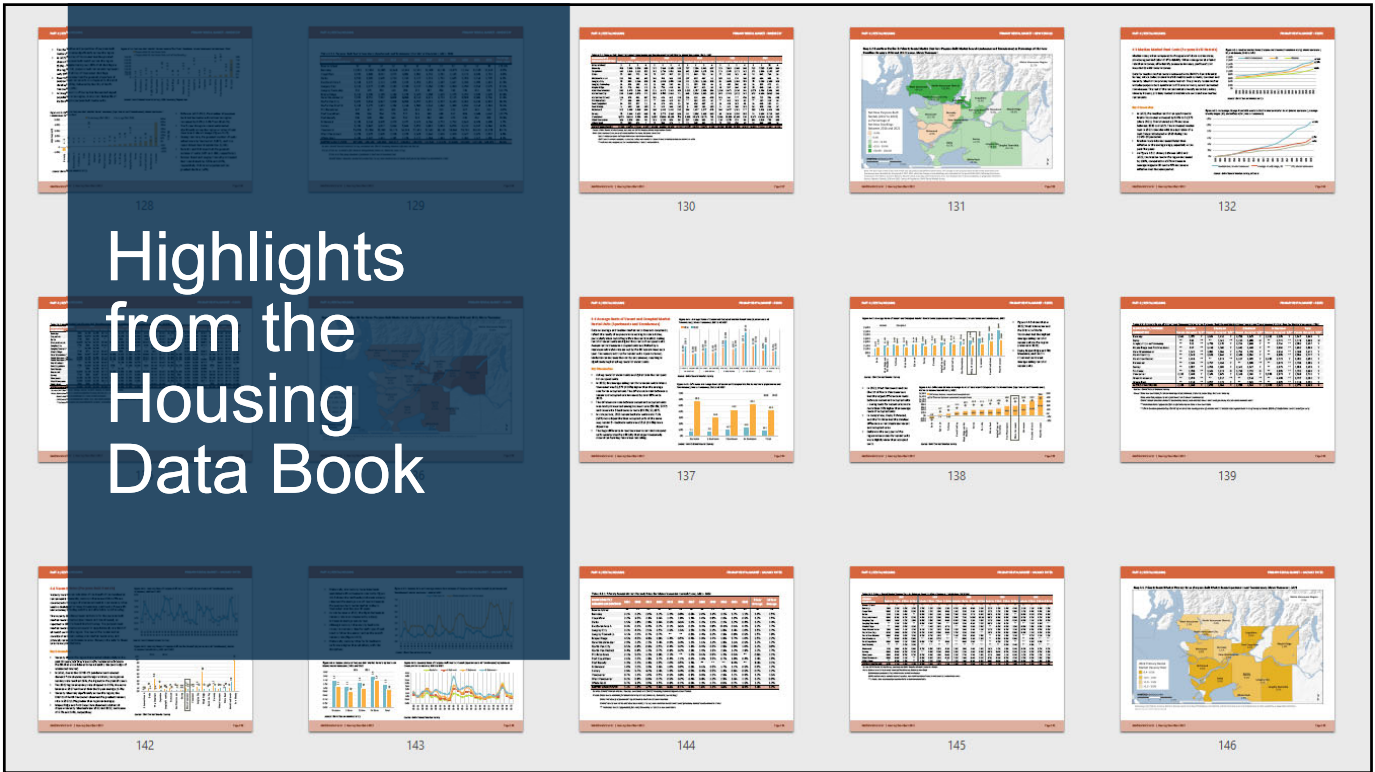
An updated, comprehensive picture of housing need

- Non-market housing – inventory and expiring operating agreements (BC Housing)
- Social housing – inventory and waitlist (Jurisdictions, BC Housing)
- Homeless count (BCNPHA)

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Highlights from the Housing Data Book

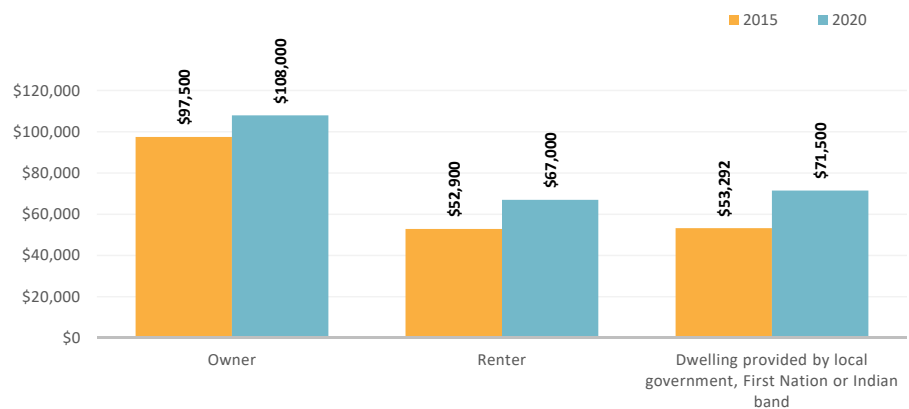


DEMOGRAPHICS & HOUSEHOLD INCOME

Median Household Incomes Adjusted for Inflation (2020 Constant Dollars), by Tenure Type, 2015 and 2020

Median income of homeowners is 60% greater than renters

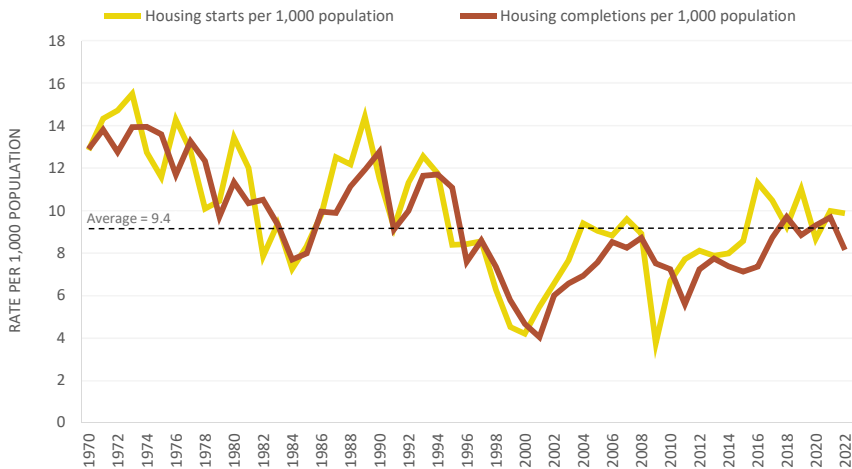
40% of households are renters



Source: Statistics Canada, 2015 and 2021 Census of Population

HOUSING CONSTRUCTION

Housing Starts and Completions per 1,000 Population, 1970 to 2022



Source: Statistics Canada, CMHC

Construction not keeping pace with historical levels of population growth

10-year trend: 37% increase in housing starts and 26% increase in housing completions

Most completions in 2022 were for condo ownership (59%)

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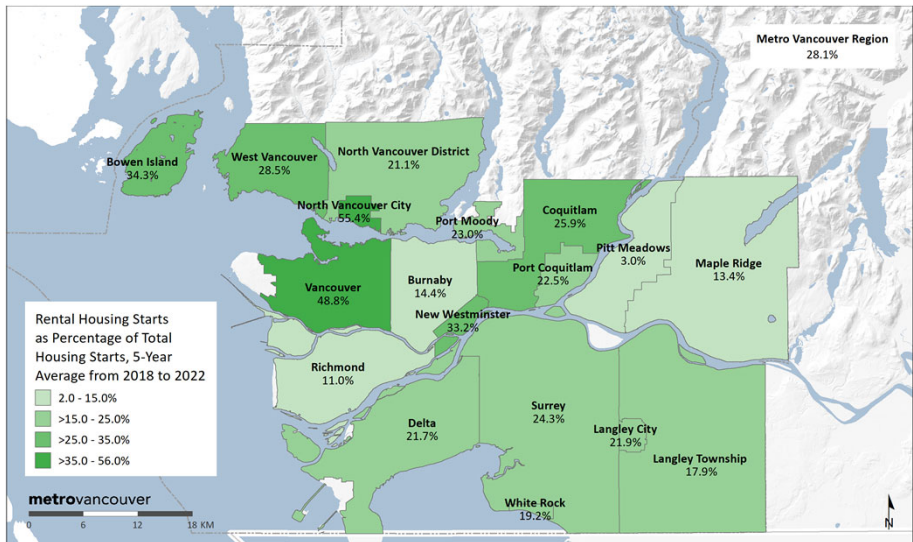
7

PURPOSE-BUILT RENTAL STARTS

Percentage of Purpose-Built Rental Starts, 2018-2022 (5-Year Average)

In 2022, purpose-built rentals represented 38% of housing starts

Rental starts increased by 48% between 2021 and 2022



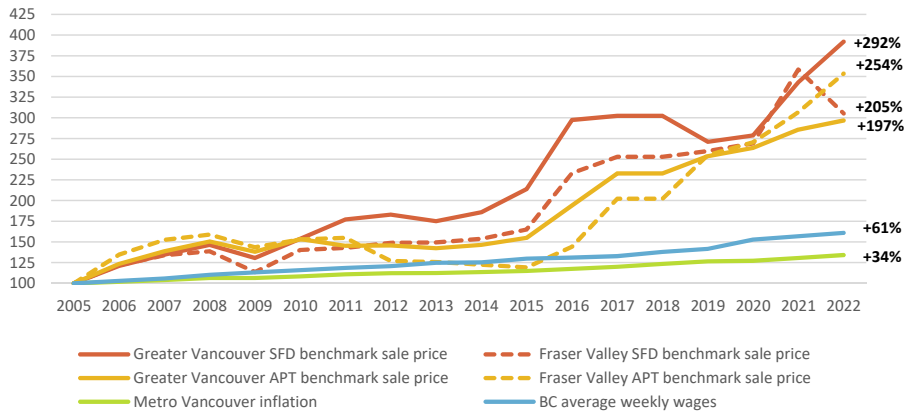
Source: CMHC Starts and Completions Survey
Tsawwassen First Nation, Anmore, Belcarra, Lions Bay, and Electoral Area A not displayed due to data availability, or geography limitations, or small values.

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OWNERSHIP HOUSING

Growth (% change from 2005 levels) in Benchmark Home Sale Prices, Weekly Wages, and Inflation, 2005 to 2022



Source: Statistics Canada, REBGV, FVREB, BC Stats

Benchmark home sale prices continue to grow much faster than wages, inflation

Benchmark resale prices have doubled or tripled during the past 15 years

During the same time, inflation increased by approx. 30%

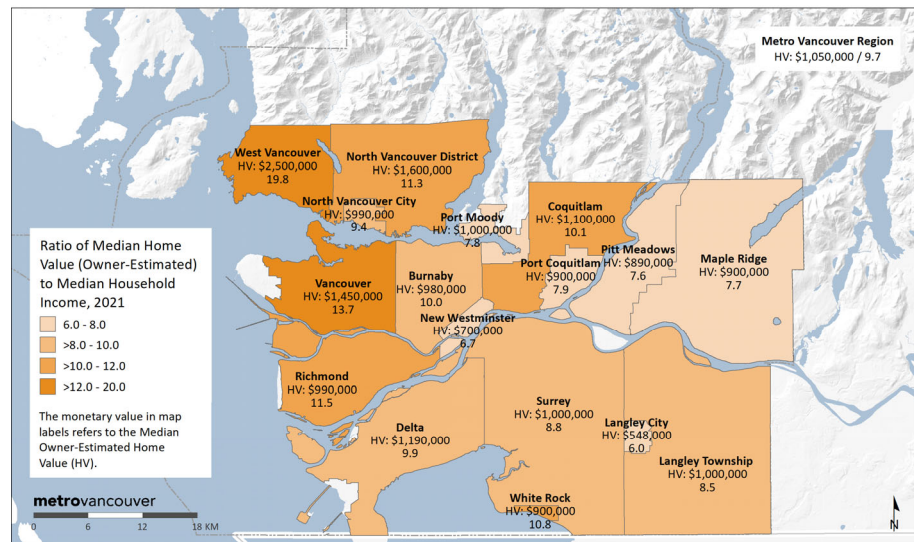
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OWNERSHIP HOUSING

Home Value to Income Ratio

- Regionally, home values (all dwellings) were almost 10 times greater than incomes
- Median home value 20 times greater than household income in West Vancouver



Source: Statistics Canada, 2021 Census of Population and custom data request
Tsawwassen First Nation, Anmore, Belcarra, Bowen Island, Lions Bay, and Electoral Area A are not displayed due to data availability, or geography limitations.

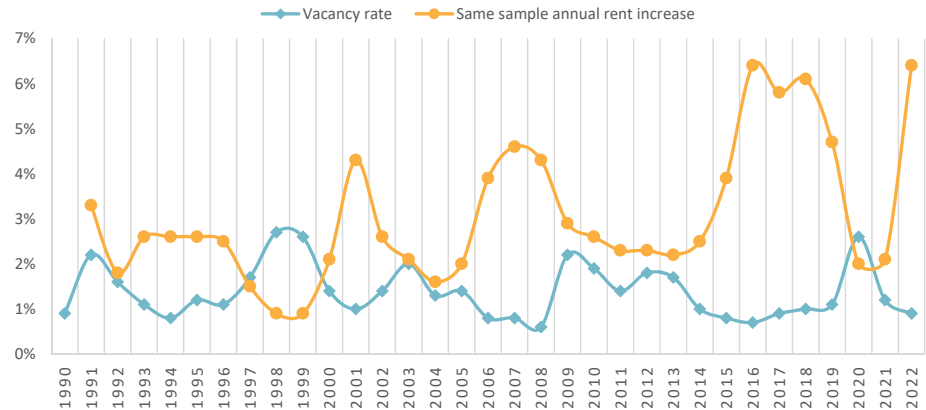
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RENTAL HOUSING

Vacancy Rate and Average Annual Rent Increase of Purpose-Built Market Rentals (Apartments and Townhouses), 1990 to 2022

- Due to low vacancy rates, rents have risen
- In 2022, regional vacancy rate dropped to 0.9% – well below 3% (considered a healthy vacancy rate)
- Median rents doubled since 2002, including a 30% increase over the past 5 years alone



Source: CMHC Rental Market Survey

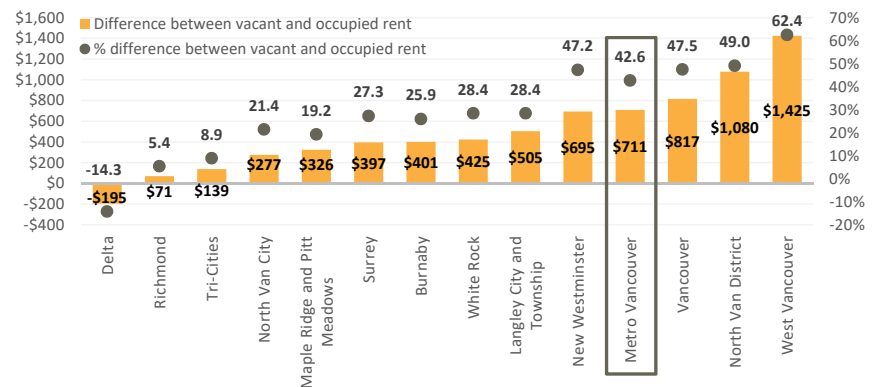
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RENTAL HOUSING COSTS

Difference Between Average Rents of Vacant and Occupied Market Rental Units (Apartments and Townhouses), 2022

- Vacant units more expensive than occupied units
- Regional average asking rent for vacant units is 42.6% higher than the average rent for occupied units
- Average asking rent for vacant units in 2022 increased by over 30% since 2021



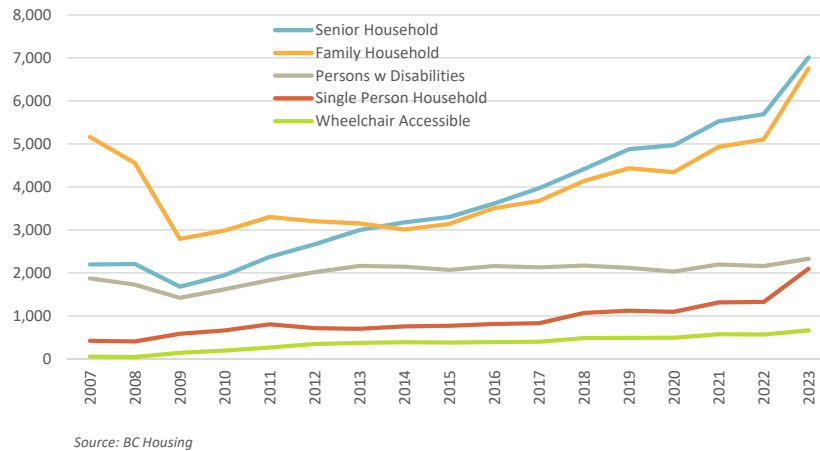
Source: CMHC Rental Market Survey

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SOCIAL HOUSING WAITLIST

BC Housing Social Housing Waitlist by Category, Jun 2007 to Sept 2023



- Demand continues to increase despite efforts to build more social housing
- BC Housing social housing waitlist continues to grow including a 27% increase between 2022 and 2023
- Senior and family households represent the largest groups on the waitlist

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To: Regional Planning Committee

From: Eric Aderneck, Senior Planner, and Carla Stewart, Senior Planner,
Regional Planning and Housing Services

Date: January 3, 2024

Meeting Date: January 12, 2024

Subject: **Commercial Truck Parking on Agricultural Lands**

RECOMMENDATION

That the MVRD Board:

- a) send a letter to the Minister of Transportation and Infrastructure and the Minister of Agriculture and Food advocating for provincial actions to address the issue of commercial truck parking on agricultural lands in Metro Vancouver; and
 - b) send a copy of the report titled “Commercial Truck Parking on Agricultural Lands”, dated January 3, 2024, to member jurisdictions with agricultural land.
-

EXECUTIVE SUMMARY

Metro Vancouver staff have reviewed the matter of unauthorized commercial (heavy duty) truck parking on the region’s agricultural lands. This issue has been an ongoing challenge for some member jurisdictions in the region and involves truck owners-operators parking or storing vehicles on agricultural lands in response to the limited options available to them. This report provides the Regional Planning Committee and the MVRD Board with background and context of the issue, including: a summary of relevant policies and plans, an overview of the complexity and interconnected aspects of the issue, impacts on the agricultural sector, the needs of truck drivers and their operational considerations, current efforts to address the issue, and possible solutions that could be further explored by various agencies.

The region’s limited agricultural lands are intended for agriculture, and not to accommodate vehicle parking unassociated with a primary farm activity. Commercial trucks and trailers should be parked at appropriate locations such as industrial sites and / or dedicated parking facilities. To advance efforts towards resolving the issue, it is recommended that the Board send a letter to the Minister of Transportation and Infrastructure and the Minister of Agriculture and Food advocating for provincial actions to address the issue.

PURPOSE

To provide the Regional Planning Committee and the MVRD Board with a summary regarding the ongoing issue of commercial truck parking occurring on the region’s agricultural lands.

BACKGROUND

The issue of commercial truck parking on the region’s agricultural lands was recently raised by members of the Regional Planning Committee. At the Committee’s September 7, 2023, meeting the following motion was passed:

That the Regional Planning Committee direct staff to report back with further context and potential options for regional advocacy related to the issue of truck parking constraints in the region.

APPLICABLE PLANS, POLICIES AND PROJECTS

Regional Growth Strategy

Metro 2050 emphasizes the importance of the associated transportation network and system, including parking for goods movement, with these relevant policy actions:

Metro Vancouver will:

2.2.6: Advocate to the Federal Government and the Province to coordinate transportation infrastructure and service investments that support the efficient movement of goods and people for industrial and employment operations, and considers the Regional Goods Movement Strategy and the Regional Truck Route Network.

2.2.9 c) v): review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the oversupply of parking.

Member jurisdictions will:

5.2.6 f): identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods.

Industrial Lands

The Metro Vancouver Regional Industrial Lands Strategy (Reference 1) includes the following statements relating to truck parking:

That the Province work with municipalities and industry partners to understand, forecast, plan for, and mitigate the impacts of the land demands for truck traffic and truck parking related to goods movement and drayage.

It is important to note that the Strategy also:

... affirms that conversion or use of agricultural lands is not a solution to the shortage of industrial lands in the region. This principle was endorsed by the Industrial Lands Strategy Task Force and Metro Vancouver Board.

Metro Vancouver maintains a Regional Industrial Lands Inventory, which tracks the amount and type of industrial related lands and uses in the region (Reference 2). Some of these lands include or could include truck and trailer parking, which could be provided by the operator for their drivers, or as a separate dedicated truck parking facility serving the wider community. It is well documented that there is an acute shortage of industrial lands in the region and there are strong pressures to use or develop these lands for industrial or other uses. As a result, there are limited industrial lands that are readily available for truck parking purposes.

Agricultural Lands

Metro Vancouver also maintains a Regional Agricultural Land Use Inventory, which tracks the changes in agricultural land use over time, including the amount of agricultural land lost to development or other uses (Reference 3). Similar to the region's Industrial lands, there is intense pressures on Agricultural lands to be converted to urban uses. In some cases, there is also significant and ongoing degradation of existing agricultural lands by illegal uses such as vehicle storage, commercial truck parking, and the placement of construction fill, debris, and garbage. All of these uses compromise the production potential of farmland, particularly when fill, surface pavement and gravel are added to the site. These uses can further compromise these lands by increasing the risk of environmental contamination of soil, such as from oil or fuel leaks from the storage of trucks and other equipment.

Metro Vancouver's Regional Food System Strategy recommends a collaborative approach to supporting a sustainable, resilient, and healthy food system, which includes protecting agricultural land for food production (Reference 4). The Strategy specifically identifies the negative impacts created when truck parking takes place on farmland, and recognizes that farmland is a limited resource that requires protection to retain its contribution to the regional food system.

Metro Vancouver's *Climate 2050 Agriculture Roadmap* also highlights the need to protect agricultural land in the region, including from the piecemeal accommodation of other uses (Reference 5). The Agriculture Roadmap highlights the economic contribution that agriculture makes to the region, the ecosystem services it provides, and the necessity to maintain and protect it for agricultural land uses to ensure the long term resilience of the farming community.

In-Region Truck Parking Facilities

Supplementing smaller private truck parking facilities dispersed throughout the region, the provincial and federal governments have invested in facilities to accommodate truck parking over the past several years, including:

- The Ministry of Transportation and Infrastructure (MOTI) completed in 2016 a truck parking facility at Nordel Way near the Alex Fraser Bridge in northeast Delta. The facility can accommodate up to 40 trucks to park overnight and includes lighting, washrooms, and a sani-dump;
- Currently under construction in north Surrey, the Provincial and Federal governments invested in a new truck parking facility on the north side of Highway 17, near the Port Mann Bridge. When completed, the facility will have room for about 100 trucks and include washrooms, fencing, lighting and other security measures; and
- As part of the ongoing Fraser Valley Highway 1 expansion project, MOTI is contemplating expanding truck parking at the Bradner Road rest stop in Abbotsford and at an improved 264th Street interchange in Langley.

THE USE OF AGRICULTURAL LAND IN METRO VANCOUVER

Agricultural lands are located in many parts of the Metro Vancouver region (including Richmond, Delta, Surrey, Langley Township, Pitt Meadows, and Maple Ridge), primarily within the provincial Agricultural Land Reserve (ALR). Agricultural lands contribute to the regional economy through the production of fresh food, while providing valuable ecosystem services such as flood control, wildlife habitat, and clean air.

Permitted Uses on Agricultural Lands

For land in the ALR within their jurisdiction, local governments are responsible for managing land uses to support agriculture, in conjunction with and under the authority of the Agricultural Land Commission and / or the Ministry of Agriculture and Food. Local governments, through official community plans, zoning, subdivision, parking, and farming bylaws and agricultural strategies, are required to be aligned with the *Agricultural Land Commission Act* and corresponding *Regulations*.

The *Agricultural Land Reserve Use Regulation* identifies allowable uses on ALR lands, including common farming and ranching activities. Other uses, such as cannabis production and horse facilities, are also permitted as they are related to agriculture, and some non-farm uses are considered compatible with agriculture and also permitted subject to conditions, thresholds, or other requirements, such as ancillary structures and animal kennels.

Beyond the on-site uses permitted by the Agricultural Land Commission, commercial truck parking is not a permitted use on the ALR. Any change in the use of ALR lands not accounted for in the *Agricultural Land Commission Act* or *Regulations* (e.g., to allow commercial truck parking) requires approval from the Agricultural Land Commission.

Truck Parking in the City of Surrey

Over the past decade, City of Surrey staff have completed a series of reports documenting truck parking issues, noting that unauthorized truck parking is an issue throughout the City, including in residential, commercial, and agricultural areas. A Mayor's Task Force was formed in 2019 with the mandate to increase the supply of authorized truck parking facilities. The Task Force contributed to the Surrey Truck Parking Strategy which recommended the following new initiatives to address truck parking in the City (Reference 6):

- Developing an on-street truck parking permit program on specific streets in select industrial areas;
- Allowing truck parking in select low-density residential areas;
- Reducing costs for the development of new truck parking facilities;
- Developing a parking app to facilitate finding and paying for truck parking;
- Increasing the parking provision requirement for trucking companies; and
- Piloting the City's 'Local Area Service Program' to facilitate truck parking development.

The City of Surrey's work on truck parking also identified the following:

- The lack of adequate authorized truck parking facilities is an ongoing issue and, given the cross-boundary aspect of transportation, is highlighted as a regional concern;
- Truck owner-operators are business owners and by extension, truck parking and associated costs are a necessary component of the truck owner-operator business;
- Truck parking can be accommodated on industrial lands through the use of municipal approvals, for example, Temporary Use Permits, which permits a use for a maximum of 6 years (3 years initially, and up to a 3-year extension);
- Truck parking lots, whether temporary or permanent, require property upgrades and construction (e.g., paving, water quality control facilities, landscape screening adjacent to roadways or residential areas);

- Parking lot operations also require business licences, when combined with the required on-site improvements, discourages some operators from pursuing approvals; and
- Unauthorized truck parking is a complex issue requiring a high degree of ongoing monitoring, enforcement, and administrative coordination between: multiple departments within a single municipality (e.g., bylaw enforcement, planning, engineering, transportation), multiple Provincial authorities (e.g., the Ministry of Agriculture and Food, Agricultural Land Commission, the Ministry of Transportation and Infrastructure), and neighbouring municipalities in the region.

To address the issues raised, the Surrey Truck Parking Strategy recommended that the City of Surrey advocate that:

- The Agricultural Land Commission and the Province enhance enforcement of unauthorized truck parking on agricultural land;
- Request trucking and logistics companies to provide on-site parking for trucks used on an exclusive basis;
- Contact owners of industrial lands encouraging them to consider allowing third party truck parking on any surplus lands;
- Allow truck parking on specified large rural lots; and
- Allow, in limited cases, truck parking on public roads.

On October 30, 2023, Surrey City Council directed staff to identify city-owned lands that could potentially be utilized for commercial truck parking, and issue a request for proponents to lease and operate truck parking facilities. Metro Vancouver staff have discussed this initiative with City of Surrey staff and understand that it is intended to advance in early 2024.

Truck Parking in the City of Abbotsford

Although not within the Metro Vancouver region, the City of Abbotsford's work in this area was explored noting the cross-boundary aspect of transportation. In 2011 the City of Abbotsford completed a report titled *Mayor's Task Force on Commercial Truck Parking: Moving Forward* (Reference 7). With representatives from the trucking industry, business community and members of the public, the Task Force identified and evaluated 15 specific options. The recommendations of the Task Force are summarized in the report and included:

- Fast-tracking development applications for new or expanded commercial truck parking facilities on properties designated in the Official Community Plan for Industrial or Commercial uses and not located within the ALR;
- Use of some gravel pits for commercial truck parking;
- Retention and maintenance of existing surplus MOTI sites for commercial truck parking; and
- Examining the use of specified City roads in industrial areas on a pilot project basis for overnight commercial truck parking.

Summary of Truck Parking Needs

In terms of the commercial trucks that operate in the region and require parking, there are a number of different needs and specific aspects, including:

- Short-haul truck drivers who live within the region require an overnight parking location for their truck that is convenient and close to where they live;
- Long-haul truck drivers may be able to time their trips to find overnight accommodations on the edge of the region, and can benefit from an in-region staging area to wait for scheduled pick-ups / drop-offs;
- Truck owner-operators typically start and end their routes at different places, therefore it's often challenging to find a truck parking facility convenient relative to both locations as well as their home;
- Some trucks are part of a company fleet, where typically the truck maintenance and parking is the responsibility of the business and the truck driver is an employee; and
- Truck driver shifts are limited to working 14 hours a day and driving the truck up to 13 hours; this makes for a long day, plus their personal commute time to their parked truck.

Additional Considerations

The matter, and possible responses, is further complicated and could conflict with these and other considerations:

- Municipal zoning regulations that restrict the locations where commercial trucks can be parked, vary by jurisdiction and zone;
- Municipalities often regulate and limit vehicle parking on public roads, including overnight truck parking;
- For short-haul operators, ideal truck parking facilities would be located close to the home of the truck driver to limit the length of commutes. If the truck parking facility is located further away (noting that truck trips for the day often start and end in different locations) that would make for additional driving / traffic and an inefficient and unproductive use of time on the transportation system and increase GHG emissions;
- Some drivers are required to pick up a chassis at a yard before they pick up a container, and then deliver to a destination. For the next trip, they then do the same. In those cases, at the end of the day, when they park their truck at night, it is usually the truck tractor only without the chassis or container;
- Competition and cost considerations regarding parking facilities vary widely. While owner-operator truck drivers prefer free parking, company fleets / carriers may oppose free parking facilities for their competitors as they need to provide and pay for parking for their own vehicles;
- Owner-operator truck drivers are typically independent contractors rather than employees, and mostly work for just one company at a time, but can often switch companies for better rates;
- There are different types of truck drivers and respective needs;
- There is the possibility of parking trucks on commercial / retail parking lots at night when not in use. However, there is a potential for conflicts with retail customer parking if trucks stay longer than planned or drivers need to park their own car there during the day, etc., and theft, liability and insurance, could be a concern for the property owner; and
- There is a potential to park additional trucks on industrial lands, although those lands are in limited supply, are largely already used, and expensive. Some industrial lots may not be fully

occupied at night and could allow for overnight truck parking; noting that some conflicts could arise, similar to overnight parking on underutilized commercial / retail sites.

KEY FINDINGS

Summary of the Agricultural Sector's Needs

In terms of truck parking on agricultural lands, the following has been noted by staff:

- Vacant agricultural land should not be assumed to be unproductive land from an agricultural perspective, as agricultural production typically requires the use of rotating fallow fields, or unused land, to ensure long term soil health;
- Encroachment of urban uses into agricultural areas challenges the ability of producers to turn vacant agricultural land into active production; and
- Agricultural operations are also businesses that contribute to the economy, and need affordable access to land in the region to expand or ensure long-term, viable operations.

Potential Solutions

Based on preliminary exploration, some possible efforts to increase commercial truck parking options in urban areas and not on agricultural lands have been identified. Staff recommend that the MVRD Board advocate for the Province to take on more of a leadership role on this, through such actions as:

- Further researching and documenting the complexities of accommodating truck parking in the region (e.g., different truck types, truck origins / destinations / routes, truck ownership, home location of drivers, operational considerations, financial aspects);
- Coordinating enforcement of existing regulations, including those of the Agricultural Land Commission and municipalities, across the region and in the adjacent regional districts;
- Strengthening legislation to increase the capacity of the Agricultural Land Commission and municipalities to more readily enforce their respective land use regulations and apply fines for illegal parking on agricultural land;
- Coordinating efforts that encourage:
 - MOTI and Transport Canada to construct and maintain additional truck parking facilities in the region given the importance of this issue to supporting the local, provincial, and national economies;
 - The Port of Vancouver to enhance and share the data collection for drayage related trucks to inform the need and possible solutions for parking associated with these trucks;
 - The Province and / or other agencies to provide a truck parking app for the entire region to match truck operators with owners of available lands; and
 - Transportation companies that contract non-fleet trucks to allow truck parking on their available lands.

Municipalities can also take action on this issue by:

- Exploring the potential, through partnerships, regulatory or incentive-based options, for select municipally-owned properties, commercial sites (e.g., retail shopping centres, big box stores with large surface parking lots), and industrial lands, to be used for overnight truck parking;

- Exploring the potential for permitting overnight on-street truck parking on roads in industrial areas;
- Simplifying the process for Temporary Use Permits for truck parking facilities, in appropriate areas; and
- Reviewing vehicle parking, truck loading, outdoor storage, and maneuvering regulations and provisions in industrial zones to ensure they are balancing transportation-related needs with the objectives to maximize the development potential and utilization of those lands.

These efforts would require close collaboration between multiple levels of government, agencies, and industry organizations.

ALTERNATIVES

1. That the MVRD Board:
 - a) send a letter to the Minister of Transportation and Infrastructure and the Minister of Agriculture and Food advocating for provincial actions to address the issue of commercial truck parking on agricultural lands in Metro Vancouver; and
 - b) send a copy of the report titled “Commercial Truck Parking on Agricultural Lands”, dated January 3, 2024, to member jurisdictions with agricultural lands.
2. That the Regional Planning Committee receive for information the report dated January 3, 2024, titled “Commercial Truck Parking on Agricultural Lands” and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

There are no financial costs associated with this report.

CONCLUSION

This report explores the matter of commercial truck parking on agricultural lands in the Metro Vancouver region, which is a particular issue for some municipalities with significant lands in the Agricultural Land Reserve. Agricultural lands are intended for agricultural uses, not for the parking of vehicles unassociated with a primary farm activity. Commercial trucks should be parked at appropriate locations, such as industrial sites and / or dedicated parking facilities, but there are limited locations where this can be achieved.

This report provides background and context of the truck parking issue, a summary of relevant findings related to the complexity and interconnected aspects of the issue, as well as the needs of the agricultural sector and those of truck drivers. Based on preliminary exploration, there are some possible solutions that could be further considered including updates to municipal policies and bylaws, and enhanced enforcement. It is clear that there is a need for collaboration between member jurisdictions, other levels of government, and other agencies and organizations to address this ongoing issue. Staff will report back to the Regional Planning Committee and the MVRD Board with additional information as it becomes available.

REFERENCES

1. [Metro Vancouver Regional Industrial Lands Strategy](#)
2. [Metro Vancouver 2020 Regional Industrial Lands Inventory: Technical Report](#)
3. [Metro Vancouver Agricultural Land Use Inventory](#)
4. [Regional Food System Strategy](#)
5. [Climate 2050 Agriculture Roadmap](#)
6. [City of Surrey - Surrey Truck Parking Strategy Report](#)
7. [City of Abbotsford Mayor's Task Force on Commercial Truck Parking: Moving Forward](#)

63870810

To: Regional Parks Committee

From: Jamie Vala, Division Manager, Regional Parks Planning and Resource Management

Date: November 24, 2023 Meeting Date: January 10, 2024

Subject: **Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1370, 2024**

RECOMMENDATION

That the MVRD Board:

- a) give first, second, and third reading to the *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1370, 2024*; and
 - b) pass and finally adopt *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1370, 2024*.
-

EXECUTIVE SUMMARY

Metro Vancouver has undertaken a review of its regional park land holdings. Due to changes in legislation and corporate practice over time, there is a significant number of regional parks parcels that are not dedicated as regional park by way of bylaw.

The proposed bylaw, *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1370, 2024*, includes outstanding regional park lands owned by Metro Vancouver that are not currently dedicated by way of bylaw, with some exceptions of parks where Metro Vancouver is engaged in major projects.

PURPOSE

To obtain MVRD Board approval of *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1370, 2024* for the dedication of land acquired for use as regional park.

BACKGROUND

Section 30 of the *Community Charter* (British Columbia), applicable to regional districts pursuant to section 278 of the *Local Government Act* (British Columbia), authorizes a regional district to dedicate land as a park by way of a bylaw. Lands dedicated and held as regional park or trail cannot be utilized for non-park or trail uses, thereby providing additional protection for the intended use of the lands.

PARK LAND DEDICATION

In 2020, Metro Vancouver initiated an annual process to dedicate, by way of bylaw, regional park land acquired in the preceding year. During the annual process in March 2023, staff updated the MVRD Board that a review was being conducted on all park lands that were not currently dedicated as regional park. As a product of this review, staff are proposing a new bylaw that provides for the dedication of outstanding fee simple regional park lands that are not currently dedicated as regional

park by way of bylaw, with a few exceptions of parks where there are ongoing major projects. This current bylaw also includes property in Kanaka Creek Regional Park acquired in 2023.

In the future, staff may advance bylaws that consider dedicating regional park parcels with tenure that is less than fee simple, such as leases, easements or statutory right of ways. As the major projects and land reviews are completed for parcels not included in this bylaw, additional fee simple properties will be dedicated in future bylaws.

The *Local Government Act* authorizes a regional district to dedicate land as regional park by way of a bylaw. Once dedicated the land cannot be put to non-park uses. Dedication of land as a regional park can only be revoked by a bylaw adopted with the approval of the electors.

The lands included in Schedule “A” to the attached bylaw have been acquired by the MVRD for park purposes.

ALTERNATIVES

1. That the MVRD Board:
 - a) give first, second, and third reading to the *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1370, 2024*; and
 - b) pass and finally adopt *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1370, 2024*.
2. That the MVRD Board receive for information the report dated November 20, 2023, titled “Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1370, 2024” and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

There are no financial implications as the result of this bylaw.

CONCLUSION

Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1370, 2024 will dedicate fee simple land owned by MVRD for the purpose of park use that is not currently dedicated as regional park by way of bylaw, with the exception of lands wherein major projects are being conducted.

The 760 parcels of land identified in Schedule “A” of the attached bylaw have been acquired specifically for use as a regional park.

ATTACHMENT

1. *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1370, 2024*.

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1370, 2024
A Bylaw to Dedicate Land as Regional Park

WHEREAS:

- A. Section 30 of the *Community Charter*, applicable to regional districts pursuant to section 278 of the *Local Government Act*, authorizes a regional district to dedicate land as a park by way of a bylaw; and
- B. the Metro Vancouver Regional District has acquired land legally described in the attached Schedule “A” (the “**Land**”) for regional park purposes.

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

- 1. The official citation of this bylaw is “Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1370, 2024”.

Schedule

- 2. The following Schedule is attached to and forms part of the bylaw:
 - Schedule “A”, Lands Acquired for Regional Park Purposes.

Dedication

- 3. The Land is dedicated as regional park.

Read a first, second, and third time this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

George V. Harvie, Chair

Dorothy Shermer, Corporate Officer

Schedule "A"

Lands Acquired for Regional Park Purposes

Aldergrove Regional Park	Langley Township	Fee	SOUTH HALF OF THE NORTH HALF OF THE NORTH WEST QUARTER SECTION 5 TOWNSHIP 13 NEW WESTMINSTER DISTRICT	013-330-705	1969
Aldergrove Regional Park	Langley Township	Fee	SOUTH HALF OF THE NORTH WEST QUARTER SECTION 5 TOWNSHIP 13 NEW WESTMINSTER DISTRICT	013-330-713	1969
Aldergrove Regional Park	Langley Township	Fee	LOT 2 SECTION 6 TOWNSHIP 13 NEW WESTMINSTER DISTRICT PLAN 33656	006-874-452	1973
Aldergrove Regional Park	Langley Township	Fee	PARCEL "A" (EXPLANATORY PLAN 10584) EAST HALF OF THE SOUTH WEST QUARTER SECTION 5 TOWNSHIP 13 NEW WESTMINSTER DISTRICT	013-302-931	1973
Aldergrove Regional Park	Langley Township	Fee	EAST HALF OF THE WEST HALF OF THE SOUTH WEST QUARTER SECTION 5 TOWNSHIP 13 NEW WESTMINSTER DISTRICT	013-302-957	1973
Aldergrove Regional Park	Langley Township	Fee	LOT 1 SECTION 6 TOWNSHIP 13 NEW WESTMINSTER DISTRICT PLAN 20361	008-757-267	1974
Aldergrove Regional Park	Langley Township	Fee	NORTH HALF OF THE NORTH HALF OF THE NORTH WEST QUARTER SECTION 5 TOWNSHIP 13 NEW WESTMINSTER DISTRICT	013-330-721	1974
Aldergrove Regional Park	Langley Township	Fee	SOUTH 1053.9 FEET OF PARCEL "A" (REFERENCE PLAN 742A) OF THE EAST HALF OF THE SOUTH WEST QUARTER SECTION 5 TOWNSHIP 13 EXCEPT: SOUTH 66 FEET, NEW WESTMINSTER DISTRICT	013-330-918	1975
Aldergrove Regional Park	Langley Township	Fee	LOT 4 SECTION 6 TOWNSHIP 13 NEW WESTMINSTER DISTRICT PLAN 33656	006-874-479	1976
Aldergrove Regional Park	Langley Township	Fee	LOT 5 SECTION 6 TOWNSHIP 13 NEW WESTMINSTER DISTRICT PLAN 33656	006-874-487	1976
Aldergrove Regional Park	Langley Township	Fee	WEST HALF OF THE WEST HALF OF THE SOUTH WEST QUARTER SECTION 5 TOWNSHIP 13 EXCEPT: SOUTH 66 FEET, NEW WESTMINSTER DISTRICT	013-302-990	1976
Aldergrove Regional Park	Langley Township	Fee	PARCEL "E" (M58527E) OF THE SOUTH EAST QUARTER SECTION 6 TOWNSHIP 13 EXCEPT: SOUTH 66 FEET, NEW WESTMINSTER DISTRICT	013-303-058	1976
Aldergrove Regional Park	Langley Township	Fee	LOT 3 SECTION 6 TOWNSHIP 13 NEW WESTMINSTER DISTRICT PLAN 33656	006-874-461	1977
Barnston Island Regional Park	Electoral Area A	Fee	LOT 4 DISTRICT LOT 259 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 54761	005-274-257	1995
Barnston Island Regional Park	Electoral Area A	Fee	PARCEL "E" (REFERENCE PLAN 10102) OF DISTRICT LOT 259 GROUP 1 EXCEPT: FIRSTLY: PART ON PLAN 27603 SECONDLY: PART SUBDIVIDED BY PLAN 54761 NEW WESTMINSTER DISTRICT	012-845-108	1995
Barnston Island Regional Park	Electoral Area A	Fee	PARCEL A (STATUTORY RIGHT OF WAY PLAN BCP893) LOT 1 DISTRICT LOT 259 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 27603	025-482-173	2002

Barnston Island Regional Park	Electoral Area A	Fee	PARCEL B (STATUTORY RIGHT OF WAY PLAN BCP893) OF PARCEL D (PLAN WITH CHARGE 30101C) DISTRICT LOT 259 GROUP 1 NEW WESTMINSTER DISTRICT	025-482-181	2002
Barnston Island Regional Park	Langley Township	Fee	PARCEL "ONE" (PLAN WITH FEE DEPOSITED 19818F) SECTION 10 TOWNSHIP 9 EXCEPT: PARCEL "A" (REFERENCE PLAN 4763), NEW WESTMINSTER DISTRICT	013-260-103	2011
Barnston Island Regional Park	Langley Township	Fee	PARCEL "2" (PLAN WITH FEE DEPOSITED 19818F) SECTION 10 TOWNSHIP 9 EXCEPT: PARCEL "A" (REFERENCE PLAN 4763), NEW WESTMINSTER DISTRICT	013-260-111	2011
Barnston Island Regional Park	Langley Township	Fee	LOT 10 SECTION 3 TOWNSHIP 9 NEW WESTMINSTER DISTRICT PLAN 3204	010-890-947	2012
Blaney Bog Regional Park Reserve	Maple Ridge	Fee	THE NORTH HALF OF THE NORTH WEST QUARTER SECTION 32 TOWNSHIP 12 NEW WESTMINSTER DISTRICT	001-426-800	2000
Blaney Bog Regional Park Reserve	Maple Ridge	Fee	LOT A, EXCEPT: PART ON PLAN BCP29259 SECTION 32 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 70093	002-010-429	2000
Blaney Bog Regional Park Reserve	Maple Ridge	Fee	LOT 1 SECTION 32 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN LMP14126	018-620-817	2000
Boundary Bay Regional Park	Delta	Fee	BLOCK A DISTRICT LOT 826 GROUP 2 NEW WESTMINSTER DISTRICT PLAN 31918	000-942-219	1984
Boundary Bay Regional Park	Delta	Fee	BLOCK B DISTRICT LOT 826 GROUP 2 NEW WESTMINSTER DISTRICT PLAN 31918	000-942-227	1984
Boundary Bay Regional Park	Delta	Fee	FRACTIONAL NORTH WEST QUARTER SECTION 1 TOWNSHIP 5 EXCEPT: FIRSTLY: PARCEL "A" (REFERENCE PLAN 8356) SECONDLY: PARCEL "A" (EXPLANATORY PLAN 9483) THIRDLY: WEST 68 ACRES MORE OR LESS (SEE 261365E), NEW WESTMINSTER DISTRICT	014-296-161	1989
Boundary Bay Regional Park	Delta	Fee	FRACTIONAL SOUTH WEST QUARTER SECTION 12 TOWNSHIP 5 EXCEPT: ALL THAT PORTION LYING TO THE WEST OF A STRAIGHT LINE RUNNING ASTRONOMIC NORTH FROM A POINT ON THE SOUTH BOUNDARY OF SAID FRACTIONAL QUARTER SECTION SAID POINT BEING LOCATED 528 FEET EAST OF THE SOUTH WEST CORNER THEREOF NEW WESTMINSTER DISTRICT TO WHICH PARCEL OF LAND THE REGISTRAR HAS ASSIGNED TO DISTINGUISHING LETTER "A"	014-296-209	1989
Boundary Bay Regional Park	Delta	Fee	LOT "E" SECTION 11 TOWNSHIP 5 NEW WESTMINSTER DISTRICT PLAN 9290	007-551-053	1995
Boundary Bay Regional Park	Delta	Fee	PARCEL "B" (T80286E) FRACTIONAL SOUTH WEST QUARTER SECTION 12 TOWNSHIP 5 NEW WESTMINSTER DISTRICT	007-551-151	1995
Boundary Bay Regional Park	Delta	Fee	PARCEL C (PLAN WITH FEE DEPOSITED 18655E) OF THE SOUTH HALF SECTION 11 TOWNSHIP 5 NEW WESTMINSTER DISTRICT OUTLINED RED ON SKETCH WITH CROWN GRANT 18655E 626/160	007-551-215	1995

Boundary Bay Regional Park	Delta	Fee	FRACTIONAL SOUTH EAST QUARTER SECTION 11 TOWNSHIP 5 EXCEPT: FIRSTLY: PARCEL A (REFERENCE PLAN 3571 AND SECONDLY: PART DEDICATED ROAD ON PLAN LMP25242 AND THIRDLY: PLAN EPP82479 NEW WESTMINSTER DISTRICT	007-551-266	1995
Boundary Bay Regional Park	Delta	Fee	BLOCK "B" DISTRICT LOT 759 GROUP 2 NEW WESTMINSTER DISTRICT	007-551-495	1995
Boundary Bay Regional Park	Delta	Fee	BLOCK "C" DISTRICT LOT 759 GROUP 2 NEW WESTMINSTER DISTRICT	007-551-509	1995
Boundary Bay Regional Park	Delta	Fee	PARCEL 1 (REFERENCE PLAN LMP23514) OF PARCEL A (T80286E) NORTH WEST QUARTER SECTION 1 TOWNSHIP 5 EXCEPT: PART DEDICATED ROAD ON PLAN LMP25242, NEW WESTMINSTER DISTRICT	023-084-162	1995
Boundary Bay Regional Park	Delta	Fee	PARCEL 1 (REFERENCE PLAN LMP23515) NORTH EAST QUARTER SECTION 2 TOWNSHIP 5 EXCEPT: PART DEDICATED ROAD ON PLAN LMP25242, NEW WESTMINSTER DISTRICT	023-084-171	1995
Boundary Bay Regional Park	Delta	Fee	BLOCK "A" DISTRICT LOT 784 GROUP 2 NEW WESTMINSTER DISTRICT	013-087-436	1997
Brae Island Regional Park	Langley Township	Fee	PARCEL "B" SECTIONS 32 AND 33 OF TOWNSHIP 11 SECTIONS 4 AND 5 OF TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 57020	002-120-313	1996
Brae Island Regional Park	Langley Township	Fee	"BREW ISLAND" NORTH WEST QUARTER SECTION 33 TOWNSHIP 11 EXCEPT: PARCEL B (REFERENCE PLAN 57020) NEW WESTMINSTER DISTRICT	004-318-838	1996
Brae Island Regional Park	Langley Township	Fee	LOT "A" EXCEPT: PART DEDICATED PARK ON PLAN 56357; SECTION 33 TOWNSHIP 11 NEW WESTMINSTER DISTRICT REFERENCE PLAN 53930	005-176-174	1996
Brunette Fraser Regional Greenway	New Westminster	Fee	PART 0.233 HA (SRW PLAN LMP52347) OF LOT 27 SUBURBAN BLOCK 8 PLAN 56085	025-327-801	2001
Brunette Fraser Regional Greenway	New Westminster	Fee	PART 0.740 HA (SRW PLAN LMP52347) OF LOT 27 SUBURBAN BLOCK 1 PLAN 56085	025-327-852	2001
Brunette Fraser Regional Greenway	New Westminster	Fee	PART 23.6 M2 (SRW PLAN LMP52347) OF LOT 27 SUBURBAN BLOCK 1 PLAN 56085	025-327-909	2001
Brunette Fraser Regional Greenway	New Westminster	Fee	PART 251 M2 (SRW PLAN LMP52347) OF LOT 27 SUBURBAN BLOCK 8 PLAN 56085	025-327-925	2001
Brunette Fraser Regional Greenway	New Westminster	Fee	PARCEL "B" (REFERENCE PLAN 12968) LOT "F" OF LOT 1 SUBURBAN BLOCK 8 AND OF PARCEL "ONE" (PLAN WITH FEE DEPOSITED 129725F) OF FORESHORE AND BED OF FRASER RIVER NEW WESTMINSTER DISTRICT PLAN 13039	002-176-785	2002
Burnaby Lake Regional Park	Burnaby	Fee	LOT "A" OF LOT 2 BLOCK 8 DISTRICT LOT 40 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3048	010-867-236	1973

Burnaby Lake Regional Park	Burnaby	Fee	LOT "B" OF LOT 2 BLOCK 8 DISTRICT LOT 40 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3048	010-867-252	1973
Burnaby Lake Regional Park	Burnaby	Fee	LOT 3 BLOCK 8 DISTRICT LOT 40 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3048	010-867-261	1973
Burnaby Lake Regional Park	Burnaby	Fee	LOT "A" OF LOT 4 BLOCK 8 DISTRICT LOT 40 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3048	010-867-287	1973
Burnaby Lake Regional Park	Burnaby	Fee	LOT 7 OF LOT 1 BLOCK 4 DISTRICT LOT 14 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3047	002-644-797	1978
Burnaby Lake Regional Park	Burnaby	Fee	LOT 5 EXCEPT PART PLAN 7845 OF LOTS 1 AND 2 BLOCK 4 DISTRICT LOT 14 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3047	002-644-835	1978
Burnaby Lake Regional Park	Burnaby	Fee	LOT 6 OF LOTS 1 AND 2 BLOCK 4 DISTRICT LOT 14 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3047	002-644-851	1978
Burnaby Lake Regional Park	Burnaby	Fee	LOT 8 EXCEPT: PART ON PLAN 6121 OF LOTS 1 AND 2 BLOCK 4 DISTRICT LOT 14 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3047	002-788-900	1978
Burnaby Lake Regional Park	Burnaby	Fee	LOT 9 DISTRICT LOT 40 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3911	002-734-290	1979
Burnaby Lake Regional Park	Burnaby	Fee	PARCEL "ONE" (REFERENCE PLAN 11801) PARCEL "K" DISTRICT LOT 85 GROUP 1 NEW WESTMINSTER DISTRICT	002-977-788	1980
Burnaby Lake Regional Park	Burnaby	Fee	PARCEL "K" (REFERENCE PLAN 597) DISTRICT LOT 85 GROUP 1 EXCEPT: PARCEL "ONE" (REFERENCE PLAN 11801) AND ROAD, NEW WESTMINSTER DISTRICT	002-977-818	1980
Burnaby Lake Regional Park	Burnaby	Fee	PARCEL "L" (REFERENCE PLAN 11804) DISTRICT LOT 85 GROUP 1 NEW WESTMINSTER DISTRICT	002-977-851	1980
Burnaby Lake Regional Park	Burnaby	Fee	PARCEL B (STATUTORY RIGHT OF WAY PLAN 26009) EXCEPT: PART DEDICATED ROAD ON SRW PLAN 27805; DISTRICT LOT 87 GROUP 1 NEW WESTMINSTER DISTRICT	008-464-332	1981
Burnaby Lake Regional Park	Burnaby	Fee	LOT 23 BLOCK 3 OF BLOCK 3 DISTRICT LOT 14 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3047	003-175-910	1986
Burnaby Lake Regional Park	Burnaby	Fee	LOT 2 DISTRICT LOT 10 AND 40 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 72890	005-541-000	1986
Burnaby Lake Regional Park	Burnaby	Fee	PARCEL A DISTRICT LOT 14 GROUP 1 NEW WESTMINSTER DISTRICT REFERENCE PLAN 73282	005-596-076	1986
Burnaby Lake Regional Park	Burnaby	Fee	PARCEL "A" DISTRICT LOT 85 GROUP 1 NEW WESTMINSTER DISTRICT REFERENCE PLAN 73391	005-825-253	1987
Burnaby Lake Regional Park	Burnaby	Fee	LOT 7 BLOCK 4 DISTRICT LOT 14 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3047	002-898-993	1988
Burnaby Lake Regional Park	Burnaby	Fee	LOT 6 BLOCK 4 DISTRICT LOT 14 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3047	002-899-230	1988

Burnaby Lake Regional Park	Burnaby	Fee	LOT 4 EXCEPT: ON PLAN 5170; BLOCK 4 DISTRICT LOT 14 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3047	002-899-388	1988
Burnaby Lake Regional Park	Burnaby	Fee	LOT 9 BLOCK 4 DISTRICT LOT 14 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3047	003-018-687	1988
Burnaby Lake Regional Park	Burnaby	Fee	LOT 8 BLOCK 4 DISTRICT LOT 14 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3047	003-018-903	1988
Burnaby Lake Regional Park	Burnaby	Fee	LOT 5 EXCEPT: PART ON PLAN 5170; BLOCK 4 DISTRICT LOT 14 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3047	003-019-004	1988
Burnaby Lake Regional Park	Burnaby	Fee	LOT 5 BLOCK 3 OF BLOCK 3 DISTRICT LOT 14 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3047	003-175-898	1991
Burnaby Lake Regional Park	Burnaby	Fee	LOT A (BG54459) BLOCK 3 OF BLOCK 3 DISTRICT LOT 14 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3047	018-115-845	1993
Burnaby Lake Regional Park	Burnaby	Fee	LOT 9 EXCEPT: PART .115 OF AN ACRE SHOWN RED ON PLAN 6121, OF LOTS 1 AND 2 BLOCK 4 DISTRICT LOT 14 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3047	010-867-147	1996
Burnaby Lake Regional Park	Burnaby	Fee	PARCEL "C" (REFERENCE PLAN 1166) DISTRICT LOT 85 GROUP 1 NEW WESTMINSTER DISTRICT EXCEPT: FIRSTLY: PART SHOWN AS 0.193 ACRES ON STATUTORY RIGHT OF WAY PLAN 26009 AND SECONDLY: PART DEDICATED ROAD ON STATUTORY RIGHT OF WAY PLAN 27805	003-700-143	1998
Burnaby Lake Regional Park	Burnaby	Fee	PARCEL C (STATUTORY RIGHT OF WAY PLAN 26009) EXCEPT: PART DEDICATED ROAD ON PLAN 27805 DISTRICT LOT 87 GROUP 1 NEW WESTMINSTER DISTRICT	008-464-359	1998
Burnaby Lake Regional Park	Burnaby	Fee	PARCEL D (STATUTORY RIGHT OF WAY PLAN 26009) OF PARCEL F (REFERENCE PLAN 1468A) DISTRICT LOT 85 GROUP 1 NEW WESTMINSTER DISTRICT EXCEPT: PART DEDICATED ROAD PLAN 27805	008-472-777	1998
Burnaby Lake Regional Park	Burnaby	Fee	PARCEL E (STATUTORY RIGHT OF WAY PLAN 26009) OF PARCEL U (REFERENCE PLAN 3159) DISTRICT LOT 85 GROUP 1 NEW WESTMINSTER DISTRICT EXCEPT: PART DEDICATED ROAD ON PLAN 27805	008-473-064	1998
Campbell Valley Regional Park	Langley Township	Fee	LOT 4 SECTION 2 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 34371	007-089-325	1972
Campbell Valley Regional Park	Langley Township	Fee	LOT 1 SECTION 2 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 30660	006-512-674	1973
Campbell Valley Regional Park	Langley Township	Fee	LOT 2 SECTION 2 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 30660	006-512-682	1973
Campbell Valley Regional Park	Langley Township	Fee	LOT 3 SECTION 2 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 34371	007-089-317	1973

Campbell Valley Regional Park	Langley Township	Fee	LOT 13 SECTION 14 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 29215	009-070-028	1973
Campbell Valley Regional Park	Langley Township	Fee	LOT A SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 22642	009-257-861	1973
Campbell Valley Regional Park	Langley Township	Fee	LOT B SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 22642	009-257-934	1973
Campbell Valley Regional Park	Langley Township	Fee	LOT 4 SECTION 14 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 10435	009-326-006	1973
Campbell Valley Regional Park	Langley Township	Fee	LOT 5 SECTION 14 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 10435	009-326-022	1973
Campbell Valley Regional Park	Langley Township	Fee	LOT 6 SECTION 14 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 10452	009-327-258	1973
Campbell Valley Regional Park	Langley Township	Fee	LOT 1 SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 12526	009-720-154	1973
Campbell Valley Regional Park	Langley Township	Fee	LOT B SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 14911	010-024-972	1973
Campbell Valley Regional Park	Langley Township	Fee	BLOCK "A" SECTION 14 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 16840	010-239-146	1973
Campbell Valley Regional Park	Langley Township	Fee	BLOCK "B" SECTION 14 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 16840	010-239-162	1973
Campbell Valley Regional Park	Langley Township	Fee	SOUTH 185 FEET LOT 3 SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 6219	011-184-132	1973
Campbell Valley Regional Park	Langley Township	Fee	SOUTH HALF LOT 3 EXCEPT: SOUTH 185 FEET, SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 6219	011-184-167	1973
Campbell Valley Regional Park	Langley Township	Fee	LOT 5 SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 6219	011-184-175	1973
Campbell Valley Regional Park	Langley Township	Fee	LOT 6 SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 6219	011-184-191	1973
Campbell Valley Regional Park	Langley Township	Fee	LOT 1 SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 9736	011-438-169	1973
Campbell Valley Regional Park	Langley Township	Fee	LOT 2 SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 9736	011-438-185	1973
Campbell Valley Regional Park	Langley Township	Fee	NORTH HALF LOT 3 SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 9736	011-438-223	1973
Campbell Valley Regional Park	Langley Township	Fee	PARCEL "A" (J130983E) LOT 3 SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 9736	011-438-282	1973
Campbell Valley Regional Park	Langley Township	Fee	LOT 4 SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 9736	011-438-321	1973

Campbell Valley Regional Park	Langley Township	Fee	WEST HALF OF THE SOUTH HALF OF THE NORTH EAST QUARTER SECTION 1 TOWNSHIP 7 EXCEPT FIRSTLY: THE WESTERLY 33 FEET SECONDLY: THE SOUTHERLY 33 FEET NEW WESTMINSTER DISTRICT	013-218-981	1973
Campbell Valley Regional Park	Langley Township	Fee	EAST HALF OF THE SOUTH HALF OF THE NORTH EAST QUARTER SECTION 1 TOWNSHIP 7 EXCEPT SOUTH 33 FEET NEW WESTMINSTER DISTRICT	013-219-073	1973
Campbell Valley Regional Park	Langley Township	Fee	WEST HALF OF THE NORTH WEST QUARTER SECTION 1 TOWNSHIP 7 EXCEPT THE SOUTH 33 FEET, NEW WESTMINSTER DISTRICT	013-219-154	1973
Campbell Valley Regional Park	Langley Township	Fee	NORTH 660 FEET EAST HALF OF THE NORTH WEST QUARTER SECTION 1 TOWNSHIP 7 EXCEPT THE EAST 33 FEET, NEW WESTMINSTER DISTRICT	013-219-260	1973
Campbell Valley Regional Park	Langley Township	Fee	EAST HALF OF THE NORTH WEST QUARTER SECTION 1 TOWNSHIP 7 EXCEPT FIRSTLY: THE NORTH 660 FEET SECONDLY: THE EAST 33 FEET THIRDLY: THE SOUTH 33 FEET, NEW WESTMINSTER DISTRICT	013-219-294	1973
Campbell Valley Regional Park	Langley Township	Fee	NORTH HALF OF THE NORTH EAST QUARTER SECTION 2 TOWNSHIP 7 EXCEPT FIRSTLY: THE WEST 33 FEET SECONDLY: PART SUBDIVIDED BY PLAN 34750, NEW WESTMINSTER DISTRICT	013-219-413	1973
Campbell Valley Regional Park	Langley Township	Fee	SOUTH EAST QUARTER OF THE NORTH EAST QUARTER SECTION 2 TOWNSHIP 7 EXCEPT: THE SOUTH 33 FEET, NEW WESTMINSTER DISTRICT	013-219-511	1973
Campbell Valley Regional Park	Langley Township	Fee	EAST HALF OF THE SOUTH HALF OF THE SOUTH WEST QUARTER OF THE NORTH EAST QUARTER SECTION 2 TOWNSHIP 7 EXCEPT THE SOUTH 33 FEET, NEW WESTMINSTER DISTRICT	013-219-995	1973
Campbell Valley Regional Park	Langley Township	Fee	PARCEL "ONE" (J55857E) OF PARCEL "B" (REFERENCE PLAN 6810) OF PARCEL "A" (REFERENCE PLAN 2389) SOUTH EAST QUARTER OF SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT	013-223-739	1973
Campbell Valley Regional Park	Langley Township	Fee	EAST HALF OF THE SOUTH EAST QUARTER OF THE SOUTH WEST QUARTER SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT	013-223-763	1973
Campbell Valley Regional Park	Langley Township	Fee	SOUTH WEST QUARTER OF THE SOUTH WEST QUARTER SECTION 12 TOWNSHIP 7 NEW WESTMINSTER DISTRICT	013-224-778	1973
Campbell Valley Regional Park	Langley Township	Fee	LOT 5 SECTION 2 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 34750	007-136-447	1974
Campbell Valley Regional Park	Langley Township	Fee	LOT 4 SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 35628	007-184-166	1974
Campbell Valley Regional Park	Langley Township	Fee	LOT 12 SECTION 14 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 29215	009-070-010	1974
Campbell Valley Regional Park	Langley Township	Fee	LOT 6 SECTION 14 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 10435	009-326-031	1974

Campbell Valley Regional Park	Langley Township	Fee	PARCEL "2" (617246E) OF PARCEL "B" (REFERENCE PLAN 6810) OF PARCEL "A" (REFERENCE PLAN 2389) SOUTH EAST QUARTER SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT	013-223-828	1974
Campbell Valley Regional Park	Langley Township	Fee	PARCEL "E" (PLAN WITH BYLAW FILED 63654) OF THE NORTH WEST QUARTER SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT	014-294-257	1975
Campbell Valley Regional Park	Langley Township	Fee	LOT 9 SECTION 1 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 34271	007-000-758	1978
Campbell Valley Regional Park	Langley Township	Fee	WEST HALF OF THE EAST HALF OF THE SOUTH WEST QUARTER SECTION 12 TOWNSHIP 7 EXCEPT THE NORTH 33 FEET, NEW WESTMINSTER DISTRICT	013-224-701	1979
Campbell Valley Regional Park	Langley Township	Fee	LOT 9 SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 59352	005-742-340	1980
Campbell Valley Regional Park	Langley Township	Fee	LOT 10 SECTION 1 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 34271	007-000-782	1982
Campbell Valley Regional Park	Langley Township	Fee	LOT "A" EXCEPT: FIRSTLY: PART OUTLINED GREEN ON PLAN WITH BYLAW FILED 45687 SECONDLY: PARCEL "E" (BYLAW PLAN 68164) THIRDLY: PARCEL "F" (BYLAW PLAN 68164), FOURTHLY: PART IN PLAN LMP49435 SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 14911	000-583-804	1985
Campbell Valley Regional Park	Langley Township	Fee	LOT 2 SECTION 1 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 71213	003-387-020	1986
Campbell Valley Regional Park	Langley Township	Fee	LOT 11 SECTION 1 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 34843	005-036-542	1986
Campbell Valley Regional Park	Langley Township	Fee	LOT 3 SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 35628	007-184-140	1987
Campbell Valley Regional Park	Langley Township	Fee	LOT 1 EXCEPT: PART RED ON PLAN WITH BYLAW FILED 63654, SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 6219	011-184-086	1988
Campbell Valley Regional Park	Langley Township	Fee	LOT 2 EXCEPT: PART RED ON PLAN WITH BYLAW FILED 63654, SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 6219	011-184-108	1988
Campbell Valley Regional Park	Langley Township	Fee	SOUTH WEST QUARTER OF THE SOUTH WEST QUARTER SECTION 11 TOWNSHIP 7 EXCEPT: PART SUBDIVIDED BY PLAN 24410, NEW WESTMINSTER DISTRICT	013-223-798	1989
Campbell Valley Regional Park	Langley Township	Fee	WEST HALF OF THE SOUTH EAST QUARTER OF THE SOUTH WEST QUARTER SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT	013-223-810	1989
Campbell Valley Regional Park	Langley Township	Fee	LOT A SECTION 11 AND 14 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN LMP49435	025-021-010	2001
Campbell Valley Regional Park	Langley Township	Fee	LOT 5 SECTION 11 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 24410	009-415-882	2011
Campbell Valley Regional Park	Langley Township	Fee	LOT 3 SECTION 14 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 10435	009-325-981	2018

Capilano River Regional Park	North Vancouver District	Fee	LOT A OF LOT N BLOCK 25 DISTRICT LOT 607 PLAN 14817	007-742-011	1973
Capilano River Regional Park	North Vancouver District	Fee	BLOCK A, EXCEPT PART IN PLAN 14831, DISTRICT LOTS 595 AND 596 PLAN 14830	007-755-899	1973
Capilano River Regional Park	North Vancouver District	Fee	LOT A BLOCK 25 DISTRICT LOTS 601 AND 607 PLAN 4740	011-347-597	1973
Capilano River Regional Park	North Vancouver District	Fee	LOT 1 (EXPLANATORY PLAN 1239), EXCEPT PART IN PLAN 7002 OF LOT E BLOCK 25 DISTRICT LOTS 601 AND 607 PLAN 4740	011-520-086	1973
Capilano River Regional Park	North Vancouver District	Fee	BLOCK F DISTRICT LOT 602 PLAN 10857	009-283-269	1974
Capilano River Regional Park	North Vancouver District	Fee	THE NORTH 1/2 OF BLOCK 2 DISTRICT LOT 595 PLAN 602	015-183-505	1974
Capilano River Regional Park	North Vancouver District	Fee	BLOCK C (REFERENCE PLAN 2006) DISTRICT LOT 602 GROUP 1 NEW WESTMINSTER DISTRICT	015-979-636	1974
Capilano River Regional Park	North Vancouver District	Fee	BLOCK D (REFERENCE PLAN 2636) DISTRICT LOT 602 GROUP 1 NEW WESTMINSTER DISTRICT	015-979-644	1974
Capilano River Regional Park	North Vancouver District	Fee	BLOCK E (EXPLANATORY PLAN 12049) DISTRICT LOT 602 GROUP 1 NEW WESTMINSTER DISTRICT	015-979-652	1974
Capilano River Regional Park	North Vancouver District	Fee	BLOCK H (REFERENCE PLAN 2059), GROUP 1 NEW WESTMINSTER DISTRICT PART IN REFERENCE PLAN 3130, DISTRICT LOT 594	015-984-052	1974
Capilano River Regional Park	North Vancouver District	Fee	LOT 1 BLOCK 15 DISTRICT LOT 764 PLAN 17174	007-311-648	1978
Capilano River Regional Park	North Vancouver District	Fee	LOT 2 BLOCK 15 DISTRICT LOT 764 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 17174 EXCEPT: PART DEDICATED ROAD ON PLAN BCP44197	007-311-656	1978
Capilano River Regional Park	North Vancouver District	Fee	LOT F BLOCK 1 DISTRICT LOT 764 PLAN 15384	007-862-423	1978
Capilano River Regional Park	North Vancouver District	Fee	LOT B (REFERENCE PLAN 1363) DISTRICT LOT 604 GROUP 1 NEW WESTMINSTER DISTRICT	015-945-383	1978
Capilano River Regional Park	North Vancouver District	Fee	LOT G BLOCK 1 DISTRICT LOT 764 PLAN 15384	007-862-440	1987
Capilano River Regional Park	North Vancouver District	Fee	LOT F, EXCEPT PART IN REFERENCE PLAN 2910 AND PLAN 7002 BLOCK 25 DISTRICT LOTS 601 AND 607 PLAN 4740	011-347-821	1988
Capilano River Regional Park	North Vancouver District	Fee	LOT B BLOCK 10 DISTRICT LOTS 601 AND 607 PLAN 4740	011-348-682	1988
Capilano River Regional Park	North Vancouver District	Fee	LOT 2 OF LOTS A AND D BLOCKS 23 AND 24 DISTRICT LOTS 601 AND 607 PLAN 22101	013-258-761	1989
Capilano River Regional Park	North Vancouver District	Fee	LOT 3 OF LOTS D AND E BLOCK 13 DISTRICT LOTS 601 AND 607 PLAN 7246	010-684-859	1997

Capilano River Regional Park	North Vancouver District	Fee	LOT B EXCEPT PART ON HIGHWAY PLAN 38, BLOCK 6 DISTRICT LOTS 601 AND 607 GROUP 1 PLAN 4740	011-354-933	1997
Capilano River Regional Park	North Vancouver District	Fee	LOT 12 EXCEPT PART ON HIGHWAY PLAN 38, BLOCK 15 DISTRICT LOT 764 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 983	015-049-124	1997
Capilano River Regional Park	North Vancouver District	Fee	BLOCK A (REFERENCE PLAN 1367) DISTRICT LOT 602 GROUP 1 NEW WESTMINSTER DISTRICT	015-857-166	1997
Capilano River Regional Park	West Vancouver	Fee	BLOCK C (EXPLANATORY PLAN 2823) DISTRICT LOT 763 GROUP 1 NEW WESTMINSTER DISTRICT	015-966-208	1997
Capilano River Regional Park	North Vancouver District	Fee	LOT 2 (REFERENCE PLAN 1357) OF LOT E BLOCK 25 DISTRICT LOTS 601 AND 607 PLAN 4740	011-347-694	1998
Capilano River Regional Park	North Vancouver District	Fee	LOT 2 BLOCKS 23 AND 24 DISTRICT LOTS 601 AND 607 GROUP 1 NEW WESTMINSTER DISTRICT PLAN LMP52278	025-215-027	2001
Delta South Surrey Regional Greenway	Surrey	Fee	LOT 10 EXCEPT: PART SUBDIVIDED BY PLAN 4789; SECTION 6 TOWNSHIP 2 NEW WESTMINSTER DISTRICT PLAN 4082	011-051-167	2004
Delta South Surrey Regional Greenway	Surrey	Fee	PARCEL 1 (PLAN BCP12763) OF LOT 5 DISTRICT LOT 51A GROUP 2 NEW WESTMINSTER DISTRICT PLAN LMP5371	026-017-776	2004
Derby Reach Regional Park	Langley Township	Fee	LOT 13 TOWNSHIP 12 LANGLEY TOWNSITE NEW WESTMINSTER DISTRICT PLAN 51210	004-933-630	1995
Fraser Islands Regional Park Reserve	Port Coquitlam	Fee	BLOCK "C" (D5978) FRACTIONAL SECTIONS 3 AND 4 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 4114	008-474-028	1995
Fraser Islands Regional Park Reserve	Richmond	Fee	DISTRICT LOT 516 GROUP 1 NEW WESTMINSTER DISTRICT	013-107-968	1995
Fraser Islands Regional Park Reserve	Richmond	Fee	DISTRICT LOT 517 GROUP 1 NEW WESTMINSTER DISTRICT	013-108-018	1995
Fraser Islands Regional Park Reserve	Port Coquitlam	Fee	BLOCK B SECTIONS 1 TO 4 BLOCK 5 NORTH RANGE 1 WEST AND SECTIONS 34 TO 36 BLOCK 6 NORTH RANGE 1 WEST LYING AND BEING ON DOULGAS ISLAND NEW WESTMINSTER DISTRICT PLAN 4114	023-191-538	1995
Glen Valley Regional Park	Langley Township	Fee	PARCEL "A" (REFERENCE PLAN 4212) DISTRICT LOT 454 GROUP 2 NEW WESTMINSTER DISTRICT	013-036-254	1994
Glen Valley Regional Park	Langley Township	Fee	PARCEL "H" (PLAN WITH FEE DEPOSITED 23256E) DISTRICT LOT 453 GROUP 2 NEW WESTMINSTER DISTRICT	000-475-831	2018
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 2 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 3329	010-866-710	1972
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 39 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 34157	007-003-480	1973
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 17 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 36626	007-349-424	1973
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 7 SECTION 15 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 21322	010-413-073	1973

Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 15 DISTRICT LOT 408 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 45889 EXCEPT: PART DEDICATED ROAD ON PLAN BCP42710	006-008-062	1974
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 21 SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 48460	006-276-661	1975
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 120 DISTRICT LOT 408 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 48485	006-320-066	1975
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 24 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 29423	009-021-566	1975
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 3 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 3329	010-866-744	1975
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 2 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 2450	012-718-386	1975
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 3 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 2450	012-718-416	1975
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "B" (REFERENCE PLAN 5672) SOUTH EAST QUARTER SECTION 15 TOWNSHIP 12 NEW WESTMINSTER DISTRICT	013-303-392	1975
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 66 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 50607	004-117-352	1976
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 50 SECTIONS 14 & 15 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 36017	007-261-276	1976
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "A" (REFERENCE PLAN 6266) LOT 4 DISTRICT LOT 408 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3173	010-848-550	1976
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "B" (REFERENCE PLAN 53054) LOT 17 SECTION 18 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 41725	006-253-156	1977
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "A" (REFERENCE PLAN 52418) LOT 33 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 37859	008-456-224	1977
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "A" (REFERENCE PLAN 52968) LOT 34 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 37859	008-456-259	1977
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 4 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-613-371	1977
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 6 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-613-427	1977
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 10 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-613-478	1977
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 21 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-615-667	1977
Kanaka Creek Regional Park	Pitt Meadows	Fee	PARCEL "A" (REFERENCE PLAN 53055) LOT 3 SECTION 18 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 5612	011-150-467	1977
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 4 EXCEPT: PART SUBDIVIDED BY PLAN 68852, SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 13199	001-046-870	1978

Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 38 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 54350	005-211-352	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 44 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 54253	005-215-358	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 37 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 54055	005-225-523	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 23 SECTION 20 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 54058	005-225-671	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 46 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 55267	005-291-356	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 51 SECTION 18 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 54997	005-326-826	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 50 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 55371	005-328-551	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 48 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 55419	005-344-654	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 27 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 55335	005-359-490	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 38 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 55778	005-371-473	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 23 SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 55895	005-417-023	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 55 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 37098	008-414-475	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 2 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-613-354	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 9 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-613-451	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 13 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-613-532	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 15 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-613-575	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 13 DISTRICT LOT 275 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 22158	009-118-616	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 14 DISTRICT LOT 275 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 22158	009-118-799	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 15 DISTRICT LOT 275 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 22158	009-118-845	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 16 DISTRICT LOT 275 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 22158	009-118-888	1978

Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 17 DISTRICT LOT 275 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 22158	009-118-942	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 18 DISTRICT LOT 275 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 22158	009-118-993	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 20 DISTRICT LOT 275 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 22158	009-119-078	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 21 EXCEPT: PARCEL "K" (REFERENCE PLAN 38552); DISTRICT LOT 275 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 22158	009-120-696	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 1 SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 12524	009-720-103	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT "B" EXCEPT: PARCEL "ONE" (BYLAW PLAN 52044), SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 3880	011-005-661	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT "B" EXCEPT: FIRSTLY: PART SUBDIVIDED BY PLAN 39249 AND SECONDLY: PART SUBDIVIDED BY PLAN 55120; SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 3329	011-071-591	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "A" (REFERENCE PLAN 4208) LOT 3 DISTRICT LOT 404 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 809	011-913-169	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT "A" (P89693) EXCEPT: PART SUBDIVIDED BY PLAN 55749, SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 2509	012-662-003	1978
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 71 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 56277	005-439-159	1979
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 25 SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 57632	005-601-690	1979
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 28 SECTION 18 AND SECTION 7 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 58151	005-658-560	1979
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 1 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-613-346	1979
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 3 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-613-362	1979
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 14 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-613-567	1979
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT V SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 25329	008-777-969	1979
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT W SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 25329	008-777-985	1979
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 19 DISTRICT LOT 275 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 22158	009-119-027	1979
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 3 EXCEPT: PART SUBDIVIDED BY PLAN 68852, SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 13199	001-046-861	1980

Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 1 SECTION 18 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 58726	005-674-310	1980
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 1 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 59802	005-785-618	1980
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 1 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 58468	015-021-939	1980
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 73 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 61607	002-806-533	1981
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 18 SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 61976	002-990-377	1981
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 40 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 62090	003-023-028	1981
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 42 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 62092	003-023-052	1981
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 27 SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 62955	003-217-353	1981
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 5 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-613-401	1981
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 11 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-613-494	1981
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 5 DISTRICT LOT 408 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3173	010-848-584	1981
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 3 EXCEPT: FIRSTLY: PART ON BYLAW PLAN 61890 SECONDLY: PART SUBDIVIDED BY PLAN 61891, SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 7650	011-255-650	1981
Kanaka Creek Regional Park	Maple Ridge	Fee	SOUTH WEST QUARTER OF THE SOUTH EAST QUARTER SECTION 13 TOWNSHIP 12 EXCEPT: FIRSTLY: PART SUBDIVIDED BY PLAN 20055 SECONDLY: PART ON BYLAW PLAN 61890 THIRDLY: PART SUBDIVIDED BY PLAN 61891 NEW WESTMINSTER DISTRICT	013-302-850	1981
Kanaka Creek Regional Park	Maple Ridge	Fee	SOUTH WEST QUARTER SECTION 18 TOWNSHIP 15 EXCEPT FIRSTLY: PART SUBDIVIDED BY PLAN 9809 SECONDLY: PART ON BYLAW PLAN 61890 THIRDLY: PART SUBDIVIDED BY PLAN 61891 NEW WESTMINSTER DISTRICT	013-347-918	1981
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 31 SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 64326	003-478-602	1982
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 44 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 64893 EXCEPT: PART DEDICATED ROAD ON PLAN BCP42710	003-528-120	1982
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 7 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-613-435	1982

Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 8 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-613-443	1982
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 16 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-615-608	1982
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 17 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-615-616	1982
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 6 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 13199	009-789-715	1982
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 98 DISTRICT LOT 6881 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 65598	003-662-713	1983
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 56 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 66625	003-891-674	1983
Kanaka Creek Regional Park	Maple Ridge	Fee	DISTRICT LOT 4111 GROUP 1 EXCEPT: PART SUBDIVIDED BY PLAN 65598, NEW WESTMINSTER DISTRICT	012-986-623	1983
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 33 SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 67649	000-490-563	1984
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "U" (REFERENCE PLAN 3633) OF DISTRICT LOTS 402 AND 403 GROUP 1 NEW WESTMINSTER DISTRICT	000-503-240	1984
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 1 SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 67799	000-578-321	1984
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 30 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 37859	000-635-049	1984
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 20 BLOCK B SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	000-661-899	1984
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 51 EXCEPT PLAN 68269, SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 36017	000-720-992	1984
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 53 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 67837	000-721-522	1984
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 53 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 68755	000-926-779	1984
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 4 EXCEPT: PARCEL "A" (REFERENCE PLAN 6266); DISTRICT LOT 408 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 3173	002-318-075	1984
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 2 SECTION 18 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 69097	001-398-563	1985
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 64 EXCEPT PLAN 69240, SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 47126	001-401-408	1985
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "F" (EXPLANATORY PLAN 17449) OF PARCEL "B" SOUTH HALF SECTION 14 TOWNSHIP 12 EXCEPT: FIRSTLY: PART SUBDIVIDED BY PLAN 36865 SECONDLY: PART SUBDIVIDED BY PLAN 69242, NEW WESTMINSTER DISTRICT	001-401-416	1985

Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL B DISTRICT LOT 408 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 69840 EXCEPT: PART DEDICATED ROAD ON PLAN BCP42710	001-992-996	1985
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 1 EXCEPT: PART SUBDIVIDED BY PLAN 70166, SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 3329	002-049-309	1985
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 1 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 70056	002-106-698	1985
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 2 SECTION 18 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 70434	002-388-235	1985
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 31 EXCEPT: PART ROAD ON PLAN 70524; SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 37859	002-419-807	1985
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 2 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 70647	002-605-252	1985
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 1 SECTION 11 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 71308	003-516-091	1986
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 97 DISTRICT LOT 6881 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 65598	003-662-683	1986
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT A DISTRICT LOT 408 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 71697	004-056-329	1986
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 23, EXCEPT FIRSTLY: PART SUBDIVIDED BY PLAN 36865 AND SECONDLY: PART SUBDIVIDED BY PLAN 72158, SECTIONS 14 AND 15 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 29422	004-454-871	1986
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 2 EXCEPT: PART SUBDIVIDED BY PLAN 72997, SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20645	005-202-051	1986
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 2 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 73350	005-738-512	1986
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 6 EXCEPT FIRSTLY: PART SUBDIVIDED BY PLAN 70928, SECONDLY: PART SUBDIVIDED BY PLAN 74134; SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 2450	002-863-286	1987
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 19 EXCEPT FIRSTLY: PART SUBDIVIDED BY PLAN 71719, SECONDLY: PART SUBDIVIDED BY PLAN 74134; SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 39358	004-016-289	1987
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 1 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 74070	006-889-271	1987
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL 1 (STATUTORY RIGHT OF WAY PLAN 74139) LOT 4 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 13720	007-037-236	1987
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 4 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 2450	007-296-169	1987
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 2 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 74386	007-336-411	1987

Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 2 SECTION 18 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 74417	007-352-085	1987
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 2 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 74418	007-359-128	1987
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 52 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 37098	008-414-360	1987
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 53 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 37098	008-414-424	1987
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 54 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 37098	008-414-441	1987
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT A EXCEPT: FIRSTLY: PART ON PLAN WITH BYLAW FILED 61889 SECONDLY: PART SUBDIVIDED BY PLAN 30058 THIRDLY: PART SUBDIVIDED BY PLAN 71415 AND FOURTHLY: PART SUBDIVIDED BY PLAN 77098, SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 3880	003-609-529	1988
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 14 DISTRICT LOTS 404 AND 408 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 35649	004-922-166	1988
Kanaka Creek Regional Park	Maple Ridge	Fee	THE NORTH EAST QUARTER OF THE NORTH EAST QUARTER OF SECTION 12 TOWNSHIP 12 NEW WESTMINSTER DISTRICT EXCEPT: PART SUBDIVIDED BY PLAN 78405	011-446-293	1988
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 2 EXCEPT: PART SUBDIVIDED BY PLAN 80313; SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 12524	009-720-120	1989
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 7 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 13199	009-789-286	1989
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 10 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 2509	012-661-881	1989
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 11 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 2509	012-661-902	1989
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 12 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 2509	012-661-911	1989
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 13 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 2509	012-661-929	1989
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 14 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 2509	012-661-945	1989
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 18 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 2509	012-661-953	1989
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 19 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 2509	012-661-970	1989
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 20 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 2509	012-661-988	1989

Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 4 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 80959	013-684-663	1989
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "F" (REFERENCE PLAN 2356) DISTRICT LOT 275 GROUP 1 NEW WESTMINSTER DISTRICT	002-534-401	1990
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 22 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-615-683	1990
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 6 SECTION 15 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 21322	010-413-065	1990
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 2 EXCEPT: FIRSTLY: PART SUBDIVIDED BY PLAN 22158 SECONDLY: PARCEL J (REFERENCE PLAN 38552); DISTRICT LOT 275 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 7900	010-924-825	1990
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "B" (REFERENCE PLAN 3736) DISTRICT LOTS 402 AND 403 GROUP 1 NEW WESTMINSTER DISTRICT	012-938-513	1990
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "V" (REFERENCE PLAN 3608) DISTRICT LOTS 402 AND 403 GROUP 1 NEW WESTMINSTER DISTRICT	012-938-564	1990
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "F" (EXPLANATORY PLAN 4921) DISTRICT LTO 403 GROUP 2 NEW WESTMINSTER DISTRICT	012-938-581	1990
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "H" (EXPLANATORY PLAN 4920) DISTRICT LOT 403 GROUP 1 NEW WESTMINSTER DISTRICT	012-938-602	1990
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL A (EXPLANATORY PLAN 84584) LOT 1 DISTRICT LOT 275 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 77823	015-725-332	1990
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL C (REFERENCE PLAN 74097) LOT 5 DISTRICT LOT 408 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 11196	015-725-341	1990
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL B (REFERENCE PLAN 74097) LOT 6 DISTRICT LOTS 275 AND 408 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 11196	015-725-359	1990
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL 1 (REFERENCE PLAN 74096) OF PARCEL A (REFERENCE PLAN 1830) SOUTH WEST QUARTER SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT EXCEPT: PART DEDICATED ROAD ON PLAN BCP42710	015-725-367	1990
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL 2 (REFERENCE PLAN 74096) OF PARCEL B (REFERENCE PLAN 6018) SOUTH WEST QUARTER SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT	015-725-375	1990
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "A" (STATUTORY RIGHT OF WAY PLAN 87308) OF LOT 22 SECTIONS 7 AND 18 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 9809	016-683-871	1990
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 28 EXCEPT: PART ON STATUTORY RIGHT OF WAY PLAN 71204; DISTRICT LOT 404 GROUP 2 NEW WESTMINSTER DISTRICT PLAN 46383	006-096-042	1991

Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL A (STATUTORY RIGHT OF WAY PLAN NWP88098) OF LOT 21 SECTIONS 7 AND 18 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 9809	017-122-856	1991
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "2" (STATUTORY RIGHT OF WAY PLAN LMP3693) OF LOT "A" DISTRICT LOT 408 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 4101	017-716-993	1992
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "B" (STATUTORY RIGHT OF WAY PLAN LMP4220) LOT 18 SECTION 18 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 9809	017-752-418	1992
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL G (REFERENCE PLAN 2895) DISTRICT LOT 275 GROUP 1 EXCEPT: PARCEL B (BYLAW PLAN LMP7634) NEW WESTMINSTER DISTRICT	003-302-199	1993
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 4 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 7759	011-248-467	1993
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL A (BYLAW PLAN LMP7634) DISTRICT LOT 275 GROUP 1 NEW WESTMINSTER DISTRICT REFERENCE PLAN 2895	018-014-721	1993
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 2 DISTRICT LOT 404 GROUP 1 NEW WESTMINSTER DISTRICT PLAN LMP10784	018-288-961	1993
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL 1 (REFERENCE PLAN LMP28094) OF PARCEL A (REFERENCE PLAN 1815A) LOT 16 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 809	023-418-290	1996
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "1" (STATUTORY PLAN LMP30004) OF PARCEL "H" (REFERENCE PLAN 2047) SOUTH WEST QUARTER SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT	023-552-379	1996
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 3 EXCEPT: FIRSTLY; PART ON STATUTORY RIGHT OF WAY PLAN 71204; SECONDLY; PART ON SRW PLAN 25492 DISTRICT LOT 275 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 7900	010-924-833	1997
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL A (STATUTORY RIGHT OF WAY PLAN 75072) OF WEST HALF LOT 49 SECTION 18 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 9809	007-967-853	1998
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT B DISTRICT LOT 404 GROUP 1 NEW WESTMINSTER DISTRICT PLAN LMP18097	018-878-849	1998
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL A (REFERENCE PLAN LMP38023) LOT 65 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 47126	024-189-154	1998
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL A (STATUTORY RIGHT OF WAY PLAN LMP42604) LOT 43 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 64893 EXCEPT: PART DEDICATED ROAD ON PLAN BCP42710	024-547-611	1999
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL "A" (STATUTORY RIGHT OF WAY PLAN LMP44353) LOT 48 DISTRICT LOT 408 GROUP 1 NEW WESTMINSTER DISTRICT PLAN LMP26483	024-654-833	1999

Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 12 BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-613-516	2000
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT "A" (PLAN 37355) BLOCK "B" SECTION 13 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 20055	008-615-772	2000
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL A (STATUTORY RIGHT OF WAY PLAN LMP50235) OF LOT 4 SECTION 18 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 5612	025-068-571	2001
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL A (STATUTORY RIGHT OF WAY PLAN LMP50300) OF LOT 2 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 13720	025-079-689	2001
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 23 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 24659	009-186-883	2011
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 20 SECTION 18 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 9809	011-440-201	2011
Kanaka Creek Regional Park	Maple Ridge	Fee	PARCEL A OF LOT 1 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 7759 SHOWN ON PLAN EPP15655	028-736-621	2011
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 24 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 24659	009-187-073	2012
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 5 EXCEPT: FIRSTLY; PART SUBDIVIDED BY PLAN 72924, SECONDLY; PART SUBDIVIDED BY PLAN 77762, SECTION 12 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 69910	001-970-674	2015
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT A SECTION 12 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 78405	011-698-446	2015
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 1 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 80959	013-684-639	2015
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 2 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 80959	013-684-647	2015
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 3 SECTION 17 TOWNSHIP 15 NEW WESTMINSTER DISTRICT PLAN 13720	009-849-351	2016
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 1 SECTION 12 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 41376	006-139-981	2017
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 3 SECTION 10 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 80959	013-684-655	2018
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 3 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 2701 EXCEPT THE SOUTH 110 FEET AND PLAN EPP92979	010-683-828	2019
Kanaka Creek Regional Park	Maple Ridge	Fee	LOT 5 SECTION 14 TOWNSHIP 12 NEW WESTMINSTER DISTRICT PLAN 2701	010-683-836	2023
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT A DISTRICT LOT 1265 PLAN 18519	007-146-922	1992

Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 1 DISTRICT LOT 1265 PLAN 16863	007-339-585	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT B DISTRICT LOT 1016 PLAN 4714	011-390-727	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT E DISTRICT LOT 1016 PLAN 4714	011-390-751	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT C DISTRICT LOT 1016 PLAN 4714	011-391-367	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT D DISTRICT LOT 1016 PLAN 4714	011-391-391	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 1 BLOCK A DISTRICT LOT 1016 PLAN 4614	011-459-824	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 2 BLOCK A DISTRICT LOT 1016 PLAN 4614	011-459-832	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 3 BLOCK A DISTRICT LOT 1016 PLAN 4614	011-459-841	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 4 BLOCK A DISTRICT LOT 1016 PLAN 4614	011-459-867	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 6 BLOCK A DISTRICT LOT 1016 PLAN 4614	011-459-891	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 7 BLOCK A DISTRICT LOT 1016 PLAN 4614	011-459-905	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 5 BLOCK A DISTRICT LOT 1016 PLAN 4614	011-459-921	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 1 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-711	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 2 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-720	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 3 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-738	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 4 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-746	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 5 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-754	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 6 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-762	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 7 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-771	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 8 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-789	1992

Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 9 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-797	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 10 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-801	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 11 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-819	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 12 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-827	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 13 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-835	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 14 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-843	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 15 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-851	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 16 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-860	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 17 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-878	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 18 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-886	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 19 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-894	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 20 BLOCK 4 DISTRICT LOT 1016 PLAN 4070	011-942-908	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 1 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-942-916	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 2 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-942-924	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 20 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-942-941	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 28 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-942-959	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 29 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-942-967	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 39 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-942-975	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 3 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-942-983	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 4 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-942-991	1992

Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 5 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-009	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 6 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-017	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 7 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-025	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 8 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-033	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 9 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-041	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 10 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-050	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 11 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-068	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 12 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-076	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 13 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-084	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 14 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-092	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 15 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-106	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 16 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-114	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 17 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-122	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 18 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-131	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 19 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-149	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 21 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-157	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 22 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-165	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 23 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-173	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 24 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-181	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 25 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-190	1992

Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 26 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-203	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 27 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-211	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 30 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-220	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 31 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-238	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 32 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-246	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 33 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-254	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 34 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-262	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 35 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-271	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 36 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-289	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 37 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-301	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 38 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-319	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 40 BLOCK 3 DISTRICT LOT 1016 PLAN 4070	011-943-327	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 1 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-335	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 2 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-343	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 3 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-351	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 4 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-360	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 5 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-378	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 6 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-386	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 7 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-394	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 8 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-408	1992

Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 9 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-416	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 10 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-424	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 11 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-432	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 12 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-441	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 13 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-459	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 14 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-467	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 15 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-700	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 16 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-718	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 17 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-726	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 18 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-734	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 19 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-742	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 20 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-751	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 21 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-769	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 22 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-777	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 23 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-785	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 24 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-793	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 25 BLOCK 2 DISTRICT LOT 1016 PLAN 4070	011-943-807	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 1 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-815	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 2 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-823	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 3 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-831	1992

Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 4 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-840	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 5 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-858	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 6 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-866	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 7 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-874	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 8 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-882	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 9 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-891	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 10 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-904	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 11 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-912	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 12 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-921	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 13 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-939	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 14 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-947	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 15 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-955	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 16 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-963	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 17 BLOCK 1 DISTRICT LOT 1016 PLAN 4070	011-943-971	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	DISTRICT LOT 1413 GROUP 1 NEW WESTMINSTER DISTRICT	015-931-625	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	DISTRICT LOT 1414 GROUP 1 NEW WESTMINSTER DISTRICT	015-931-633	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	DISTRICT LOT 1429 GROUP 1 NEW WESTMINSTER DISTRICT	015-931-927	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	DISTRICT LOT 1430 GROUP 1 NEW WESTMINSTER DISTRICT	015-931-935	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	THE NORTH 1/2 OF THE NORTH 1/2 OF DISTRICT LOT 1431 GROUP 1 NEW WESTMINSTER DISTRICT	015-931-943	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	THE SOUTH 1/2 OF THE NORTH 1/2 OF DISTRICT LOT 1431 GROUP 1 NEW WESTMINSTER DISTRICT	015-931-951	1992

Lynn Headwaters Regional Park	North Vancouver District	Fee	THE SOUTH 1/2 OF DISTRICT LOT 1431 GROUP 1 NEW WESTMINSTER DISTRICT	015-931-960	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	DISTRICT LOT 1432 GROUP 1 NEW WESTMINSTER DISTRICT	015-931-986	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	DISTRICT LOT 1363 GROUP 1 NEW WESTMINSTER DISTRICT	015-933-857	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	DISTRICT LOT 998 GROUP 1 NEW WESTMINSTER DISTRICT	015-962-539	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 1 (REFERENCE PLAN 1634) BLOCK B (REFERENCE PLAN 992) DISTRICT LOT 999 GROUP 1 NEW WESTMINSTER DISTRICT	015-962-547	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	BLOCK B (REFERENCE PLAN 992) GROUP 1 NEW WESTMINSTER DISTRICT EXCEPT LOT 1 (REFERENCE PLAN 1634) DISTRICT LOT 999	015-962-555	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	BLOCK C (REFERENCE PLAN 1061) DISTRICT LOT 999 GROUP 1 NEW WESTMINSTER DISTRICT	015-962-563	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	THAT PART OF DISTRICT LOT 1016 IN REFERENCE PLAN 711 GROUP 1 NEW WESTMINSTER DISTRICT EXCEPT PART IN REFERENCE PLAN 1852 AND PLAN LMP143	015-962-661	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	DISTRICT LOT 1016 GROUP 1 NEW WESTMINSTER DISTRICT EXCEPT (A) PORTIONS IN PLANS 4070, 4614 AND 4714 (B) PART IN REFERENCE PLAN 711	015-962-717	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 107 DISTRICT LOT 1265 PLAN 3000	016-726-847	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 108 DISTRICT LOT 1265 PLAN 3000	016-726-855	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 1 DISTRICT LOT 1465 PLAN LMP3008	017-675-847	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT 1 DISTRICT LOT 1464 PLAN LMP3009	017-675-987	1992
Lynn Headwaters Regional Park	North Vancouver District	Fee	LOT A (REFERENCE PLAN 927) DISTRICT LOT 999 GROUP 1 NEW WESTMINSTER DISTRICT	017-678-455	1992
Minnekhada Regional Park	Coquitlam	Fee	LEGAL SUBDIVISION 8 SECTION 16 TOWNSHIP 40 EAST OF THE COAST MERIDIAN NEW WESTMINSTER DISTRICT	000-964-867	1984
Minnekhada Regional Park	Coquitlam	Fee	LEGAL SUBDIVISION 9 SECTION 16 TOWNSHIP 40 EAST OF THE COAST MERIDIAN NEW WESTMINSTER DISTRICT	000-964-875	1984
Minnekhada Regional Park	Coquitlam	Fee	LEGAL SUBDIVISION 16 SECTION 16 TOWNSHIP 40 EAST OF THE COAST MERIDIAN NEW WESTMINSTER DISTRICT	000-964-883	1984
Minnekhada Regional Park	Coquitlam	Fee	BLOCK "A" OF THE WEST HALF OF LEGAL SUBDIVISION 14 SECTION 16 TOWNSHIP 40 EAST OF THE COAST MERIDIAN NEW WESTMINSTER DISTRICT	000-971-049	1984

Minnehada Regional Park	Coquitlam	Fee	LOT 11 SECTION 16 TOWNSHIP 40 AND PORTION OF TOWNSHIP 40 LYING BETWEEN SECTIONS 9 AND 16 NEW WESTMINSTER DISTRICT PLAN 66420	003-766-080	1987
Minnehada Regional Park	Coquitlam	Fee	LOT 12 SECTION 16 TOWNSHIP 40 AND PORTION OF TOWNSHIP 40 LYING BETWEEN SECTIONS 9 AND 16 NEW WESTMINSTER DISTRICT PLAN 66420	003-766-101	1996
Pacific Spirit Regional Park	Electoral Area A	Fee	BLOCK A DISTRICT LOT 3045 PLAN 19440	007-011-784	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 1 BLOCK 41 DISTRICT LOT 139 PLAN 17396	007-282-974	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 2 BLOCK 41 DISTRICT LOT 139 PLAN 17396	007-282-982	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 3 BLOCK 41 DISTRICT LOT 139 PLAN 17396	007-282-991	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 4 BLOCK 41 DISTRICT LOT 139 PLAN 17396	007-283-016	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 15 BLOCK 79 DISTRICT LOT 2027 PLAN 11558	009-046-640	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 1 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-218	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 2 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-251	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 4 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-277	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 6 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-293	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 7 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-315	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 3 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-340	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 5 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-366	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 8 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-382	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 9 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-552	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 10 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-595	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 11 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-625	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 12 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-633	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 13 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-668	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 14 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-676	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 15 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-692	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 16 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-706	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 17 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-714	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 18 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-722	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 19 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-731	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 20 OF LOT 4 BLOCK 42 DISTRICT LOT 139 PLAN 4442	011-556-757	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 1 OF LOT 2 BLOCK 42 DISTRICT LOT 139 PLAN 4417	011-573-139	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 2 OF LOT 2 BLOCK 42 DISTRICT LOT 139 PLAN 4417	011-573-147	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 3 OF LOT 2 BLOCK 42 DISTRICT LOT 139 PLAN 4417	011-573-155	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 4 OF LOT 2 BLOCK 42 DISTRICT LOT 139 PLAN 4417	011-573-171	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 5 OF LOT 2 BLOCK 42 DISTRICT LOT 139 PLAN 4417	011-573-180	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 6 OF LOT 2 BLOCK 42 DISTRICT LOT 139 PLAN 4417	011-573-198	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 7 OF LOT 2 BLOCK 42 DISTRICT LOT 139 PLAN 4417	011-573-201	1989

Pacific Spirit Regional Park	Vancouver	Fee	LOT 8 OF LOT 2 BLOCK 42 DISTRICT LOT 139 PLAN 4417	011-573-228	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 9 OF LOT 2 BLOCK 42 DISTRICT LOT 139 PLAN 4417	011-573-236	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 10 OF LOT 2 BLOCK 42 DISTRICT LOT 139 PLAN 4417	011-573-244	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 18 OF LOT 1 BLOCK 43 DISTRICT LOT 139 PLAN 3760	012-226-751	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 19 OF LOT 1 BLOCK 43 DISTRICT LOT 139 PLAN 3760	012-226-777	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 20 OF LOT 1 BLOCK 43 DISTRICT LOT 139 PLAN 3760	012-226-785	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 1 OF LOT 1 BLOCK 42 DISTRICT LOT 139 PLAN 3758	012-227-013	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 2 OF LOT 1 BLOCK 42 DISTRICT LOT 139 PLAN 3758	012-227-030	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 3 OF LOT 1 BLOCK 42 DISTRICT LOT 139 PLAN 3758	012-227-056	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 4 OF LOT 1 BLOCK 42 DISTRICT LOT 139 PLAN 3758	012-227-081	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 5 OF LOT 1 BLOCK 42 DISTRICT LOT 139 PLAN 3758	012-227-102	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 6 OF LOT 1 BLOCK 42 DISTRICT LOT 139 PLAN 3758	012-227-137	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 7 OF LOT 1 BLOCK 42 DISTRICT LOT 139 PLAN 3758	012-227-145	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 8 OF LOT 1 BLOCK 42 DISTRICT LOT 139 PLAN 3758	012-227-153	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 9 OF LOT 1 BLOCK 42 DISTRICT LOT 139 PLAN 3758	012-227-170	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 10 OF LOT 1 BLOCK 42 DISTRICT LOT 139 PLAN 3758	012-227-188	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 11 OF LOT 1 BLOCK 42 DISTRICT LOT 139 PLAN 3758	012-227-218	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 12 OF LOT 1 BLOCK 42 DISTRICT LOT 139 PLAN 3758	012-227-234	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 13 OF LOT 1 BLOCK 42 DISTRICT LOT 139 PLAN 3758	012-227-269	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 1 OF LOT 4 BLOCK 43 DISTRICT LOT 139 PLAN 3701	012-281-921	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 2 OF LOT 4 BLOCK 43 DISTRICT LOT 139 PLAN 3701	012-281-956	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 3 OF LOT 4 BLOCK 43 DISTRICT LOT 139 PLAN 3701	012-281-999	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 18 OF LOT 4 BLOCK 43 DISTRICT LOT 139 PLAN 3701	012-282-120	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 19 OF LOT 4 BLOCK 43 DISTRICT LOT 139 PLAN 3701	012-282-171	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 20 OF LOT 4 BLOCK 43 DISTRICT LOT 139 PLAN 3701	012-282-197	1989
Pacific Spirit Regional Park	Electoral Area A	Fee	BLOCK E DISTRICT LOT 140 GROUP 1 NEW WESTMINSTER DISTRICT	013-763-920	1989
Pacific Spirit Regional Park	Electoral Area A	Fee	BLOCK H DISTRICT LOT 140 GROUP 1 NEW WESTMINSTER DISTRICT	013-763-971	1989
Pacific Spirit Regional Park	Electoral Area A	Fee	BLOCK I DISTRICT LOT 140 GROUP 1 NEW WESTMINSTER DISTRICT	013-763-997	1989
Pacific Spirit Regional Park	Electoral Area A	Fee	BLOCK J DISTRICT LOT 140 GROUP 1 NEW WESTMINSTER DISTRICT	013-764-012	1989
Pacific Spirit Regional Park	Electoral Area A	Fee	BLOCK C DISTRICT LOT 140 GROUP 1 NEW WESTMINSTER DISTRICT	013-765-175	1989
Pacific Spirit Regional Park	Electoral Area A	Fee	DISTRICT LOT 3045, GROUP 1 NEW WESTMINSTER DISTRICT EXCEPT PART IN PLAN 19440	013-765-205	1989
Pacific Spirit Regional Park	Electoral Area A	Fee	DISTRICT LOT 4807, EXCEPT: PART ON STATUTORY RIGHT OF WAY PLAN 20570 GROUP 1 NEW WESTMINSTER DISTRICT	013-765-230	1989
Pacific Spirit Regional Park	Vancouver	Fee	LOT 3 BLOCK 42 DISTRICT LOT 139 GROUP 1 NEW WESTMINSTER DISTRICT	013-859-226	1989
Pacific Spirit Regional Park	Electoral Area A	Fee	PARCEL A (PLAN LMP52617) DISTRICT LOT 140 GROUP 1 DEDICATED ROAD ON NEW WESTMINSTER DISTRICT PLAN 8693	025-244-281	2002
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 1 SECTIONS 19 AND 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-705	2003

Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 2 SECTIONS 19 AND 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-713	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 3 SECTIONS 19 AND 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-721	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 4 SECTIONS 19 AND 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-730	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 5 SECTIONS 19 AND 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-756	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 6 SECTION 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-772	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 7 SECTION 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-799	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 8 SECTION 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-802	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 9 SECTION 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-811	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 10 SECTION 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-845	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 11 SECTION 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-861	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 12 SECTION 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-888	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 13 SECTION 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-900	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 14 SECTION 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-926	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 15 SECTION 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-934	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 16 SECTION 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-942	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 17 SECTION 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-951	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 18 SECTION 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-977	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 19 SECTION 20 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 2895	007-562-993	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	PARCEL "E" (REFERENCE PLAN 6859) SECTION 31 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT	012-944-491	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	PARCEL "B" (REFERENCE PLAN 6859) DISTRICT LOT 467 GROUP 1 NEW WESTMINSTER DISTRICT	012-944-572	2003

Pitt River Regional Greenway	Pitt Meadows	Fee	PARCEL "D" (REFERENCE PLAN 6632) SECTION 30 BLOCK 6 NORTH RANGE 1 EAST EXCEPT: PARCEL "ONE" (EXPLANATORY PLAN 7298), NEW WESTMINSTER DISTRICT	013-196-961	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	PARCEL "A" (REFERENCE PLAN 7084) SECTION 6 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT	015-485-111	2003
Pitt River Regional Greenway	Pitt Meadows	Fee	PARCEL "3" OF PARCEL "A" (REFERENCE PLAN 3142) EXCEPT: PARCEL "A" (REFERENCE PLAN 70125) SECTION 21 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT	002-014-858	2011
Pitt River Regional Greenway	Pitt Meadows	Fee	PARCEL "A" (REFERENCE PLAN 3141) OF SECTIONS 10 AND 15 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT	023-445-688	2012
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 1 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735	012-328-081	2016
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 2 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735	012-328-103	2016
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 3 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735	012-328-120	2016
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 4 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735	012-328-138	2016
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 5 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735	012-328-146	2016
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 6 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735	012-328-162	2016
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 7 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735	012-328-189	2016
Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 8 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 1735	012-328-201	2016
Pitt River Regional Greenway	Pitt Meadows	Fee	THAT PART OF LOT 2 SECTION 5 BLOCK 5 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 6896 SHOWN AS PARCEL A ON PLAN EPP63656	029-960-584	2016
Pitt River Regional Greenway	Pitt Meadows	Fee	PARCEL "B" (REFERENCE PLAN 3141) SECTION 16 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT	013-182-048	2017
Pitt River Regional Greenway	Pitt Meadows	Fee	PARCEL "C" (REFERENCE PLAN 3141) SECTION 16 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT	013-182-242	2017
Pitt River Regional Greenway	Pitt Meadows	Fee	PARCEL ONE (REFERENCE PLAN 17385) OF PARCEL A (REFERENCE PLAN 3141) SECTION 16 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT EXCEPT: PART SUBDIVIDED BY PLAN BCP21881	013-182-684	2017
Pitt River Regional Greenway	Pitt Meadows	Fee	PARCEL "ONE" (394034E) OF PARCEL "A" (REFERENCE PLAN 3142) SECTIONS 21 AND 22 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT	013-183-249	2017

Pitt River Regional Greenway	Pitt Meadows	Fee	LOT 2 SECTION 16 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN BCP21881	026-559-552	2017
Surrey Bend Regional Park	Surrey	Fee	LOT 1 NORTH EAST QUARTER OF SECTION 7 TOWNSHIP 9 PLAN 10324 NEW WESTMINSTER DISTRICT	003-721-051	1995
Surrey Bend Regional Park	Surrey	Fee	LOT 4 SECTION 7 TOWNSHIP 9 NEW WESTMINSTER DISTRICT PLAN 10324	009-295-895	1995
Surrey Bend Regional Park	Surrey	Fee	FRACTIONAL SOUTH WEST QUARTER SECTION 8 TOWNSHIP 9 NEW WESTMINSTER DISTRICT EXCEPT PLANS 3379, 27482, 65815, LMP3185 AND EPP11900	013-259-822	1995
Surrey Bend Regional Park	Surrey	Fee	PART OF THE NORTH WEST QUARTER SECTION 8 TOWNSHIP 9 LYING WEST OF PARSONS CHANNEL NEW WESTMINSTER DISTRICT	013-259-873	1995
Surrey Bend Regional Park	Surrey	Fee	PARCEL 1 (REFERENCE PLAN LMP23023) SOUTH EAST QUARTER SECTION 7 TOWNSHIP 9 NEW WESTMINSTER DISTRICT	023-083-573	1995
Surrey Bend Regional Park	Surrey	Fee	LOT 3 SECTION 7 TOWNSHIP 9 NEW WESTMINSTER DISTRICT PLAN 10324	002-649-331	1996
Surrey Bend Regional Park	Surrey	Fee	LOT 2 SECTION 7 TOWNSHIP 9 NEW WESTMINSTER DISTRICT PLAN 10324	009-295-887	1996
Surrey Bend Regional Park	Surrey	Fee	LOT 1 SECTION 7 TOWNSHIP 9 NEW WESTMINSTER DISTRICT PLAN 51664	004-952-308	1997
Surrey Bend Regional Park	Surrey	Fee	LOT 5 SECTION 7 TOWNSHIP 9 NEW WESTMINSTER DISTRICT PLAN 10324	009-297-090	1997
Surrey Bend Regional Park	Surrey	Fee	LOT 6 SECTION 7 TOWNSHIP 9 NEW WESTMINSTER DISTRICT PLAN 10324	009-297-138	1997
Surrey Bend Regional Park	Surrey	Fee	LOT 7 SECTION 7 TOWNSHIP 9 NEW WESTMINSTER DISTRICT PLAN 10324	009-297-162	1997
Surrey Bend Regional Park	Surrey	Fee	LOT 8 SECTION 7 TOWNSHIP 9 NEW WESTMINSTER DISTRICT PLAN 10324	009-297-189	1997
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	LOT 13 FRACTIONAL SECTION 23 OF FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT PLAN 25552	008-724-539	1973
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	LOT 9 BLOCK 36 NEW WESTMINSTER DISTRICT PLAN 3014	010-834-664	1973
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	LOT 11 BLOCK 36 NEW WESTMINSTER DISTRICT PLAN 3014	010-834-711	1973
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	LOT "C" BLOCK 4 DISTRICT LOT 229 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 1095	011-972-793	1973
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	PARCEL "B" (EXPLANATORY PLAN 6105) LOT 7 BLOCK 4 DISTRICT LOT 229 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 1095	011-972-823	1973
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	LOT 12 SECTIONS 23 AND 26 FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT PLAN 2411	012-642-584	1973

təmtəxítən / Belcarra Regional Park	Belcarra	Fee	PARCEL "C" (REFERENCE PLAN 392) FRACTIONAL SECTION 23 FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 AND OF LEGAL SUBDIVISIONS 1, 2 AND 3 FRACTIONAL SECTION 26 FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 EXCEPT: FIRSTLY: PART SUBDIVIDED BY PLAN 25552 SECONDLY: PART SUBDIVIDED BY PLAN 34414, NEW WESTMINSTER DISTRICT	013-551-183	1973
təmtəxítən / Belcarra Regional Park	Port Moody	Fee	LOT "B" SECTION 14 TOWNSHIP 39 NEW WESTMINSTER DISTRICT PLAN 21914	010-604-677	1974
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	THE FRACTIONAL WEST HALF OF THE SOUTH EAST QUARTER OF SECTION 23 IN THE FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT EXCEPT: FIRSTLY: PART SUBDIVIDED BY PLAN 78497 AND SECONDLY: PART ON STATUTORY RIGHT OF WAY PLAN 27123	011-554-584	1974
təmtəxítən / Belcarra Regional Park	Port Moody	Fee	PARCEL "A" (555366E) FRACTIONAL NORTH WEST QUARTER FRACTIONAL SECTION 14 FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 EXCEPT PART ON PLAN 21914, NEW WESTMINSTER DISTRICT	013-551-051	1974
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	PARCEL "A" (REFERENCE PLAN 393) FRACTIONAL SECTION 23 OF FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT	013-551-086	1974
təmtəxítən / Belcarra Regional Park	Port Moody	Fee	PARCEL "D" (REFERENCE PLAN 17379) OF THE FRACTIONAL SOUTH WEST QUARTER SECTION 23 IN FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT	014-269-317	1974
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	LOT 3 BLOCK 6 NEW WESTMINSTER DISTRICT PLAN 3014	010-833-579	1975
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	LOT "A" BLOCK 36 NEW WESTMINSTER DISTRICT PLAN 3014	010-834-770	1975
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	LOT 5 BLOCK 7 DISTRICT LOT 229 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 1095	011-972-921	1975
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	LOT 3 BLOCK 36 NEW WESTMINSTER DISTRICT PLAN 3014	010-834-613	1976
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	LOT 7 BLOCK 36 NEW WESTMINSTER DISTRICT PLAN 3014	010-834-681	1976
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	LOT 8 BLOCK 36 NEW WESTMINSTER DISTRICT PLAN 3014	010-834-699	1976
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	PARCEL "E" (REFERENCE PLAN 7808) PART SECTION 23 OF FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 LYING TO THE NORTH OF DISTRICT LOT 229 GROUP 1 NEW WESTMINSTER DISTRICT	013-551-116	1977

təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	DISTRICT LOT 6743 GROUP 1 NEW WESTMINSTER DISTRICT	012-816-183	1978
təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	DISTRICT LOT 6746 GROUP 1 NEW WESTMINSTER DISTRICT	012-816-230	1980
təmtə́míxʷtən / Belcarra Regional Park	Belcarra	Fee	PARCEL "B" (EXPLANATORY PLAN 1515) LEGAL SUBDIVISION 5 SECTION 25 AND OF LEGAL SUBDIVISION 8 SECTION 26 OF FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT	013-551-205	1981
təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	DISTRICT LOT 6745 GROUP 1 NEW WESTMINSTER DISTRICT	000-659-304	1984
təmtə́míxʷtən / Belcarra Regional Park	Belcarra	Fee	DISTRICT LOT 5788 GROUP 1 NEW WESTMINSTER DISTRICT	000-942-162	1984
təmtə́míxʷtən / Belcarra Regional Park	Belcarra	Fee	LOT 16 SECTION 23 OF FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT PLAN 34414	001-089-455	1985
təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	DISTRICT LOT 6744 GROUP 1 NEW WESTMINSTER DISTRICT	004-399-820	1986
təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	BLOCK A SECTION 30 TOWNSHIP 39 NEW WESTMINSTER DISTRICT	009-527-800	1987
təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	BLOCK A SECTION 19 TOWNSHIP 39 NEW WESTMINSTER DISTRICT	009-527-648	1988
təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	BLOCK B SECTION 19 TOWNSHIP 39 NEW WESTMINSTER DISTRICT	009-527-753	1988
təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	BLOCK A SECTION 14 OF FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT	009-528-032	1988
təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	BLOCK A SECTION 13 OF FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT	009-528-075	1988
təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	BLOCK B SECTION 13 OF FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT	009-528-105	1988
təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	BLOCK A SECTION 23 OF FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT	009-528-121	1988
təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	BLOCK A SECTION 24 OF FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT	009-528-156	1988
təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	BLOCK B SECTION 24 OF FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT	009-528-181	1988
təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	BLOCK A DISTRICT LOT 220 GROUP 1 NEW WESTMINSTER DISTRICT	009-528-245	1988
təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	BLOCK A DISTRICT LOT 221 GROUP 1 NEW WESTMINSTER DISTRICT	009-528-270	1988
təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	BLOCK B DISTRICT LOT 221 GROUP 1 NEW WESTMINSTER DISTRICT	009-528-318	1988

təmtə́míxʷtən / Belcarra Regional Park	Belcarra	Fee	PARCEL C BLOCK 6 NEW WESTMINSTER DISTRICT REFERENCE PLAN 76869	009-808-515	1988
təmtə́míxʷtən / Belcarra Regional Park	Port Moody	Fee	LOT "A" SECTION 14 TOWNSHIP 39 NEW WESTMINSTER DISTRICT PLAN 21914	010-604-651	1988
təmtə́míxʷtən / Belcarra Regional Park	Belcarra	Fee	LOT 2 BLOCK 36 NEW WESTMINSTER DISTRICT PLAN 3014	010-834-591	1988
təmtə́míxʷtən / Belcarra Regional Park	Belcarra	Fee	LOT 6 BLOCK 36 NEW WESTMINSTER DISTRICT PLAN 3014	010-834-648	1988
təmtə́míxʷtən / Belcarra Regional Park	Belcarra	Fee	LOT 1 BLOCK 5 DISTRICT LOT 229 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 1095	011-972-840	1988
təmtə́míxʷtən / Belcarra Regional Park	Belcarra	Fee	LOT 2 BLOCK 5 DISTRICT LOT 229 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 1095	011-972-858	1988
təmtə́míxʷtən / Belcarra Regional Park	Belcarra	Fee	LOT 3 BLOCK 5 DISTRICT LOT 229 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 1095	011-972-866	1988
təmtə́míxʷtən / Belcarra Regional Park	Belcarra	Fee	LOT 4 BLOCK 5 DISTRICT LOT 229 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 1095	011-972-874	1988
təmtə́míxʷtən / Belcarra Regional Park	Belcarra	Fee	LOT 5 BLOCK 5 DISTRICT LOT 229 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 1095	011-972-882	1988
təmtə́míxʷtən / Belcarra Regional Park	Belcarra	Fee	LOT 14 SECTIONS 23 AND 26 FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT PLAN 2411	012-642-665	1988
təmtə́míxʷtən / Belcarra Regional Park	Belcarra	Fee	LOT 15 SECTIONS 23 AND 26 FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT PLAN 2411	012-642-711	1988
təmtə́míxʷtən / Belcarra Regional Park	Belcarra	Fee	LOT 13 SECTIONS 23 AND 26 FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT PLAN 2411	012-642-657	1989
təmtə́míxʷtən / Belcarra Regional Park	Belcarra	Fee	PART NORTH HALF LEGAL SUBDIVISION 1 SECTION 26 OF THE FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NOT COVERED BY WATERS OF BEDWELL BAY OR OF THE NORTH ARM OF BURRARD INLET AS SHOWN ON PLAN OF SURVEY OF THE NORTH EAST QUARTER OF THE SAID TOWNSHIP APPROVED AND CONFIRMED AT OTTAWA ON SEPTEMBER 28TH, 1906 BY EDOUARD DEVILLE, SURVEYOR GENERAL OF DOMINION LANDS AND OF RECORD IN THE DEPARTMENT OF INTERIOR NEW WESTMINSTER DISTRICT	013-551-418	1989

təmtəmixʷtən / Belcarra Regional Park	Belcarra	Fee	PART NORTH HALF LEGAL SUBDIVISION 2 SECTION 26 FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NOT COVERED BY WATERS OF BEDWELL BAY OF OF THE NORTH ARM OF BURRARD INLET AS SHOWN ON PLAN OF SURVEY OF THE NORTH EAST QUARTER OF SAID TOWNSHIP APPROVED AND CONFIRMED AT OTTAWA ON SEPTEMBER 28TH, 1906 BY EDOUARD DEVILLE, SURVEYOR GENERAL OF DOMINION LANDS AND OF RECORD IN THE DEPARTMENT OF INTERIOR EXCEPT: FIRSTLY: PART LEGAL SUBDIVISION 2 SUBDIVIDED BY PLAN 2411 SECONDLY: PARCEL "C" (REFERENCE PLAN 392) NEW WESTMINSTER DISTRICT	013-551-523	1989
təmtəmixʷtən / Belcarra Regional Park	Belcarra	Fee	PART LEGAL SUBDIVISION 7 SECTION 26 FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NOT COVERED BY WATERS OF BEDWELL BAY OR THE NORTH ARM OF THE NORTH ARM OF BURRARD INLET AS SHOWN ON PLAN OF SURVEY OF THE NORTH EAST QUARTER OF SAID TOWNSHIP APPROVED AND CONFIRMED AT OTTAWA ON SEPTEMBER 28TH, 1906 BY EDOUARD DEVILLE SURVEYOR GENERAL OF DOMINION LANDS AND OF RECORD IN THE DEPARTMENT OF INTERIOR EXCEPT: PARCEL "A" (PLAN WITH FEE DEPOSITED 41636F) NEW WESTMINSTER DISTRICT	013-552-066	1989
təmtəmixʷtən / Belcarra Regional Park	Belcarra	Fee	PART LEGAL SUBDIVISION 8 SECTION 26 FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NOT COVERED BY WATERS OF BEDWELL BAY OR OF THE NORTH ARM OF THE NORTH ARM OF BURRARD INLET AS SHOWN ON PLAN OF SURVEY OF THE NORTH EAST QUARTER OF SAID TOWNSHIP APPROVED AND CONFIRMED AT OTTAWA ON SEPTEMBER 28TH, 1906 BY EDOUARD DEVILLE SURVEYOR GENERAL OF DOMINION LANDS AND OF RECORD IN THE DEPARTMENT OF INTERIOR EXCEPT: FIRSTLY: PARCEL "A" (PLAN WITH FEE DEPOSITED 41636F) SECONDLY: PARCEL "B" (EXPLANATORY PLAN 1515) NEW WESTMINSTER DISTRICT	013-552-121	1989
təmtəmixʷtən / Belcarra Regional Park	Belcarra	Fee	PART LEGAL SUBDIVISION 9 SECTION 26 FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NOT COVERED BY WATERS OF BEDWELL BAY OR OF THE NORTH ARM OF THE NORTH ARM OF BURRARD INLET AS SHOWN ON PLAN OF SURVEY OF THE NORTH EAST QUARTER OF SAID TOWNSHIP APPROVED AND CONFIRMED AT OTTAWA ON SEPTEMBER 28TH, 1906 BY EDOUARD DEVILLE, SURVEYOR GENERAL OF DOMINION LANDS AND OF RECORD IN THE DEPARTMENT OF INTERIOR NEW WESTMINSTER DISTRICT	013-553-101	1989
təmtəmixʷtən / Belcarra Regional Park	Port Moody	Fee	PARCEL "C" SECTIONS 19 AND 30 TOWNSHIP 39 AND SECTIONS 24 AND 25 FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 REFERENCE PLAN 81906	014-358-425	1989

təmtəxítən / Belcarra Regional Park	Belcarra	Fee	THE FRACTIONAL SOUTH WEST QUARTER OF SECTION 23 IN THE FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT EXCEPT: FIRSTLY: PARCEL D (REFERENCE PLAN 17379), AND SECONDLY: PART ON STATUTORY RIGHT OF WAY PLAN 27123	011-554-541	1993
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	LOT 6 BLOCK 5 DISTRICT LOT 229 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 1095	011-972-891	1997
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	DISTRICT LOT 229 GROUP 1 EXCEPT: FIRSTLY: PART SUBDIVIDED BY PLAN 1095 SECONDLY: PART SUBDIVIDED BY PLAN 4072, NEW WESTMINSTER DISTRICT	012-958-956	1997
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	LOT A DISTRICT LOT 229 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 4072	018-353-347	1997
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	LOT B EXCEPT: PART ON STATUTORY RIGHT OF WAY PLAN 27123, DISTRICT LOT 229 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 4072	018-353-355	1997
təmtəxítən / Belcarra Regional Park	Belcarra	Fee	PARCEL 1 SECTIONS 23 AND 24 FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT PLAN LMP30374	023-782-200	1997
təmtəxítən / Belcarra Regional Park	Port Moody	Fee	BLOCK G SECTIONS 19, 29, 30, AND 31 TOWNSHIP 39 AND SECTION 36 FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT	023-782-226	1997
təmtəxítən / Belcarra Regional Park	Port Moody	Fee	BLOCK C SECTION 24 FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 NEW WESTMINSTER DISTRICT	023-782-269	1997
Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT 12 DISTRICT LOT 871 PLAN 2860	013-379-852	2002
Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT 13 DISTRICT LOT 871 PLAN 2860	013-379-879	2002
Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT 14 DISTRICT LOT 871 PLAN 2860	013-379-887	2002
Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT 15 DISTRICT LOT 871 PLAN 2860	013-379-895	2002
Thwaytes Landing Regional Park	North Vancouver District	Fee	DISTRICT LOT 871 GROUP 1 NEW WESTMINSTER DISTRICT EXCEPT: (A) PORTIONS IN PLANS 996, 1349 AND 2860 AND (B) PART IN REFERENCE PLAN 418	015-972-917	2002
Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT 1 DISTRICT LOT 871 PLAN 2860	013-379-747	2014
Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT 2 DISTRICT LOT 871 PLAN 2860	013-379-755	2014
Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT 3 DISTRICT LOT 871 PLAN 2860	013-379-763	2014

Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT 5 DISTRICT LOT 871 PLAN 2860	013-379-771	2014
Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT 6 DISTRICT LOT 871 PLAN 2860	013-379-780	2014
Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT 4 DISTRICT LOT 871 PLAN 2860	013-379-798	2014
Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT 7 DISTRICT LOT 871 PLAN 2860	013-379-801	2014
Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT 8 DISTRICT LOT 871 PLAN 2860	013-379-810	2014
Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT 9 DISTRICT LOT 871 PLAN 2860	013-379-828	2014
Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT 10 DISTRICT LOT 871 PLAN 2860	013-379-836	2014
Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT 11 DISTRICT LOT 871 PLAN 2860	013-379-844	2014
Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT E, EXCEPT PART IN PLAN 2860, DISTRICT LOT 871 PLAN 996	015-069-567	2014
Thwaytes Landing Regional Park	North Vancouver District	Fee	LOT F, EXCEPT PART IN PLAN 2860, DISTRICT LOT 871 PLAN 996	015-069-575	2014
Thwaytes Landing Regional Park	North Vancouver District	Fee	BLOCK G (REFERENCE PLAN 418) DISTRICT LOT 871 GROUP 1 NEW WESTMINSTER DISTRICT	015-972-941	2014
Tynehead Regional Park	Surrey	Fee	LOT 29 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 31315	006-561-489	1972
Tynehead Regional Park	Surrey	Fee	LOT 30 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 31315	006-561-497	1972
Tynehead Regional Park	Surrey	Fee	LOT 4 EXCEPT: PART HIGHWAY ON PLAN 25300; SECTION 25 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 7053	011-218-215	1972
Tynehead Regional Park	Surrey	Fee	EAST HALF LOT 18 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 1670	012-289-914	1972
Tynehead Regional Park	Surrey	Fee	WEST HALF LOT 18 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 1670	012-289-957	1972
Tynehead Regional Park	Surrey	Fee	LOT 26 SECTION 36 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 34804 EXCEPT PLAN BCP51981	007-059-558	1973
Tynehead Regional Park	Surrey	Fee	LOT 27 SECTION 36 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 34804 EXCEPT PLAN BCP51981	007-059-566	1973
Tynehead Regional Park	Surrey	Fee	LOT 30 SECTION 36 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 34804	007-059-591	1973

Tynehead Regional Park	Surrey	Fee	LOT 31 SECTION 36 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 34804	007-059-612	1973
Tynehead Regional Park	Surrey	Fee	LOT 32 SECTION 35 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 35876	007-238-801	1973
Tynehead Regional Park	Surrey	Fee	PARCEL "A" (EXPLANATORY PLAN 23867) LOT 7 SECTION 35 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 22121	009-166-599	1973
Tynehead Regional Park	Surrey	Fee	THE EAST 261.77 FEET LOT 5 SECTION 36 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 10372 EXCEPT: PLAN BCP51981	009-314-199	1973
Tynehead Regional Park	Surrey	Fee	LOT 4 SECTION 25 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 3455	010-910-433	1973
Tynehead Regional Park	Surrey	Fee	LOT "A" EXCEPT: THE NORTHERLY 172.30 FEET HAVING A FRONTAGE OF 172.30 FEET ON HOLMES ROAD AND EXTENDING THE FULL DEPTH OF SAID LOT; SECTION 25 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 5445	011-136-600	1973
Tynehead Regional Park	Surrey	Fee	LOT 3 EXCEPT: FIRSTLY: PARCEL "B" (EXPLANATORY PLAN 10894) SECONDLY: PART HIGHWAY ON PLAN 25300; SECTION 25 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 7053	011-218-193	1973
Tynehead Regional Park	Surrey	Fee	LOT 5 SECTION 25 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 7053	011-218-223	1973
Tynehead Regional Park	Surrey	Fee	SOUTH 340.31 FEET LOT 15 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 1670	012-289-779	1973
Tynehead Regional Park	Surrey	Fee	LOT 22 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 1670	012-290-017	1973
Tynehead Regional Park	Surrey	Fee	PARCEL "B" (REFERENCE PLAN 4548) SOUTH HALF SECTION 36 BLOCK 5 NORTH RANGE 1 WEST EXCEPT: THE NORTH 85 FEET NEW WESTMINSTER DISTRICT	013-190-121	1973
Tynehead Regional Park	Surrey	Fee	NORTH HALF SECTION 36 BLOCK 5 NORTH RANGE 1 WEST EXCEPT: FIRSTLY: PARCEL "D" (REFERENCE PLAN 7496) SECONDLY: PARCEL "C" (REFERENCE PLAN 5125) THIRDLY: PARCEL "E" AND ROAD (REFERENCE PLAN 6849) FOURTHLY: PART LYING SOUTH OF SAID PARCEL "D" (REFERENCE PLAN 7496) NEW WESTMINSTER DISTRICT	013-190-164	1973
Tynehead Regional Park	Surrey	Fee	EAST HALF OF THE EAST HALF SECTION 35 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT EXCEPT PLAN BCP51981	013-209-710	1973
Tynehead Regional Park	Surrey	Fee	PARCEL "A" (REFERENCE PLAN 344) EAST HALF SECTION 35 BLOCK 5 NORTH RANGE 1 WEST EXCEPT: PART SUBDIVIDED BY PLAN 10458 NEW WESTMINSTER DISTRICT	013-209-779	1973

Tynehead Regional Park	Surrey	Fee	PARCEL "C" (REFERENCE PLAN 5125) NORTH HALF SECTION 36 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT	013-209-787	1973
Tynehead Regional Park	Surrey	Fee	PARCEL "E" (REFERENCE PLAN 6849) NORTH HALF OF SECTION 36 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT	013-209-809	1973
Tynehead Regional Park	Surrey	Fee	LOT J SECTION 25 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 25300	008-786-259	1974
Tynehead Regional Park	Surrey	Fee	LOT 5 EXCEPT: THE EAST 261.77 FEET; SECTION 36 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 10372 EXCEPT PLAN BCP51981	009-314-326	1974
Tynehead Regional Park	Surrey	Fee	PARCEL "B" (EXPLANATORY PLAN 10894) LOT 3 EXCEPT: PART HIGHWAY ON PLAN 25300; SECTION 25 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 7053	011-218-185	1974
Tynehead Regional Park	Surrey	Fee	LOT 19 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 1670	012-289-981	1974
Tynehead Regional Park	Surrey	Fee	LOT 3 SECTION 36 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 10372 EXCEPT PLAN BCP51981	009-314-016	1975
Tynehead Regional Park	Surrey	Fee	LOT 4 SECTION 36 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 10372 EXCEPT PLAN BCP51981	009-314-059	1975
Tynehead Regional Park	Surrey	Fee	NORTHERLY 172.30 FEET LOT "A" SECTION 25 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 5445 HAVING A FRONTAGE OF 172.30 FEET ON HOLMES ROAD AND EXTENDING THE FULL DEPTH OF SAID LOT	011-136-588	1975
Tynehead Regional Park	Surrey	Fee	LOT 28 SECTION 36 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 34804	007-059-574	1976
Tynehead Regional Park	Surrey	Fee	LOT 29 SECTION 36 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 34804	007-059-582	1976
Tynehead Regional Park	Surrey	Fee	LOT 8 SECTION 35 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 22121	009-166-653	1984
Tynehead Regional Park	Surrey	Fee	LOT A EXCEPT: PART ON STATUTORY RIGHT OF WAY PLAN 28411, SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 5920	011-183-705	1995
Tynehead Regional Park	Surrey	Fee	PARCEL "Q" (STATUTORY RIGHT OF WAY PLAN 25300) LOT 2 SECTION 25 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 3455	010-910-387	1997
Tynehead Regional Park	Surrey	Fee	LOT 20 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 1670	012-289-990	1997
Tynehead Regional Park	Surrey	Fee	LOT 11 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-433-136	1997
Tynehead Regional Park	Surrey	Fee	LOT 12 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-433-144	1997

Tynehead Regional Park	Surrey	Fee	LOT 13 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-433-161	1997
Tynehead Regional Park	Surrey	Fee	LOT 14 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-433-195	1997
Tynehead Regional Park	Surrey	Fee	LOT 15 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-433-217	1997
Tynehead Regional Park	Surrey	Fee	LOT 16 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-433-233	1997
Tynehead Regional Park	Surrey	Fee	LOT 17 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-433-241	1997
Tynehead Regional Park	Surrey	Fee	LOT 18 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-433-250	1997
Tynehead Regional Park	Surrey	Fee	LOT 19 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-433-268	1997
Tynehead Regional Park	Surrey	Fee	LOT 20 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-433-276	1997
Tynehead Regional Park	Surrey	Fee	LOT 1 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-462-276	1997
Tynehead Regional Park	Surrey	Fee	LOT 2 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-462-284	1997
Tynehead Regional Park	Surrey	Fee	LOT 3 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-462-292	1997
Tynehead Regional Park	Surrey	Fee	LOT 4 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-462-306	1997
Tynehead Regional Park	Surrey	Fee	LOT 5 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-462-314	1997
Tynehead Regional Park	Surrey	Fee	LOT 6 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-462-322	1997
Tynehead Regional Park	Surrey	Fee	LOT 7 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-462-331	1997
Tynehead Regional Park	Surrey	Fee	LOT 8 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-462-349	1997
Tynehead Regional Park	Surrey	Fee	LOT 9 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-462-357	1997
Tynehead Regional Park	Surrey	Fee	LOT 10 SECTION 26 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 2004	012-462-365	1997
Tynehead Regional Park	Surrey	Fee	NORTH 85 FEET OF PARCEL "B" (REFERENCE PLAN 4548) OF THE SOUTH HALF OF SECTION 36 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT	014-151-677	1997

Tynehead Regional Park	Surrey	Fee	LOT 1 SECTION 31 TOWNSHIP 8 AND SECTION 6 TOWNSHIP 9 NEW WESTMINSTER DISTRICT PLAN BCP51988	029-063-817	2010
Tynehead Regional Park	Surrey	Fee	LOT 2 SECTION 36 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 10372	001-798-537	2012
Tynehead Regional Park	Surrey	Fee	LOT 1 EXCEPT: PARCEL "A" (EXPLANATORY PLAN 15319); SECTION 36 BLOCK 5 NORTH RANGE 1 WEST NEW WESTMINSTER DISTRICT PLAN 10372	009-351-540	2012
Widgeon Marsh Regional Park	Coquitlam	Fee	EAST HALF OF THE NORTH WEST QUARTER SECTION 35 TOWNSHIP 40 NEW WESTMINSTER DISTRICT	013-543-059	1992
Widgeon Marsh Regional Park	Coquitlam	Fee	PART SOUTH WEST QUARTER SECTION 35 TOWNSHIP 40 LYING TO THE WEST OF THE WEST BANK OF WIDGEON SLOUGH CONTAINING 109.6 ACRES MORE OR LESS AS SHOWN ON REFERENCE PLAN 5236, NEW WESTMINSTER DISTRICT	013-554-000	1992
Widgeon Marsh Regional Park	Coquitlam	Fee	PART NORTH EAST QUARTER SECTION 35 TOWNSHIP 40 LYING NORTH AND WEST OF THE RIGHT BANK OF WIDGEON SLOUGH CONTAINING 85.90 ACRES MORE OR LESS NEW WESTMINSTER DISTRICT	013-554-077	1992
Widgeon Marsh Regional Park	Coquitlam	Fee	SOUTH HALF OF THE SOUTH EAST QUARTER SECTION 2 TOWNSHIP 41 NEW WESTMINSTER DISTRICT	013-556-100	1992
Widgeon Marsh Regional Park	Coquitlam	Fee	NORTH EAST QUARTER SECTION 2 TOWNSHIP 41 NEW WESTMINSTER DISTRICT	013-556-151	1992
Widgeon Marsh Regional Park	Electoral Area A	Fee	PART LEGAL SUBDIVISION 1 SECTION 1 TOWNSHIP 41 LYING EAST OF THE RIGHT BANK OF WIDGEON SLOUGH NEW WESTMINSTER DISTRICT	013-555-880	2010
Widgeon Marsh Regional Park	Coquitlam	Fee	PARCEL "A" (EXPLANATORY PLAN 5236) LEGAL SUBDIVISION 12 SECTION 26 TOWNSHIP 40 NEW WESTMINSTER DISTRICT	013-534-629	2012
Widgeon Marsh Regional Park	Coquitlam	Fee	PARCEL "B" (EXPLANATORY PLAN 5236) LEGAL SUBDIVISION 12 SECTION 26 TOWNSHIP 40 NEW WESTMINSTER DISTRICT	013-534-726	2012
Widgeon Marsh Regional Park	Coquitlam	Fee	PARCEL "C" (EXPLANATORY PLAN 5236) LEGAL SUBDIVISION 13 SECTION 26 TOWNSHIP 40 NEW WESTMINSTER DISTRICT	013-534-769	2012
Widgeon Marsh Regional Park	Coquitlam	Fee	FRACTIONAL LEGAL SUBDIVISION 8 SECTION 27 TOWNSHIP 40 EXCEPT: NORTH 5 CHAINS, NEW WESTMINSTER DISTRICT	007-603-860	2013
Widgeon Marsh Regional Park	Electoral Area A	Fee	DISTRICT LOT 6554 GROUP 1 NEW WESTMINSTER DISTRICT	012-816-141	2018

To: Regional Planning Committee

From: Victor Cheung, Senior Policy and Planning Analyst
Regional Planning and Housing Services

Date: January 3, 2024

Meeting Date: January 12, 2024

Subject: **Metro 2050 Type 2 Proposed Amendment – City of Maple Ridge (Yennadon Lands)**

RECOMMENDATION

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Maple Ridge's requested regional land use designation amendment from General Urban and Agricultural to Industrial and Conservation and Recreation for the lands located at 22913 127 Avenue, 22992 127 Avenue, 22870 127 Place, 22948 128 Avenue, 22990 128 Avenue, 23008 128 Avenue, 23154 128 Avenue, 12640 228 Street, 12639 232 Street, 12685 232 Street, 12759 232 Street, 12761 232 Street, and 12791 232 Street;
 - b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024"; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.
-

EXECUTIVE SUMMARY

The City of Maple Ridge is requesting a Type 2 *Metro 2050* Amendment for a 25.4 hectare site comprised of 13 properties located south-west of the intersection of 232 Street and 128 Avenue. The proposed amendment would adjust the Urban Containment Boundary to include 23154 128 Avenue and 12791 232 Street (approximately 2 hectares in total), and redesignate the regional land uses from General Urban and Agricultural to Industrial and Conservation and Recreation to accommodate future industrial uses and protect a portion of the site for nature.

The proposed amendment has been assessed in relation to applicable *Metro 2050* goals and policies as follows:

- Would add 18 hectares of Industrial land to contribute to the region's industrial land supply, which is facing a critical shortage;
- Would add 7.4 hectares of Conservation and Recreation land and may contribute to the region's lands protected for nature target, if additional legal mechanisms are applied;
- Would redesignate 2 hectares of Agricultural land and 23.4 hectares of General Urban land;
- The introduction of industrial uses has the potential to negatively affect adjacent agricultural uses; the effects are being addressed through the Yennadon Lands Employment Park Design Guidelines; and
- The subject properties are strategically located from a goods movement perspective, and while currently not well serviced by transit, the City has future plans for active transportation options in the area.

The requested *Metro 2050* Type 2 amendment bylaw requires adoption through an amendment bylaw passed by an affirmative two-thirds weighted vote of the MVRD Board. Although some of the proposed land use changes would be considered Type 3 amendments the City of Maple Ridge has packaged all proposals together as a Type 2 amendment.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider the City's request to amend *Metro 2050* to accommodate industrial uses and protected natural areas through a *Metro 2050* Type 2 amendment.

BACKGROUND

On August 2, 2023, Metro Vancouver received a request from the City of Maple Ridge to consider a *Metro 2050* amendment for the subject site. The proposed amendment would expand the Urban Containment Boundary and amend regional land use designations from General Urban and Agricultural, to Industrial and Conservation and Recreation. Proposed amendments are provided to the Regional Planning Committee and MVRD Board for consideration.

SITE CONTEXT

The subject site is 25.4 hectares in size and comprises 13 properties (Table 1). It is bounded respectively by the Agricultural Land Reserve to the north and east and an existing single detached residential neighbourhood to the south and west (Figure 1). The subject site is currently largely within the Urban Containment Boundary (92 percent), with the exception of the properties at 23154 128 Avenue and 12791 232 Street (approximately 8 percent or 2 hectares), which are designated Agricultural in *Metro 2050*.

The majority of the subject lands are designated Agricultural in the City's Official Community Plan (OCP) and zoned RS-3 (One Family Rural Residential) and RS-2 (One Family Suburban). The subject lands are designated General Urban and Agricultural in *Metro 2050* (Figure 2) and the City of Maple Ridge's Regional Context Statement. None of the lands are within the Agricultural Land Reserve. The City's staff report on the proposal notes that the existing uses on the lands range from single-family use to vacant underutilized lands (Attachment 2). Additional site information can be found in the City's submission and staff report (Attachments 1 and 2), and a summary of the existing site description is provided in Table 1.

Table 1. Existing Site Description

Address	Current Zoning	Current OCP Land Use Designation	Current Regional Land Use Designation	Inside the Urban Containment Boundary?
22913 127 Avenue	RS-3	Agricultural	General Urban	Yes
22992 127 Avenue	RS-3	Agricultural	General Urban	Yes
22870 127 Place	RS-3	Agricultural	General Urban	Yes
22948 128 Avenue	RS-3	Agricultural	General Urban	Yes
22990 128 Avenue	RS-2	Agricultural	General Urban	Yes
23008 128 Avenue	RS-3	Agricultural	General Urban	Yes

23154 128 Avenue	RS-3 (84%) and RS-2 (16%)*	Agricultural	Agricultural	No
12640 228 Street	RS-3	Agricultural (97%) and Residential (3%)*	General Urban	Yes
12639 232 Street	RS-3	Agricultural	General Urban	Yes
12685 232 Street	RS-3	Agricultural	General Urban	Yes
12759 232 Street	RS-3	Agricultural	General Urban	Yes
12761 232 Street	RS-3 (75%) and RS-2 (25%)*	Agricultural	General Urban	Yes
12791 232 Street	RS-2	Agricultural	Agricultural	No

*Multi-zoned and/or multi-designated parcels

Figure 1. Site Context



PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT

The City of Maple Ridge has held a public hearing and granted 3rd reading to the respective OCP and zoning amendment bylaws. The proposal would amend the City's OCP and Zoning Bylaw for the subject site to accommodate industrial uses and protected natural areas. The City can only proceed to adopt the proposed OCP amendments after the MVRD Board approves the corresponding *Metro 2050* Type 2 amendment given the change of land use being requested. The proposed land use changes are outlined in Table 2 and on Figures 2 and 3.

Table 2. Proposed Site Designations

	Current	Proposed
Metro 2050	General Urban and Agricultural	Industrial (18 ha) and Conservation and Recreation (7.4 ha)
OCP	Agricultural	Industrial and Conservation
Zoning	RS-2 (Single Detached Suburban Residential) and RS-3 Single Detached Rural Residential	M-7 (Employment Park Zone)

Figure 2. Existing Regional Land Use Designations

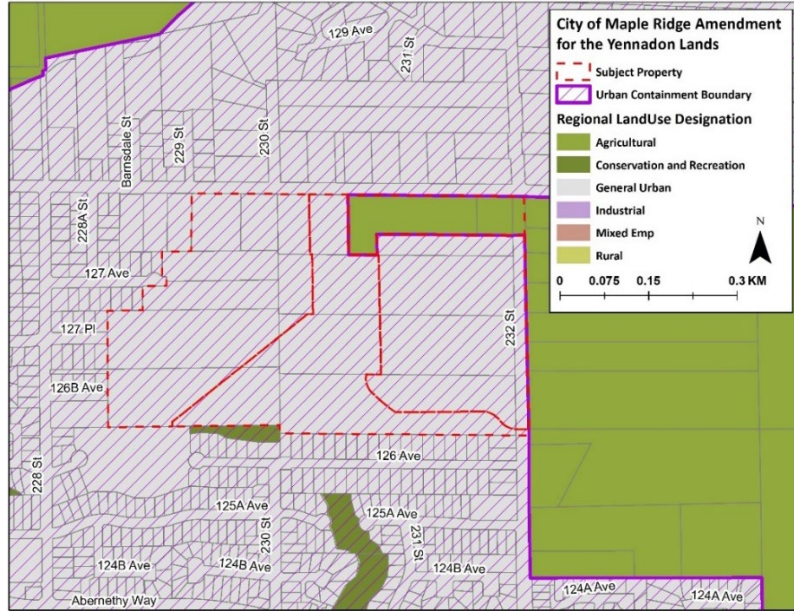
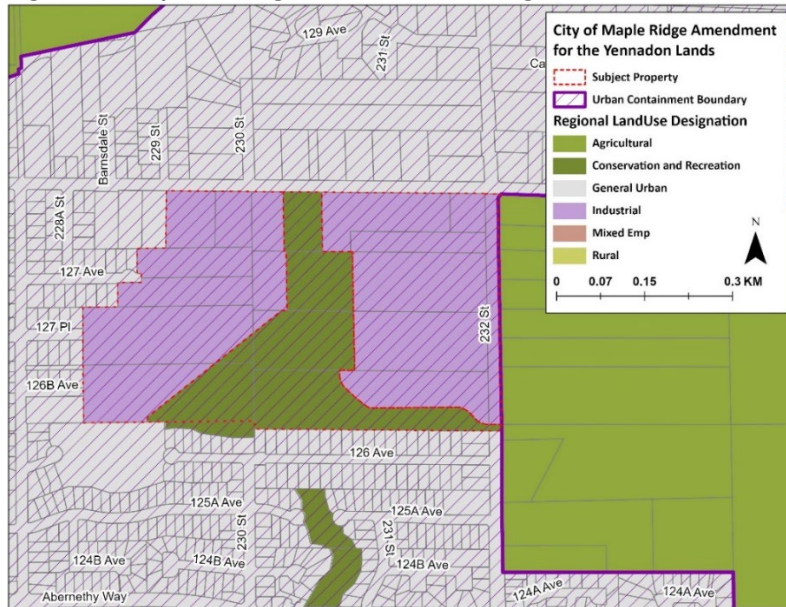


Figure 3. Proposed Regional Land Use Designations



Should the application proceed, an updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change will be required. Maple Ridge will submit an updated RCS for consideration of acceptance should the MVRD Board initiate and give initial readings to the proposed *Metro 2050* amendment bylaw.

REGIONAL PLANNING ANALYSIS

The City of Maple Ridge's proposed *Metro 2050* amendment has been assessed in relation to the applicable goals and policies of the Regional Growth Strategy. The intent of the assessment by Regional Planning staff is to identify any potential regional planning implications and the regional significance of the proposed land use changes in consideration of *Metro 2050*, not to duplicate the municipal planning process. *Metro 2050* sets out a long-term regional vision to support growth and change while protecting the natural environment, fostering community well-being, and supporting economic prosperity, among other objectives (Reference 1). Staff's role in assessing amendment requests is primarily to consider any implications to the shared *Metro 2050* vision, goals and strategies from a long-term, regional perspective. A summary of the regional analysis is provided as follows.

Goal 1: Create a Compact Urban Area

Goal 1 of *Metro 2050* includes strategies to concentrate urban development within the Urban Containment Boundary, and to direct growth to a network of Urban Centres and along transit corridors, with an aim to support the development of resilient, healthy, connected, and complete communities with a range of services and amenities.

Consideration 1: Urban Containment

The majority of the subject site (92%) is currently within the Urban Containment Boundary; the proposed amendment will expand the Urban Containment Boundary by approximately 2 hectares or 8% of the subject site. The properties that are currently outside the Urban Containment Boundary have been deemed to be "unsuited for agriculture" and were approved for removal from the Agricultural Land Reserve by the Agricultural Land Commission on June 28, 2023. These properties are surrounded on three sides by lands that are within the Urban Containment Boundary and designated General Urban. Given this context, there is a supportable rationale that these lands be included with a regional land use designation that is consistent with the site as a whole, and be included within the Urban Containment Boundary. Staff do not believe the amendment will lead to a proliferation of proposed amendments given the site context described above.

Consideration 2: Development of resilient, healthy, connected & complete communities

The proposal will create an employment area in close proximity to an established residential neighbourhood, where residents and workers can take advantage of a short commute to work or trip for services. Under the site's current designation, the majority of the site would likely have been redeveloped as low density residential, which would not have positively contributed to building a complete community as envisioned in Goal 1 of *Metro 2050*. Although the site is not located within an Urban Centre or a FTDA, the location would be considered an appropriate location for light industrial uses. The employment area is intended to be small-scaled with limited building heights and sizes and includes design guidelines and subjected to a Development Permit, to better fit within the neighbourhood and support the creation of a complete community. The

proposal supports the City's 2014 Commercial & Industrial Strategy which identified the need for an additional 69-93 hectares of additional industrial lands by 2040. The creation of this employment area is consistent with strategy 1.3 of *Metro 2050*, in particular policy 1.3.7 a) that states that member jurisdictions will support the creation of compact, mixed use, walkable communities. On balance the proposed amendment supports the policies in Goal 1.

Goal 2: Support a Sustainable Regional Economy

Goal 2 of *Metro 2050* includes strategies to promote land development patterns that support a diverse regional economy. This includes the protection and enhancement of the region's supply of industrial and agricultural lands, while supporting employment opportunities close to where people live.

Consideration 1: Enhancement of the region's supply of industrial lands

It has been well documented in the Metro Vancouver Regional Industrial Lands Strategy and other reports that the region is facing a critical shortage of industrial lands. 27 percent of the region's jobs are located on industrial lands, and there continues to be significant demand for industrial lands with very low vacancy rates, which is constraining the region's economic and employment growth. The proposed amendment, if approved, would add 18 hectares of new industrial land that would support employment opportunities within an existing residential context. The creation of this employment area is consistent with strategy 2.1 of *Metro 2050*, in particular policy 2.1.10 a) which states that member jurisdictions will support economic opportunities and context specific industrial and employment areas.

The small scale nature of this employment area supports policy 1.2.24 c) ii) that discourages the creation of major trip generating non-residential uses outside of Urban Centres and Frequent Transit Development Areas. The City's Commercial and Industrial Strategy identifies the Yennadon lands as a potential location of employment uses. It is not clear what uses are intended for the new industrially-designated lands, other than the City's staff report noting that "the technology sector, light manufacturing companies, and professional offices" would be appropriate for the site. The Industrial regional land use designation does not support stand-alone office uses, as those should be more appropriately located in commercial areas, and in Urban Centre locations in particular.

Consideration 2: Impact on the region's agricultural lands

Metro 2050 recognizes the importance of agricultural lands and their significance as a part of the region's economy and in supporting regional resilience. The proposed amendment, if approved, will result in the loss of 2 hectares of agricultural land. The Agricultural regional land use designation is, for the most part, aligned with the provincial Agricultural Land Reserve. The strategies and policies of *Metro 2050* recognize the primacy of the Province's role in identifying and protecting agriculturally viable lands in the region. None of the subject properties are in the Agricultural Land Reserve; the properties at 23154 128 Avenue and 12791 232 Street have been deemed to be "unsuited for agriculture" and were removed from the Agricultural Land Reserve by the Agricultural Land Commission on June 28, 2023 (Attachment 3). The City's staff report references Agriculture Edge Planning Guidelines and buffer / edge considerations as part of the Yennadon Lands Employment Park Design Guidelines as a means to mitigate any impacts of the industrial development of the site on surrounding agricultural lands.

While the proposed amendment involves the redesignation of Agricultural lands, they are not within the Agricultural Land Reserve. Efforts have been incorporated into the application to minimize impacts on the surrounding agricultural lands. Given the shortage of industrial lands in Metro Vancouver, providing 18 hectares of new industrial lands to the region is considered a benefit to the region and on balance the proposed amendment can be considered to support the policies in Goal 2 in *Metro 2050*.

Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Goal 3 includes strategies to protect, enhance, restore and connect ecosystems while advancing land uses that reduce greenhouse gas emissions and improve resilience to climate change impacts.

Consideration 1: Protecting Conservation and Recreation Lands

The proposed amendment would redesignate 18 hectares of the subject lands from General Urban lands to Industrial. While this will result in the development of presently underdeveloped and treed lands, 25.4 hectares of the site are currently already set aside for development with a General Urban land use designation. The amendment, if approved, will preserve 7.4 hectares by redesignating a portion of the site from General Urban to a Conservation and Recreation regional land use designation. This portion of the subject site includes lands that contain sensitive and modified ecosystems which have been identified as critically important for the region to protect. If other legal mechanisms such as conservation covenants or parkland dedication are also applied, these lands would contribute towards *Metro 2050's* target set out in policy 3.2.1 a) to “increase the area of lands protected for nature from 40% to 50% of the region’s land base by the year 2050.” The City’s staff report and Design Guideline further notes protections for Coho Creek through setbacks and storm water management.

The City’s Tree Protection and Management Bylaw includes requirements for retaining and replacing trees. If replacement trees are planted in suitable locations, within the Urban Containment Boundary and maintained to ensure they achieve more tree canopy cover than the original trees, then the proposed amendment will contribute towards *Metro 2050's* target set out in policy 3.2.1 b) to increase the total regional tree canopy cover within the Urban Containment Boundary from 32 to 40 percent by 2050.

Given the supportive policies included in this application, and the proposed resignation of 7.4 hectares of lands to Conservation and Recreation that contain sensitive and modified ecosystems currently designated as General Urban in *Metro 2050*, the proposed amendment is aligned and supports the policies *Metro 2050* Strategy 3.1 and 3.2.

Consideration 2: Addressing Climate Change

In terms of the proposals impacts on Climate Action, the regional analysis is inconclusive as there was no comprehensive analysis of greenhouse gas emissions associated with the project or a baseline provided in the application materials. Future amendments to *Metro 2050* may allow for greater consideration of these elements, keeping in mind that analysis is at the land use scale, not development proposal scale.

Goal 4: Provide Diverse and Affordable Housing Choices

Goal 4 includes strategies that encourage greater supply and diversity of housing to meet a variety of needs.

Consideration 1: Expanding the supply and diversity of housing

Given the subject properties' existing General Urban regional land use designation, and existing uses that include rural and suburban single-family dwellings, it is not anticipated that these properties would generate any increased density or additional supply of diverse forms of housing under current conditions. Although the region is in urgent need of additional housing supply; low-density, single-detached forms of housing will not have a significant impact on the region's goal to achieve greater housing supply and diversity (in tenure, size, and type), and housing options that will meet a variety of needs, including affordable housing. This amendment will enable economic and employment opportunities while addressing the need for greater housing diversity in alternative areas more suited for residential development such as Urban Centres and areas with a wider range of transportation options to reduce auto dependency.

Goal 5: Support Sustainable Transportation Choices

Goal 5 includes strategies that encourage the coordination of land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, and support the safe and efficient movement of vehicles for passengers, goods and services.

Consideration 1: Supporting efficient movement of goods and services

The subject site is strategically located from a goods movement perspective. Although Maple Ridge does not designate truck routes, 232 Street is classified as a municipal road with no truck travel restrictions. 232 Street connects with significant nearby goods movement corridors such as Abernethy Way and Dewdney Trunk Road. The site's strategic location from a goods movement perspective makes the proposed land use designation change to Industrial desirable from a regional transportation perspective.

Consideration 2: Supporting sustainable transportation options

The site is served by two transit routes (i.e., the 733 and 741), both of which have variable headways throughout the day. These bus routes link the Yennadon area to Haney Place, a *Metro 2050* Regional City Centre, with extended routings during peak hours to connect with West Coast Express commuter rail services at Port Haney Station. The proposed development plan includes a pathway and trail system that connects to the surrounding residential neighbourhood. The City's staff report notes that there are future plans for active transportation facilities on both 128 Avenue and 232 Street.

The presence of transit and introduction of new active transportation infrastructure should help expand sustainable transportation options in this part of the region. To increase the benefits of this infrastructure, the City can work with TransLink to enhance transit service on both the 733 and 741 routes (as was done recently in September 2023) and develop Transportation Demand Management programs for the site. Expediting construction of the 128 Avenue and 232 Street active transportation facilities in conjunction with site development would also increase benefits. Despite these opportunities to improve sustainable transportation options, trips to and from this

site are still anticipated to be primarily from single occupancy vehicles. On balance the proposed amendments support the policies in Goal 5 in *Metro 2050*.

IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES

Below is a summary of anticipated impacts on Metro Vancouver's utilities.

Liquid Waste Services (GVS&DD)

The subject lands are not within the Fraser Sewerage Area; therefore a separate application to the GVS&DD will be required should the intent be to service and connect these lands to the regional sewerage system. Sewer servicing for this area has not been included in the design for the Golden Ears Pump Station, or the proposed expansion of Northwest Langley WWTP. Detailed flow and population estimates are required to perform an impact analysis. As soon as utility servicing and population details are available, the City is requested to forward the information to Metro Vancouver's Liquid Waste Services. Normal sewer servicing amendment application processes will be required prior to connecting any Industrial designated properties to the regional sewer system.

Water Services (GVWD)

The City's staff report does not provide an estimation of the increase in population served and associated water demand resulting from this redesignation and rezoning. As soon as the water demand and population details are available, the City is requested to forward the information to Metro Vancouver's Water Services. The City of Maple Ridge's water distribution system must be capable of providing fire flows to the subject lands as Metro Vancouver's water transmission system cannot be relied on to provide fire flows.

REGIONAL PLANNING ADVISORY COMMITTEE COMMENTS

An information report on the amendment application was provided to the Regional Planning Advisory Committee (RPAC) for comment on November 10, 2023. Staff from the City of Maple Ridge presented on the amendment application and were available to answer questions from committee members.

REGIONAL GROWTH STRATEGY AMENDMENT PROCESS AND NEXT STEPS

If the amendment is initiated and the associated bylaw receives 1st, 2nd, and 3rd readings, it will then be referred to affected local governments, local First Nations and relevant agencies, as well as posted on the Metro Vancouver website for a minimum of 45 days to provide an opportunity for comment. *Metro 2050* identifies additional public engagement opportunities that may be used at the discretion of the MVRD Board including: appearing as a delegation to the Regional Planning Committee or the MVRD Board when the amendment is being considered; conveyance of comments submitted from the respective local public hearing to the MVRD Board, and hosting a public information meeting (digitally or in person). All comments received will be summarized and included in a report advancing the bylaw to the MVRD Board for consideration of final adoption. An updated RCS from the City of Maple Ridge will be considered at the same Board meeting as final adoption of the proposed amendment.

ALTERNATIVES

1. That the MVRD Board:
 - a) initiate the *Metro 2050* amendment process for the City of Maple Ridge's requested regional land use designation amendment from General Urban and Agricultural to Industrial and Conservation and Recreation for the lands located at 22913 127 Avenue, 22992 127 Avenue, 22870 127 Place, 22948 128 Avenue, 22990 128 Avenue, 23008 128 Avenue, 23154 128 Avenue, 12640 228 Street, 12639 232 Street, 12685 232 Street, 12759 232 Street, 12761 232 Street, and 12791 232 Street;
 - b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024"; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.
2. That the MVRD Board decline the proposed amendment for 22913 127 Avenue, 22992 127 Avenue, 22870 127 Place, 22948 128 Avenue, 22990 128 Avenue, 23008 128 Avenue, 23154 128 Avenue, 12640 228 Street, 12639 232 Street, 12685 232 Street, 12759 232 Street, 12761 232 Street, and 12791 232 Street, and notify the City of Maple Ridge of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver related to the initiation of the City of Maple Ridge's proposed Type 2 Amendment. If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the Local Government Act. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of those associated costs.

CONCLUSION

The City of Maple Ridge has requested that the MVRD Board consider a Type 2 amendment to *Metro 2050* for a 25.4 hectare site in the Yennadon neighbourhood comprising 13 properties south-west of the intersection of 232 Street and 128 Avenue to redesignate the subject properties from General Urban and Agricultural to Industrial and Conservation and Recreation. The amendment also proposes to adjust the Urban Containment Boundary to include 23154 128 Avenue and 12791 232 Street (approximately 2 hectares). This amendment would introduce 18 hectares of Industrial and 7.4 hectares of Conservation and Recreation designated lands which will enable future employment growth and may protect sensitive and modified ecosystems. It will also result in the loss of approximately 2 hectares of Agricultural lands which have been deemed to be "unsuited for agriculture" and were removed from the Agricultural Land Reserve by the Agricultural Land Commission on June 28, 2023.

Additional information is required to fully assess liquid waste and water servicing implications for this application, should it proceed. This information can be received post-bylaw adoption during the development planning stage.

ATTACHMENTS

1. Correspondence dated August 25, 2023, from City of Maple Ridge, to Metro Vancouver Board re: City of Maple Ridge Regional Containment Boundary Adjustment and Regional Growth Strategy Amendment for the Yennadon Lands (2016-195-CP)

2. City of Maple Ridge Staff Report, dated April 5, 2022 (File: 2016-195-CP)
3. Exclusion letter from the Agricultural Land Commission dated June 28, 2023 for 23154 128 Avenue, Maple Ridge
4. Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1376, 2024
5. Presentation re: Metro 2050 Type 2 Proposed Amendment – City of Maple Ridge (Yennadon Lands)

REFERENCES

1. [Metro 2050](#)

62128156



August 25, 2023

File No.: 2016-195-CP

Metro Vancouver Board
 c/o Dorothy Shermer, Director/Corporate Officer, Board & Information Services
 Metrotower III, 4730 Kingsway
 Burnaby, BC V5H 0C6
Dorothy.Shermer@metrovancover.org

Dear Ms Shermer,

Re: City of Maple Ridge Regional Containment Boundary Adjustment and Regional Growth Strategy Amendment for the Yennadon Lands (2016-195-CP)

The City of Maple Ridge is in the process of re-designating 13 properties, called the "Yennadon Lands" for future employment uses. The properties range in size from 0.5 ha (1.5 acres) to 4 ha (10 acres), total approximately 25.4 hectares (63 acres) and are generally located at the south-west of the intersection of 232 Street and 128 Avenue.

The Yennadon Lands were identified as a potential location for employment in the City's Commercial & Industrial Strategy. The proposal includes the adjustment of the Urban Containment Boundary to include two of the properties as well as an amendment to the Regional Growth Strategy to redesignate the area from General Urban and Agricultural to Industrial.

Summary of Proposal and Background

To allow the redesignation of the Yennadon Lands, the following is required:

- Regional Containment Boundary Adjustment to include 23154 128 Ave and 12791 232 Street;
- Regional Growth Strategy Amendment from General Urban and Agricultural to Industrial and Conservation and Recreation;
- Official Community Plan Amendment from Agricultural to Industrial and Conservation;
- Re-zoning from "RS-2 Single Detached Suburban Residential" and "RS-3 Single Detached Rural Residential" to "M-7 Employment Park Zone"; and
- Development Permit for Yennadon Lands Employment Park and Natural Features.

The redesignation of the Yennadon Lands could facilitate the creation of a unique opportunity where the area could serve the needs of the technology sector, light manufacturing companies, and professional offices; all of which offer a high employment density. A significant area of creeks and wetlands will also be preserved in City ownership as a result of this redesignation and future development.

Council Resolutions

At the April 12, 2022 Regular Council Meeting, Maple Ridge Council reviewed the Official Community Plan Amending Bylaws pertaining to the Yennadon Lands (Attachment A) and passed the attached resolutions (Attachment B) including this excerpt:

5. Subject to third reading of Official Community Plan Amending Bylaw No. 7734-2021, Official Community Plan Amending Bylaw No. 7735-2021 and Official Community Plan Amending Bylaw 7383-2022, that staff be directed to include the Type 2 Minor Amendments related to the Yennadon Land Regional Growth Strategy amendment package, that will be forwarded to Metro Vancouver;

At the May 24, 2022 Regular Council Meeting, Maple Ridge Council passed the following resolution (Attachment C):

That Official Community Plan Amending Bylaw No. 7734-2021, Official Community Plan Amending Bylaw No. 7735-2021 and Official Community Plan Amending Bylaw 7383-2022 be granted third reading.


As one of the properties within the Yennadon Lands was within the Agricultural Land Reserve, application 2022-170-AL to exclude 23154 128 Ave from the Agricultural Land Reserve was presented to Council at the October 18, 2022 Committee of the Whole Council Meeting, presented at the November 22, 2022 Public Hearing, and forwarded to the Agricultural Land Commission for consideration at the November 29, 2022 Regular Council Meeting (Attachment D).

On June 28, 2023, City of Maple Ridge staff were notified that the Agricultural Land Commission approved the exclusion application for 23154 128 Ave from the Agricultural Land Reserve (Attachment E).

The City of Maple Ridge requests that the Metro Vancouver Board amend the Regional Containment Boundary to include the two identified properties as well as amend the Regional Growth Strategy for the illustrated properties from "General Urban" and "Agricultural" to "Industrial" and "Conservation and Recreation" (Attachment F).

Should Metro Vancouver staff require any additional information regarding this matter, please contact Amanda Grochowich, Manager of Community Planning at 604-467-7493 or agrochowich@mapleridge.ca

Sincerely,



Charles R. Goddard,
Director of Planning

Attachment A:	City of Maple Ridge Planning Staff Report dated April 5, 2022
Attachment B:	Council Resolution from April 12, 2022
Attachment C:	Council Resolution from May 24, 2022
Attachment D:	Council Resolution from November 29, 2022
Attachment E:	Decision from Agricultural Land Commission
Attachment F:	Proposed Regional Containment Boundary and Regional Growth Strategy Land Use Designation Adjustment

Cc:

Amanda Grochowich, Manager of Community Planning, City of Maple Ridge agrochowich@mapleridge.ca
Victor Cheung, Senior Policy & Planning Analyst, Metro Vancouver, Victor.Cheung@metrovanancouver.org
Heather McNeil, Deputy CAO, Policy & Planning, Metro Vancouver, Heather.McNeil@metrovanancouver.org
Jonathan Cote, Deputy GM, Regional Planning and Housing Development, Metro Vancouver, Jonathan.Cote@metrovanancouver.org

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mapleridge.ca

City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council

FROM: Chief Administrative Officer

SUBJECT: Employment Lands: Re-designation of the Yennadon Lands to Industrial
(Employment Park Category)
Second Reading
Official Community Plan Amending Bylaw No. 7734-2021 (Policy); and
Official Community Plan Amending Bylaw No. 7735-2021 (Land Use Designation)
First and Second Reading
Official Community Plan Amending Bylaw No. 7838-2022 (Land Use Designation)

MEETING DATE: April 5, 2022
FILE NO: 2016-195-CP
MEETING: C o W

EXECUTIVE SUMMARY:

The Yennadon Lands were identified as a potential location for future employment uses in the City's Commercial & Industrial Strategy, with the Strategy recommending that planning for the additional supply of employment land should begin now in order to best satisfy future demand in an increasingly competitive region. The Yennadon Lands are comprised of 13 properties. They range in size from 0.5 ha (1.5 acres) to 4 ha (10 acres). The total land area is 25.4 hectares (63 acres), and are generally located at south-west of the intersection of 232 Street and 128 Avenue.

At the May 11, 2021 Regular Council Meeting, Council granted first reading to Official Community Plan Amending Bylaw No. 7734-2021 (Appendix A) and Bylaw No. 7735-2021 (Appendix B), to allow re-designation of the Yennadon Lands for an employment future.

Following first reading, internal and external referral processes took place. This report outlines the referral responses received and what changes are proposed to the draft plan, reflecting the referral responses received. The report also outlines the latest information as it relates to regional and provincial processes with Metro Vancouver and the Agricultural Land Commission, respectively.

With the information received through the referral process, it has been noted that the development and servicing of the Yennadon Land properties will require a collective approach in order to facilitate future uses that will offer a high employment density. As such, lot consolidation policies are proposed as an amendment to Official Community Plan Amending Bylaw No. 7734-2021. The intent of these policies is to ensure the development of a cohesive road network, servicing access and environmental compensation package, while being able to unlock the maximum employment potential of these lands as flexibly as possible.

Additionally, through the referral process, it has become necessary to re-draw the boundaries of the properties associated with Official Community Plan Amending Bylaw No. 7735-2021. Official Community Plan Amending Bylaw No. 7735-2021, as amended, has had two properties removed – the properties known as 12791 232 Street and 23154 128 Avenue.

- The property at 23154 128 Avenue has been removed due to the development application (2019-119-RZ) associated with the site moving towards a Commercial future, and its own associated Official Community Plan Amending Bylaw.
- The property 23154 128 Avenue will now be captured under Official Community Plan Amending Bylaw No. 7838-2022 (Appendix C) and it is anticipated that the Yennadon Land Employment Park policies and development permit guidelines will apply to the future development of this property.

As such, it is proposed that Council consider the amended Official Community Plan Amending Bylaw No. 7734-2021 and amended Official Community Plan Amending Bylaw No. 7735-2021 for second reading, and Official Community Plan Amending Bylaw No. 7838-2022 for first and second reading.

Should Council direct, Official Community Plan Amending Bylaw No. 7734-2021, as amended, and Bylaw No. 7735-2021, as amended, may be forwarded to an upcoming Council Meeting for consideration of second reading and Official Community Plan Amending Bylaw No. 7838-2022 may be forwarded to an upcoming Council Meeting for consideration of first and second reading, and then the three bylaws may be forwarded to Public Hearing.

RECOMMENDATIONS:

1. That in respect of Section 475 of the Local Government Act, opportunity for early and on-going consultation has been provided by way of posting Official Community Plan Amending Bylaw No. 7734-2021, Official Community Plan Amending Bylaw No. 7735-2021, and Official Community Plan Amending Bylaw No. 7838-2022 on the municipal website and the referral process together with an invitation to the public, Metro Vancouver and the Agricultural Land Commission to comment; and Council considers it unnecessary to provide any further consultation opportunities, except by way of holding a Public Hearing on the bylaws;
2. That Official Community Plan Amending Bylaw No. 7734-2021, as amended, be given second reading and forwarded to Public Hearing;
3. That Official Community Plan Amending Bylaw No. 7735-2021, as amended, be given second reading and forwarded to Public Hearing;
4. That Official Community Plan Amending Bylaw No. 7838-2022 be given first and second reading and forwarded to Public Hearing;
5. Subject to third reading of Official Community Plan Amending Bylaw No. 7734-2021, Official Community Plan Amending Bylaw No. 7735-2021 and Official Community Plan Amending Bylaw No. 7838-2022, that staff be directed to include the Type 2 Minor Amendments related to the Yennadon Land Regional Growth Strategy amendment package, that will be forwarded to Metro Vancouver; and further
6. That the following terms and conditions be met prior to final reading of Official Community Plan Amending Bylaw No. 7838-2022:
 - i. That 23154 128 Avenue be removed from the Agriculture Land Reserve;
 - ii. That the Metro Vancouver Urban Containment Boundary be amended; and
 - iii. That the subject properties are included in the Fraser Sewerage Area and/or request, via Council resolution, for permission to connect to the City of Maple Ridge sewer mains.

1.0 CONTEXT:

1.1 The Yennadon Lands (128 Avenue and 232 Street)

The Yennadon Lands are comprised of 13 properties. They range in size from 0.5 ha (1.5 acres) to 4 ha (10 acres). The total land area is 25.4 hectares (63 acres). The subject properties are located outside of and adjacent to the City's Urban Area Boundary, but are largely within the Region's Urban Containment Boundary (see Appendix D for a map of the area).



Figure 1 - The Yennadon Lands

The existing uses on the lands range from single-family use to vacant underutilized lands, according to BC Assessment data. The properties abut urban single-family development on the west and south boundaries; Agricultural Land Reserve to the east and north, and suburban single family lots on the north side of 128 Avenue. A historic commercial node, as well as Yennadon Elementary School, are located within 200-400 m of the subject properties.

Currently, the subject properties are designated Agricultural in the OCP and are zoned RS-3 (One Family Rural Residential) and RS-2 (One Family Suburban Residential). All of the properties, except one property located near the northeast corner of the area, are located outside the Agricultural Land Reserve. The majority of these properties are designated General Urban in the Regional Growth Strategy.

The City has received an application for the north-east property (12791 232 Street / 2019-119-RZ) to rezone the subject property from RS-2 (Single Detached Suburban Residential) to CS-1 (Service Commercial) to permit the future construction of a two-storey commercial building. This application requires an amendment to the OCP to re-designate the land use from Agricultural to Commercial.



Figure 2- 12791 232 highlighted within the Yennadon Lands

Council granted first reading to Zone Amending Bylaw No. 7558-2019 and considered the early consultation requirements for the Official

Community Plan (OCP) amendment No. 7557-2019 on July 9, 2019. The Zone Amending Bylaw and OCP Amendment received second reading on January 18, 2022, went through Public Hearing on February 15, 2022 and received third reading on February 22, 2022.

Going forward, the subject site 12791 232 Street will not form a part of the Official Community Plan Amending land use designation bylaws associated with this staff report.

1.2 Concept Plan Development and Overview

Council directed staff to undertake an employment land use re-designation process and consultation strategy for the Yennadon Lands at the June 18, 2019 Council Workshop Meeting. At the March 31, 2020 Council Workshop meeting, staff provided an update on the Yennadon Lands Re-designation process, including the proposed community engagement process that was postponed due to the pandemic. At that meeting, Council directed that the previously endorsed Yennadon Lands process be

revised and that staff work with the consultant to prepare some preliminary land use concepts for Council to review prior to proceeding with public consultation.

At the July 14, 2020 Council Workshop meeting, staff in collaboration with a consultant, presented three preliminary land use concepts for Council to review. At that meeting, Council directed staff to move forward with a public consultation process, taking into account the public health orders in effect at the time.

At the December 8, 2020 Council workshop meeting, Council endorsed "Concept #2 – Neighbourhood Innovations Village" and directed staff to move forward with an Official Community Plan Amending Bylaw.

The concept endorsed by Council at the end of 2020 provided for a 100% employment future for the developable areas of the Yennadon Lands. Based on Council comments, as well as what was heard from the community during the public consultation process, the following elements have been integrated into the policy work, design guidelines, or the land use schedule map associated with the re-designation of the Yennadon Lands towards an employment future:

- **Suitable Mix of Employment Uses:** The employment area will need to have an appropriate mix and size of employment uses to generate suitable levels of job creation, while still affording a sensitive transition to the surrounding residential uses.
- **Neighbourhood Business Scale and Character:** The design of the employment area will be limited to business activities primarily occurring inside a building to contain nuisance noise, odour, and other negative impacts. The building form will be more of a residential height and massing in the western area with generous landscape retention and reduced parking if possible. The eastern area may have larger and more conventional light industrial buildings.
- **Innovative Mixed Uses:** The development of this site may include a mix of employment uses.
- **Environmental Sensitivity:** Coho Creek will be protected and enhanced with the appropriate setbacks and a progressive stormwater management system on site.
- **Trail Network:** A comprehensive trail network will connect to the adjoining communities and provide a rich amenity for both the businesses and residents to enjoy, promoting a healthy walking/biking culture.
- **Resilience and Adaptability:** This employment neighbourhood will be designed and planned so that there is diversity and choice of business parcels and units that may adapt and consolidate or expand over time.
- **Climate-Change Responsive:** The infrastructure and servicing will be designed for increased storm flows and special events, so the neighbourhood has the ability to weather through extreme climatic conditions with additional precautionary measures, including floodways and dry pond areas for emergency stormwater storage.

The intent is to create a complete neighbourhood, within the existing residential area, where residents and business owners can live, work and play within a five to ten-minute walk or bicycle ride of their residence. This employment area should be uniquely smaller and scaled to fit with the surrounding neighbourhood, offering the potential for a variety of smaller scaled buildings with limited building heights and sizes.

The natural environmental area of the site will be conserved, as the Coho Creek Conservation Area, with the required 30 metre setback areas to buildings and trails along its edges. The employment area

will be linked by trails and natural open spaces, which in turn will be connected to the adjoining communities.

A natural interconnected pathway and trail system is recommended for the site that connects to the surrounding neighbourhoods. The trails should be slightly elevated to avoid flooding and may require elevated boardwalk sections in some of the riparian areas near the stream, or in particularly low wet areas.

A gravel horse trail runs along the south side of 128th Avenue adjoining the site. There are no formal trails through the site. There are plans for a comprehensive bike lane and walking path for both 128th Avenue and 232nd Street in the future, that will incorporate bike lanes and a sidewalk/trail network.

Official Community Plan Amending Bylaws No. 7734-2021 and No. 7735-2021 were drafted to integrate the Yennadon Lands Concept Plan into the Official Community Plan. The two bylaws were presented at the May 4, 2021 Committee of the Whole Council Meeting and were subsequently forwarded to the May 11, 2021 Regular Council Meeting for Council consideration of first reading.

Official Community Plan Amending Bylaws No. 7734-2021 and No. 7735-2021 were granted first reading at the May 11, 2021 Regular Council Meeting.

Following the consideration and granting of first reading to the two Official Community Plan Amending Bylaws, staff initiated the referral and consultation process, set out under Section 475 of the Local Government Act, which was endorsed at the time of first reading. This report highlights and responds to comments received through the referral and consultation process, noting that future site specific development applications will require additional studies, and referrals to outside agencies.

2.0 DISCUSSION:

This section will outline the agencies involved in the referral process and the response of each. In addition, modifications to the Official Community Plan Bylaws, including the proposed amendments to the Yennadon Lands policies and Development Permit, will be laid out.

2.1 Yennadon Lands Referral Process

As a part of the referral process, staff sent out referral requests to a number of external stakeholders and internal departments for their comments regarding the proposed redesignation of the Yennadon Lands towards an employment future. Returned comments are high-level, as site-specific details will come through the development application process. When development applications come before Council, additional studies typically found through the municipal rezoning process may be required. Such development related studies may include geotechnical assessments, ground-water impact assessments, servicing and infrastructure studies, agricultural impact assessments, environmental impact assessments (where development may encroach into some Environmentally Sensitive Areas), as well as significant tree and habitat balance assessments. Development applicants will be required to rezone (to the proposed new M-7 Employment Park Industrial zone discussed in Section 2.5 below) and obtain a development permit to regulate the form and character of new buildings.

2.1.1 External Stakeholders

As per typical municipal referral processes, the following external stakeholders received a referral / comment request regarding the re-designation of the Yennadon Lands towards an employment future:

- Agriculture Land Commission
- Metro Vancouver
- Ministry of Forests, Lands, Natural Resource Operations and Rural Development
- School District No. 42
- TransLink

While the comments are summarized below, the complete responses are available in Appendix F. Comment requests were also sent to the Katzie and Kwantlen First Nations.

Agricultural Land Commission (ALC)

The ALC noted that one Yennadon Lands parcel is within the Agricultural Land Reserve (ALR). As such, this ALR parcel is still subject to the ALC Act and its regulations, and ALC staff, at this time, do not support the proposed redesignation of the property from Agricultural to Industrial. The ALC does acknowledge that the City is aware that the remaining ALR parcel will need to go through the ALC exclusion process in order to permit Industrial uses on that site and that should the City choose to forward an exclusion application to the ALC, the ALC will review the merits of the exclusion proposal at that time.

The ALC also noted that the Yennadon Lands abut ALR land on the eastern perimeter, across from 232 Street and suggested that City staff should consult the Ministry of Agriculture, Food and Fisheries' Guide to Edge Planning when considering the establishment of a vegetative buffer along the non-ALR /ALR boundary.

Following receipt of the ALC's comments, a staff-to-staff meeting was held to gain clarity on the recent changes to the ALR exclusion request process, given the exclusion history associated with the Yennadon Land properties. Specifics related to this process are outlined in Section 5.0, Intergovernmental Implications, below. As well, City staff reassured ALC Staff that the edge planning guidelines have been considered and integrated, as appropriate, within the Yennadon Lands Development Permit Guidelines.

Metro Vancouver

Metro Vancouver provided comments from staff in the Regional Planning and Housing Services, Water Services, and Parks and Environment Departments. The complete letter is available in Appendix F.

Regional Planning staff noted the potential need to redesignate the land regionally, given the proposed land uses under the Industrial designation, as well as the proposed process. Following receipt of Metro Vancouver's comments, a staff-to-staff meeting was held to gain clarity on the timelines associated with the adoption of *Metro 2050*. Specifics related to this process are outlined in Section 5.0, Intergovernmental Implications, below.

Regional Planning staff also noted the need for sensitive industrial development given the surrounding non-industrial land uses, as well as the impacts of urban edge development on agricultural land. Regional Planning staff have also requested that some additional guidelines be incorporated into the Yennadon Lands Development Permit Guidelines. Where feasible, staff have made these amendments (discussed in further detail below).

Water Services staff noted the importance of early engagement with Metro Vancouver's Water Services department noting the proximal impacts associated with the development of the Yennadon Lands to Metro Vancouver's mains. City staff will connect with Water Services staff, as appropriate, throughout the redesignation process of the Yennadon Lands and on a site-by-site basis through the future development application process.

Parks & Environment staff note that the Concept Plan identifies a trail or multi-use pathway along the 128 Avenue side of the Yennadon Lands that is consistent with the *Regional Greenways 2050* plan.

Ministry of Forests, Lands, Natural Resource Operations and Rural Development (FLNROD)

Ministry staff note that the Yennadon Lands require regulation under the Provincial Water Sustainability Act (WSA) in collaboration with City staff, and offered the following guidance for future development within the area, as new development will likely change the water storage and attenuation capacity of the area. The Ministry encourages a holistic review of the site, including both environmental protection planning and integrated stormwater / drainage plans for the area with specific details noted in the latest provincial documents and resources. Ministry staff note the potential flexibility for FLNROD, the City of Maple Ridge and landowners to responsibly manage and integrate development within these areas. The full responses provided by FLNROD is available in Appendix F.

City staff note the recent work conducted by the City on the Alouette River Integrated Stormwater Management Plan and provided a reminder that the typical municipal development application process does require stormwater and drainage management plans. The proposed consolidation policy, discussed below, will also assist in strengthening the ability for a development application to flexibly accommodate the provincial regulations.

School District No. 42

School District No. 42 noted in their referral response that the proposed redesignation would affect the student population for the catchment areas currently served by Yennadon Elementary and Garibaldi Secondary School. The complete letter is available in Appendix F.

City Engineering staff confirm that Yennadon Elementary is located approximately 200m to the east and that traffic volumes at peak school times may be a challenge at the 128 Ave / 232 Street intersection. Currently, some of the vacant properties within the Yennadon Lands are unofficially used as overflow parking for parents taking their children to school due to the congestion at drop off and pick up times. The City is actively working with the School District to address the congestion issues.

TransLink

TransLink staff note that their comments are based on their legislated mandate to review OCP amendments, as well as policy direction outlined in the Regional Transportation Strategy (RTS) and the Transit-Oriented Communities Design Guidelines. As such, TransLink staff had the following comments:

- Noting the infrequency of the bus routes currently servicing the Yennadon Lands, that it would be important for the City to provide safe, accessible, and comfortable active transportation routes from the site to both the Haney Place Bus Exchange as well as the West Coast Express at Port Haney Station;
- That TransLink encourages the City to improve the safety of active transportation modes surrounding the site, such as adding signalized crosswalks at key pedestrian crossings, sidewalks on both sides of the roads along 232 Street and 128 Avenue, and improving the existing bus stops on these roads to increase the comfort and attractiveness for transit as a travel option in the area.
- Noting that 232 Street is a Major Road Network (MRN), the City would be required to obtain TransLink approval for any new accesses to/from the MRN.
- Encourage City staff to incorporate the TDM Guidelines for New Developments in Metro Vancouver and/or develop a TDM Plan for the site.

City staff have noted these comments and made the appropriate amendments to policy and development permit guidelines as appropriate. The complete letter is available in Appendix F.

2.1.2 Internal Stakeholders

In addition to the external organizations, referrals are sent to internal departments including Building, Economic Development, Engineering, Environment, Development, Fire, and Parks.

The Yennadon Lands were identified as a potential location for future employment uses in the City's Commercial & Industrial Strategy, with the Strategy recommending that planning for the additional supply of employment land should be a high priority in order to best satisfy future demand in an increasingly competitive region. This area aligns with the intent of the current Official Community Plan policies for inclusion as employment lands, as the lands are generally flat, have access to an arterial and collector roadway, and servicing runs adjacent to the properties, as well as the City's recent Economic Development Strategy.

It is noted in the Commercial & Industrial Strategy that a mixed employment campus-style business park could be a suitable form of development in this area. The Strategy recommends development with a key focus on restricting heights, while also encouraging building forms and uses that are in keeping with the surrounding residential context. It was originally noted that the Yennadon Lands could eventually serve the needs of the technology sector, light manufacturing companies, and professional offices, all of which offer a high employment density.

As many City Departments were involved throughout the creation and development of the Yennadon Lands Concept Plan, internal referral comments were few, with the proposed Concept Plan largely reflecting departmental aspirations. Where relevant, internal comments also spoke to relevant external comments, including where possible further regional alignment could take place, such as through economic development and active transportation opportunities. The comments received from the Engineering Department largely pertain to future development application processes, and will be of interest to potential applicants, the referral response is included in Appendix G.

2.2 Yennadon Lands Land Use Designation & OCP Policies

In order to implement the Yennadon Lands Concept Plan, Official Community Plan Amending Bylaw No. 7734-2021 (Appendix A, Schedule 1) introduces a new category to the existing Industrial land use designation. Some of the existing policies of Chapter 6 Employment have been updated, where appropriate, but the majority of Official Community Plan Policy Amending Bylaw No. 7734-2021 is proposed to integrate the Industrial Land Use Employment Park Category policies into OCP Chapter 6.

The Industrial (Employment Park Category) is intended to help create a more "complete community" by providing a range of employment opportunities where local residents and future business owners can live, work and play within a five to ten minute walk or bicycle ride of their residence.

In the past, industrial and commercial/residential areas have not always been good neighbours as industrial uses often bring noise, visual impacts, and large truck traffic to local areas. Therefore, the design of the employment area will be limited to business activities occurring primarily inside a building to contain nuisance noise, odour, and other negative impacts. Development will be directed in a sensitive and scaled manner so that the Employment Park is compatible with the adjoining residential neighbourhood.

Through the referral process, it has been noted that the development and servicing of these properties will require a collective approach in order to facilitate future uses that will offer a high employment density. As such, lot consolidation policies are proposed as an amendment to Official Community Plan Amending Bylaw No. 7734-2021. The intent of these policies is to ensure the development of a cohesive road network, servicing access and environmental compensation package, while being able to unlock the employment potential of these lands as flexibly as possible. The following consolidation policy amendments to the Employment Park policies are proposed:

- That Maple Ridge will require a minimum lot consolidation of 75,000 square meters for employment park development on the eastern portion of the Yennadon Lands (Policy 6-55 b)
- That Maple Ridge will require a minimum lot consolidation of 35,000 square meters for employment park development on the western portion of the Yennadon Lands (Policy 6-55 d)

The complete set of policies, including proposed amendments, is included in Official Community Plan Amending Bylaw No. 7734-2021, which is attached as Schedule 1 to Appendix A.

2.3 Yennadon Lands Employment Park Development Permit Guidelines

In conjunction with the Industrial Land Use (Employment Park Category) policies, specific Development Permit Guidelines (Appendix A, Schedule 2) have been developed for the Yennadon Lands Employment Park, which is proposed for integration into Chapter 8, Development Permit Areas, of the Official Community Plan. The intent of these guidelines is to shape the form of development to reflect Council and community comments, while remaining flexible and open to a range of uses.

The Development Permit Guidelines go through general design guidelines, such as site planning essentials, as well as specifics pertaining to site planning, landscaping, access and parking, and building design and massing.

Since first reading, a number of amendments have been made to the proposed Development Permit Guidelines:

- Update references to reflect the most recent guidelines, standards and bylaws.
- Update of some graphics for clarity.
- More specific wording relating to Access and Transportation, reflecting comments received through the external stakeholder review process.
- More specific wording relating to the opportunity for trails, open space, and active transportation opportunities, reflecting comments received through the internal and external stakeholder review process.
- Clarification on possible flexibility as it relates to the stormwater management and drainage strategies for the Yennadon Lands Employment Park.
- New guidelines that speak to wildlife and bird friendly designs, as requested by Metro Vancouver.
- Clarification regarding green roofs, and the maintenance of, as requested by Metro Vancouver.
- Removal of the Live/Work possibility, given the changing market demands, intent to align with future regional land use designations, and Council's desire for no residential use in the area.
- Update of the Design Checklist to reflect the proposed amendments.

The complete set of Development Permit Guidelines is included in Official Community Plan Amending Bylaw No. 7734-2021 (Policy), which is attached as Schedule 2 to Appendix A.

2.4 Yennadon Lands Employment Park Official Community Plan Land Use Map

It is intended, with the Official Community Plan Amending Bylaws that the 'Schedule B' Land Use Map and 'Schedule C' Natural Features Map will be amended to reflect the change in land use and designation. The Yennadon Lands Employment Park designation is proposed to change from 'Agricultural' to 'Industrial' and 'Conservation', as identified in the attached land use maps.

Since first reading of Official Community Plan Amending Bylaw No. 7735-2021, one of the Yennadon Lands properties have advanced through the development application process towards a Commercial future. As such, amendments to the boundaries of Official Community Plan Amending Bylaw No. 7735-

2021 (Appendix B) are now required as well as the introduction of Official Community Plan Amending Bylaw No. 7838-2022 (Appendix C).

Official Community Plan Amending Bylaw No. 7735-2021, as amended, has had two properties removed – the properties known as 12791 232 Street and 23154 128 Avenue. As mentioned above, 12791 232 Street is moving towards a Commercial future through the development application approval process and has recently received third reading. Therefore, it will not be subject to the Yennadon Land policies. The property 23154 128 Avenue will now be captured under Official Community Plan Amending Bylaw No. 7838-2022 and the Yennadon Land Employment Park policies and development permit guidelines will apply. The introduction of Official Community Plan Amending Bylaw No. 7838-2022 may assist with unlocking the potential of the Yennadon Lands in an expedited manner.

2.5 Yennadon Lands Employment Park and the City of Maple Ridge Zoning Bylaw

The implementation of the Yennadon Lands Concept Plan takes place in conjunction with a new zone in the City's Zoning Bylaw, proposed as the M-7 Employment Park Industrial zone. Official Community Plan Amending Bylaw No. 7734-2021 (Appendix A) includes amendments to the zoning matrix, which identifies zones that are permitted under each land use designation, in Appendix C of the Official Community Plan. This form of matrix has been updated to reflect the new land use category proposed for this area.

Given that the M-3 Business Park Industrial Zone will be used as the basis for the M-7 Employment Park Industrial Zone, it is anticipated that the minimum lot area and dimensions, density, and lot coverage will be nearly the same, or the same, as the M-3 Zone. Setbacks are proposed to somewhat differ from those in the M-3 zone, noting the close proximity of the existing residential developments abutting the Yennadon Lands. It is also anticipated that portions of the Yennadon Lands will have a lower building height in order to reflect the neighbourhood context. While originally envisioned to be part of the the Yennadon Lands Second Reading Report, the M-7 Employment Park Industrial Zone will come forward as a complementary report in the near future in order to accommodate any Council comment regarding the zone parameters, including proposed principal and accessory uses.

2.6 Next Steps

Staff prepared Official Community Plan Amending Bylaw No. 7734-2021 (Appendix A), Bylaw No. 7735-2021 and Bylaw No. 7838-2022 (Appendix B) to re-designate the Yennadon Lands for an employment future. These bylaws have been amended to reflect intergovernmental referral comments, as well as regional processes, and are proposed for second reading at an upcoming Council meeting.

Figure 2 - OCP Amending Bylaw Process



Development applications proposing employment land uses continue to be able to come before Council. Development applications are able to proceed through the development application process,

providing they align with the endorsed concept and Official Community Plan Amending Bylaw No. 7734-2021 (Policy), Bylaw No. 7735-2021 and Bylaw No. 7838-2022 (Land Use Designation). When that occurs, through these site-specific development applications, additional studies typically found through the municipal rezoning process may take place. Such studies may include geotechnical assessments, ground-water impact assessments, servicing and infrastructure studies (including drainage plans), agricultural impact assessments, environmental impact assessments (where development may encroach into some Environmentally Sensitive Areas), as well as significant tree and habitat balance assessments.

Development applicants will be required to rezone to the proposed new M-7 Employment Park Industrial zone discussed in Section 2.5 above and obtain a development permit to regulate the form and character of new buildings.

3.0 STRATEGIC ALIGNMENT

Implementing strategic plans related to local infrastructure and the economy, including the City's commercial and industrial land base, is a Council priority as established under its Growth pillar of the 2019-2022 City of Maple Ridge Strategic Plan.

4.0 POLICY IMPLICATIONS

The proposed land use re-designation of the Yennadon Lands to an employment future is supported through the recommendations of the Commercial & Industrial Strategy and the existing industrial policies in the OCP. OCP policies 6-41 and 6-42 speak to identifying additional employment lands within the City and set out compatibility criteria used to determine feasibility of new employment land. Specifically, the subject properties align with the intent of the current OCP policies for inclusion as employment lands, as the lands are generally flat, have access to arterial and collector roadways, and development servicing is located adjacent to the properties.

5.0 INTERGOVERNMENTAL IMPLICATIONS

5.1 Agricultural Land Commission

In 2004, the Agricultural Land Commission (ALC) permitted 12 of the 13 Yennadon Land properties to be removed from the Agricultural Land Reserve. This was a voluntary process, so only those property owners that chose to participate went through the exclusion process. As such, one property in the northeast corner (23154 128 Avenue) of the Yennadon Lands area will need to go through the ALC exclusion process to permit employment uses on that site. In accordance with the latest provincial changes in Bill 15, the current owner will have to request that the City make this exclusion application on their behalf.

Once the property owner requests an exclusion application be made, staff will bring a report before Council requesting permission to send the property to the Agricultural Land Commission to explore the possibility of exclusion.

Should the property be excluded from the Agricultural Land Reserve, the City will be able to move Official Community Plan Amending Bylaw No. 7838-2022 through the regional redesignation process required by Metro Vancouver in order to facilitate servicing and future employment uses at this site.

5.2 Metro Vancouver

The Regional Growth Strategy (RGS), titled "Metro Vancouver 2040: Shaping Our Future", manages growth by establishing growth boundaries throughout the region. The Yennadon Lands are largely

located within the Region's Urban Containment Boundary (see Appendix D) for the Region's Urban Containment Boundary).

Staff note that the potential for an adjustment to the City's Urban Area Boundary was contemplated during the previous Regional Growth Strategy review in 2006 and the lands were therefore, designated as General Urban by the Region (i.e. the majority of the Yennadon Lands are within the Region's Urban Containment Boundary). However, two properties in the northeast corner are outside of the Region's Urban Containment Boundary. These properties will require a land use designation change at the Metro Vancouver level, as well as an adjustment to the Urban Containment Boundary to permit employment uses.

As Metro Vancouver has been undertaking a review of the Regional Growth Strategy, Metro Vancouver staff have requested that minor amendments to the Regional Plan be held until the regional planning process has been complete. Third reading of the Yennadon Lands bylaws will be used as the spring-board for these future conversations, as Metro Vancouver has indicated support for the City's intent to provide additional employment lands in the region.

According to the latest information, Metro Vancouver has recently completed a draft of the updated Regional Growth Strategy, *Metro 2050*. At time of report writing, *Metro 2050* is intended to be presented to the regional board at the end of March, 2022 for consideration of first and second reading. If passed, letters for formal acceptance will be sent out to local governments in early May and Metro Vancouver will require local governments to pass resolutions for approval. These resolutions are due to Metro Vancouver by July, 2022.

Should Official Community Plan Amending Bylaws 7734-2021, 7735-2021 and 7838-2022 receive third reading, following a public hearing, staff will move forward with the regional land use redesignation requirements to the appropriate regional growth strategy.

An application by the City, to the Greater Vancouver Sewerage & Drainage District Board, is required to achieve regional approval to include the Yennadon Lands within the Fraser Sewerage Area for more intensive employment activities to take place at this site. The intent is to support urban level servicing and an application to the Board will be considered through this process.

6.0 INTERDEPARTMENTAL IMPLICATIONS

Community Planning staff have been working collaboratively with our Development & Environment colleagues, as well as with Engineering, Parks, Recreation & Culture, Building and Economic Development staff, on the pursuit of employment opportunities for the Yennadon Lands. It is anticipated that these departments will continue to be involved throughout the Yennadon Lands Employment Park Re-designation process. Additionally, staff from Legislative Services and Communications Departments will continue to provide support with community outreach and communication initiatives.

7.0 FINANCIAL IMPLICATIONS

The ongoing pursuit of employment lands, specifically with the Yennadon Lands Employment Park, is included in the Planning Department 2022 Work Program.

CONCLUSION:

The Yennadon Lands were identified as a potential location for future employment uses in the City's Commercial & Industrial Strategy. This area aligns with the intent of the current Official Community

Plan policies for inclusion as employment lands, as the lands are generally flat, have access to an arterial and collector roadway, and servicing runs adjacent to the properties.

Official Community Plan Amending Bylaw No. 7734-2021 and Bylaw No. 7735-2021 received first reading on May 11, 2021. Following the internal and external referral process, the amended bylaws are before Council for consideration of second reading. The introduction of Official Community Plan Amending Bylaw No. 7838-2022 is before Council for consideration of first and second reading.

These three bylaws propose to re-designate the Yennadon Lands for an Employment Park. Should Council direct, Official Community Plan Amending Bylaw No. 7734-2021, Bylaw No. 7735-2021 and Bylaw 7838-2022 would be forwarded to an upcoming Council Meeting for consideration of second reading and then forwarded to an upcoming public hearing.

“Original signed by Amanda Grochowich”

Prepared by: **Amanda Grochowich, MCIP, RPP**
Planner 2

“Original signed by Charles Goddard”

Reviewed by: **Charles R. Goddard, BA, MA**
Director of Planning

“Original signed by Christine Carter”

Approved by: **Christine Carter, M.PL, MCIP, RPP**
GM, Planning & Development Services

“Original signed by Scott Hartman”

Concurrence: **Scott Hartman**
Chief Administrative Officer

Appendix A:	Official Community Plan – Schedule A – Amending Bylaw No. 7734-2021 (as amended) Schedule 1 – Chapter 6, 6.4.2 Employment Parks Schedule 2 – Chapter 8, Yennadon Lands Employment Park Development Permit Area Guidelines
Appendix B:	Official Community Plan – Schedule B – Amending Bylaw No. 7735-2021 (as amended) Schedule 1 & 2 – Urban Area Boundary and Land Use Maps
Appendix C:	Official Community Plan – Schedule B – Amending Bylaw No. 7838-2022 Schedule 1: Land Use Map
Appendix D:	Urban Area Boundary and Urban Containment Boundary Map
Appendix E:	City of Maple Ridge Work-to-Date
Appendix F:	External Referral Comments
Appendix G:	Internal Referral Comments

CITY OF MAPLE RIDGE

BYLAW NO. 7734-2021

A Bylaw to amend the Official Community Plan Bylaw No. 7060-2014

WHEREAS Section 477 of the Local Government Act provides that the Council may revise the Official Community Plan;

AND WHEREAS it is deemed desirable to amend Schedule "A" to the Official Community Plan;

NOW THEREFORE, the Municipal Council of the City of Maple Ridge, enacts as follows:

1. This Bylaw may be cited for all purposes as "Maple Ridge Official Community Plan Policy Amending Bylaw No. 7734-2021."
2. That the Table of Contents is amended by inserting 6.4.2 Employment Park after 6.4.1 Industrial Lands and renumbering the following sections accordingly.
3. That Chapter 6 Employment, 6.4 Industrial Opportunities, 6.4.1 Industrial Lands, Policy 6-44 is amended by deleting the policy and replacing with the following:

"6 – 44 The Industrial land use designation is a key component of achieving a compact community. Within the Industrial designation, there are 3 industrial categories, the components of which are highlighted in this chapter:

- a) Business Park Industrial – lands that are located in the Maple Meadows Industrial Park and Albion Industrial Area. The Business Parks provide for a range of industrial uses and services, with an emphasis on landscaping and design.
- b) Employment Park Industrial – lands that are located in the Yennadon Lands Employment Park. Employment Park Industrial provides for a range of employment uses close to where people live while reducing possible negative impacts on existing surrounding neighbourhoods.
- c) General Industrial – lands that are located throughout the community and provide for a range of services and general industrial uses."

4. That Chapter 6 Employment is amended by inserting 6.4.2 Employment Park, a copy of which is attached hereto and forms a part of this bylaw as Schedule 1, following 6.4.1 Industrial Lands and renumbering the remaining sections, policies, and associated policy references accordingly.
5. That Chapter 8 Development Permit Area Guidelines be amended by inserting the following after "Ground-Oriented Residential Infill" on the Title Page:

- ◆ Yennadon Lands Employment Park

6. That Chapter 8 Development Permit Area Guidelines, Section 8.2 Application and Intent be amended by inserting the following after 8.2 (9):

“10. Yennadon Lands Employment Park pursuant to Section 488 of the Local Government Act to establish guidelines for the form and character of intensive light industrial use and for the protection of natural features and ecologically significant land.”

7. That Chapter 8 Development Permit Area Guidelines is amended by inserting the Yennadon Lands Employment Park Development Permit Area Guidelines, a copy of which is attached hereto and forms a part of this bylaw as Schedule 2, following after Section 8.14 Ground Oriented Residential Infill Development Permit Guidelines.
8. That Appendix C Zoning Matrix, Industrial Designations* be amended by inserting the following between “General Industrial Category” and “Business Park Category”:

Employment Park Category * (Subject to policies in Section 6.4.2)	M-7 Employment Park Industrial
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9. That Appendix C Zoning Matrix, Industrial Designations*, Business Park Category be amended by removing the reference to ‘Section 6.4.2’ and replacing it with ‘Section 6.4.3’ and that “M-7 Employment Park Industrial” be added after “M-3 Business Park”.
10. Maple Ridge Official Community Plan Bylaw No. 7060-2014 as amended is hereby amended accordingly.

READ a first time the 11th day of May, 2021.

READ a second time as amended the day of 202X.

PUBLIC HEARING held the day of , 202X.

READ a third time the day of , 202X.

ADOPTED, the day of , 202X.

PRESIDING MEMBER

CORPORATE OFFICER

6.4.2 EMPLOYMENT PARK

ISSUES

- The City's Commercial & Industrial Strategy recommends planning for the additional supply of employment land in order to best satisfy future demand in an increasingly competitive region.
- The Yennadon Lands are identified as a potential location for future employment use in the City's Commercial & Industrial Strategy. The impetus in identifying the Yennadon Lands for employment use was largely due to the lands being generally flat and underutilized, with the potential for urban level servicing, and located on arterial and collector roadways.

OBJECTIVE

- The aim of an Employment Park is to create a more "complete community" by providing a range of employment opportunities where local residents and future business owners can live, work and play within a five to ten minute walk or bicycle ride of their residence.
- In the past, industrial and commercial areas have not always been good neighbours as they have brought consequences such as noise, visual impacts, and undesirable traffic to local areas. Therefore, the design of the employment area will be limited to business activities inside the building to eliminate nuisance noise, odour, and other negative impacts.
- The Yennadon Lands Employment Park is 25.4 hectares (63 acres) in the north central part of the City of Maple Ridge. It is located on the south edge of 128 Avenue and the west edge of 232 Avenue. As it is bordered by residential land uses on the south and west edges, the Commercial & Industrial Strategy recommends development with a key focus on restricting heights, while also encouraging building forms and uses that are in keeping with the surrounding residential context.

POLICIES

6 - 51 Maple Ridge will designate Employment Parks in areas where there is an opportunity to increase job densities. The intent for high density Employment Parks is to encourage the right type and size of employment facilities that will help increase job opportunities close to home, as new and mature local businesses to locate closer to where their employees live.

6 - 52 Maple Ridge will direct development in a sensitive and scaled manner so that the Employment Park is compatible with the adjoining residential neighbourhood.

6 - 53 An Employment Park will have an appropriate mix and size of employment uses to generate suitable levels of job creation, while still affording a sensitive transition to the surrounding uses.

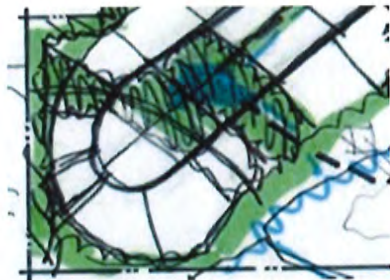
6 – 54 Maple Ridge will designate the Yennadon Lands, generally located south of 128th Ave and west of 232nd Street, for an Employment Park use. The Yennadon Lands serve growing industries, that include the technology sector, light manufacturing companies, and professional offices, all of which offer a high employment density.

6 – 55 Maple Ridge will consider an Employment Park development for the Yennadon Lands noting that:

- a)The eastern portion of the Yennadon Lands Employment Park may have larger and more conventional light industrial buildings;
- b) Maple Ridge will require a minimum lot consolidation of 75,000 square meters for employment park development on the eastern portion of the Yennadon Lands;
- c) The western portion of the Yennadon Lands Employment Park will have a building form that is similar to that of a single-detached residential dwelling height and massing with generous landscape retention and reduced parking, where possible;
- d) Maple Ridge will require a minimum lot consolidation of 35,000 square meters for employment park development on the western portion of the Yennadon Lands; and
- d) Development must align with the Yennadon Lands Employment Park Development Permit Area Guidelines found in Chapter 8 of the City's Official Community Plan.

YENNADON LANDS EMPLOYMENT PARK

DESIGN GUIDELINES



MAPLE RIDGE
British Columbia

Draft: v4 April 5, 2022

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***The thirteen property owners of the Yennadon Lands Employment Park lands
and
and the residents of the Yennadon area, and other Maple Ridge community residents
who helped shape these design guidelines***

*These design guidelines were completed by the
City of Maple Ridge
in association with
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MVH Urban Planning & Design Inc.*

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Design Guidelines Guide

Overview

These guidelines are specific to the Yennadon Lands Employment Park. They are unique in that they direct development in a neighbourhood sensitive and scaled manner so that the Employment Park is compatible with the adjoining residential neighbourhood. In the past, industrial areas have not always been good neighbours as they have brought consequences such as noise, visual impacts, and undesirable traffic to local areas. The City of Maple Ridge wants to prevent those negative consequences as much as possible.

In the case of the Yennadon Lands Employment Park, the intention is to bring the right type and size of employment facilities into the neighbourhood, so it increases job opportunities close to home and provides opportunities for new and mature businesses to locate closer to where their employees live. This approach will help residents drive less, walk and bike more, and reduce the overall greenhouse gas footprint that longer commutes create.

At the same time, as reducing commuting and providing space for businesses to grow, the City wants to provide pathways and trails, as well as other natural areas and tree conservation with any contemplated development in this new Employment Park. The scale, character and size of the buildings will also be carefully reviewed to ensure they fit into the valued west coast character of the neighbourhood. Sensitive site planning, landscape buffers, and screening will help these businesses integrate better with the surrounding established residential communities. Finally, access and traffic will be limited to the arterial roads in the area so that local streets are not impacted by the development to the extent possible.

Purpose

Property owners, developers, and consultants including architects, landscape architects and engineers will use these guidelines and the associated design review checklist to shape their development permit applications. City of Maple Ridge staff will measure the development permit applications submissions against the guidelines and checklist to suggest potential improvements. In the end, the City of Maple Ridge wants to make the development review and approvals process as clear and self-evident as possible to help reduce unnecessary delays and assure quality design. Most importantly, the City wants to create an outstanding and sought-after Yennadon Lands Employment Park: a local neighbourhood-sensitive employment area that all residents and businesses can be proud of as a progressive alternative to longer commutes.

How to Use These Guidelines

1. A Development Permit Application will be completed that conforms to the City of Maple Ridge *Zoning Bylaw* requirements and other design standards, regulations, and bylaws including but not limited to the *Maple Ridge Subdivision and Development Servicing Bylaw*, the *Off-Street Parking and Loading Bylaw*, the *Strategic Transportation Plan*, *Tree Protection and Management Bylaw*, *Natural Features Development Permit Application*, and the *Watercourse Protection Development Permit Application*.
2. The four sections that follow include:
 - a. Section 1.0 Design Administration and Framework Policies
 - b. Section 2.0 Employment Park Design Concept and Principles describes the approved overall site development concept and the accompanying principles that guide development;
 - c. Section 3.0 contains the specific Design Guidelines that apply to individual development parcels; and
 - d. Section 4.0 is a summary Design Review Checklist to ensure that applicants have covered all the guidelines adequately.
3. Following staff review, amendments will be required to the Development Permit Application as conditions for approval with the intention of improving the quality of site planning and design.

1.0 Design Administration and Framework Policies

1.1 Intent and Use

- 1.1.1 These guidelines and associated design guideline checklist will be used to guide development of the Yennadon Lands Employment Park. They will be used by the City of Maple Ridge to review and evaluate Development Permit Applications.
- 1.1.2 Applicants will respond to each guideline and checklist item that applies to their specific site in the context of the entire development area (see Section 4: Design Review Checklist).

1.2 Administration and Interpretation

- 1.2.1 The use of the term "City" shall mean "The City of Maple Ridge."
- 1.2.2 Where there is conflict with other bylaws, policies, or Area Plans adopted by the City, those bylaws, policies, or Area Plans will have priority over these guidelines.
- 1.2.3 Where a descriptive section, illustration, or photograph accompanies a guideline, it is provided for information purposes only to enhance the understanding of the guideline.
- 1.2.4 Where "shall" is used in the guideline, the guideline is considered mandatory.
- 1.2.5 Where "should" is used in a guideline, the intent is that the guideline is strongly encouraged, but can be varied where unique or unforeseen circumstances provide for courses of action that would satisfy or generally be seen as equivalent to the intent of the guideline.
- 1.2.6 Where the guideline requires submission of studies, analysis, or other information, the City of Maple Ridge shall determine the exact requirements and timing of the studies, analysis, or information.
- 1.2.7 Bylaws, policies, and regulations will be cross-referenced where possible in these guidelines, but it is up to the applicant to ensure that they comply with all applicable bylaws, policies, and regulations in accordance with the City of Maple Ridge's requirements whether or not they are mentioned in these guidelines.

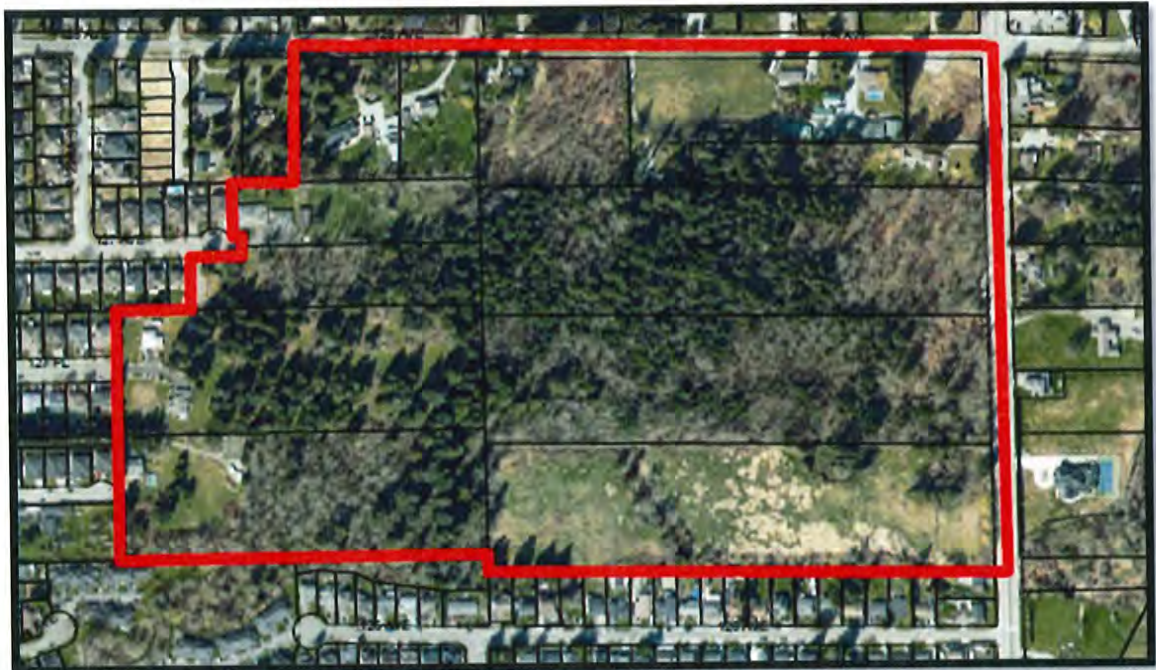
1.3 Development Permit Area Application

- 1.3.1 In accordance with Section 488 of the *Local Government Act*, the City of Maple Ridge is permitted to designate Development Permit Areas to create special requirements for certain forms of development, including the form and character of intensive residential, commercial, industrial or multi-family residential development, and for the protection of natural features and ecologically significant land.
- 1.3.2 A Development Permit Area is intended to address special development circumstances, and if a property is within a Development Permit Area, certain types of development activity cannot proceed without a Development Permit being issued by Council.
- 1.3.3 An Industrial Development Permit is required for all new development within the urban area on lands designated industrial on Schedule B of the Official Community Plan other than in those circumstances indicated in in Section 8.4 Development Permit Exemptions. The following form and

character guidelines apply to industrial development on this unique neighbourhood site but are not necessarily appropriate for general industrial uses.

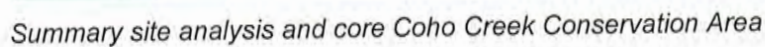
1.4 Site Location, Size and Characteristics

- 1.4.1 The Yennadon Lands Employment Park is 25.4 gross hectares (63 acres) in the north central part of the City of Maple Ridge. It is located on the south edge of 128 Avenue and the west edge of 232 Street. It is bordered by residential land uses on the south and west edges. Thirteen properties make up the Employment Area. The properties range in size from 0.5 hectares (1.50 acres) up to 4 hectares (10.0 acres).
- 1.4.2 The west side of the Yennadon Lands Employment Park has newer urban residential homes on standard single-detached lots. On the southwest edge of the Employment Park, set back from Coho Creek, are clusters of townhomes. Along the south Employment Park of the site are older urban residential lots adjoining the south edge of Coho Creek. East of the Employment Park along 232 Street are large lot homes built on the Agricultural Land Reserve. North of the Employment Park on 128 Avenue are older estate lot homes. On the northeast corner of 232 Street and 128 Avenue is a Petro Canada Service Station and associated commercial uses. The Yennadon Elementary School is also located in behind the Service Station northeast of 128 Avenue and 232 Street.
- 1.4.3 The northern and western edges of the Employment Park have current large lot residential uses. One small farm is located in the northeast corner of the Employment Park. The balance of the site is vacant, treed, or open fields with Coho Creek and its tributaries running through the south and central part of the site. The open parts of the site have views north to the Golden Ears mountain peaks but much of the potential views are obscured by the existing forested area. The site is relatively flat but is punctuated by mounds and lower wet areas.



Orthographic photo of site and adjoining uses

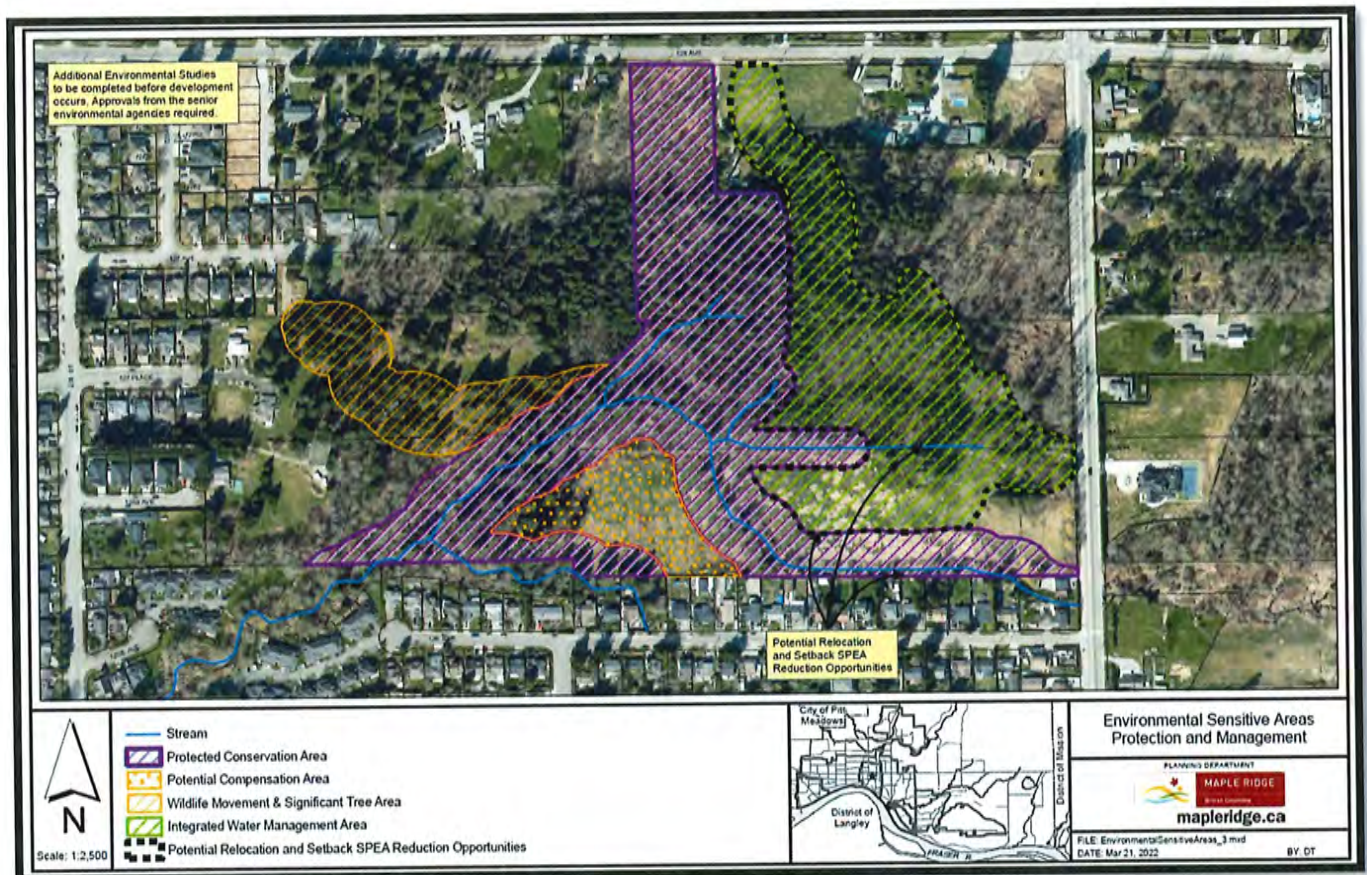
- 1.5.1 In accordance with Section 8.9 of the Official Community Plan, a Watercourse Protection Development Permit application is required for all development and building within 50 meters of top-of-bank of all water features such as creeks, wetlands, ponds, or ditches, for the preservation, protection, restoration and enhancement of watercourse and riparian areas. Coho Creek and its tributaries run east to west and northeast to southwest through the site in the south and central part of the site.
- 1.5.2 Pursuant to Section 8.10 of the Official Community Plan, a Natural Features Development Permit application shall be required for all development and subdivision to ensure the protection, restoration, and enhancement of the natural environment.
- 1.5.3 Outside of dedicated watercourse and natural feature protection areas, restrictive covenants shall be utilized to assist with protection of tree retention areas, and high risk natural hazard areas, where necessary.
- 1.5.4 Re-designation to a "Conservation" land use designation within the Official Community Plan shall be required through a future rezoning application.



- 1.5.5 The City's Tree Protection and Management Bylaw will apply to the tree retention, removal, and replacement requirements for each development application as the majority of the site is covered with dense mixed forest of deciduous and coniferous trees. There are a few clusters of what appear to be significant Western Red Cedar and Hemlock tree stands near the west edge of the site. There

could also be further specimens, but a detailed tree inventory and management plan would be required to confirm their value and condition.

- 1.5.6 As per municipal requirements and legislative requirements of senior environmental agencies Coho Creek is fish-bearing and therefore requires a 30-meter setback with a 15-meter setback along the south side of the tributary where it abuts historical residential properties facing 126 Avenue on the east side of the site. The surrounding riparian corridor provides an important refuge to a variety of fish, wildlife and flora species and it provides an important wildlife movement corridor through the site. It helps provide greenway connections east and west and north to south as part of a larger watershed sub-catchment area. No buildings, impervious surfaces, infrastructure or site disturbance are permitted in this setback area.



Yennadon Lands Employment Park Environmental Sensitive Areas Protection and Management Concept

- 1.5.7 The Municipal Streamside Protection Regulation setbacks are determined with the assistance of a qualified environmental professional of record. Variances, relocations, or disturbance shall require input from senior environmental agencies. Wetlands and water management areas shall be evaluated by a qualified environmental professional along with the assistance of the Provincial WSA and the City.
- 1.5.8 Portions of these sensitive water management areas are potentially considered to be developable, but site designs must include consideration for integration of naturalized stormwater designs within these areas. Senior environmental agencies have noted a willingness to consider some development within the identified water management areas outside of protected headwater habitat

areas on condition there is a significant effort to retain contiguous headwater areas/wetland features and clusters of healthy trees around headwater areas.

- 1.5.9 There is a remnant central “island” of land in the south-central area of the site that may be considered for the east tributary stream compensation and a reduced setback to 22.5 meters for the balance of Coho Creek. A further environmental study shall be required to confirm the merit and feasibility of the various creek management and compensation options.

1.6 Access and Transportation

- 1.6.1 128 Avenue connects to the Golden Ears Bridge to the west and 232 Street connects south to Abernethy and Dewdney Trunk Road. Each of these roads will provide limited access to the site and no direct single-site access. Further road-widening dedication and improvements will be required as a condition of development and appropriate road standards for interior roads.
- 1.6.2 Transportation Impact Assessments are required through the development application process.
- 1.6.3 Where possible, innovative solutions to school related congestion issues will be considered.
- 1.6.4 Where feasible, developments are encouraged to align with the Transportation Demand Management Guidelines for Development in Metro Vancouver, as amended, in conjunction with the City's Off-Street Parking and Loading Bylaw and Zoning Bylaw, as amended.

1.7 Trails, Open space, Parks and Recreation

- 1.7.1 A gravel horse trail runs along the south side of 128 Avenue adjoining the site. There are some informal trails by residents on the western edge. There are regional and municipal plans for a comprehensive bike lane and walking path for both 128 Avenue and 232 Street in the future that will incorporate bike lanes and a sidewalk/trail network.



A gravel horse trail is located along the south side of 128 Avenue and informal trails exist on the west edge of the site adjoining the residential area

- 1.7.2 A natural interconnected pathway and trail system is shown on the concept plan (Section 2.1) for the site that connects to the surrounding neighbourhoods. The trails should be slightly elevated to avoid flooding and may require elevated boardwalk sections in some of the riparian areas near the stream or in particularly low wet areas. In addition, should pedestrian bridges be required, these

bridges should be designed and constructed so that they create minimum disturbance in the riparian areas.

- 1.7.3 Where possible, trail and greenway development considered for the plan area will align and support the objectives identified in *Regional Greenways 2050*.

1.8 Stormwater Management

- 1.8.1 Any development shall demonstrate compliance with the City's stormwater management requirements as outlined in the drainage section of the City's Design Criteria Manual and in accordance with Provincial and Metro Vancouver design standards.
- 1.8.2 Stormwater management strategies shall be coordinated with geotechnical recommendations, environmental protection areas, and tree retention plans as protected watercourses, surrounding wetland habitat, and water management areas will be the major recipient of seasonal groundwater and stormwater runoff.
- 1.8.3 Green infrastructure solutions must be incorporated into the stormwater management plan.
- 1.8.4 Water quality treatment for runoff from roads/parking areas is required before it enters into protected setback areas and into the more sensitive water management areas zones.
- 1.8.5 A bio-pond is required on at least each half of the Yennadon Lands (eastern portion and western portion) to provide for community detention and water quality treatment prior to discharge to the Coho Creek or existing municipal drainage system.
- 1.8.6 For fish-bearing water courses, any stormwater flow shall be filtered and scrubbed via biofiltration and exfiltration on developable portions of the site before it enters into protected sensitive areas.

2.0 Employment Area Development Concept and Principles

2.1 Employment Area Development Concept

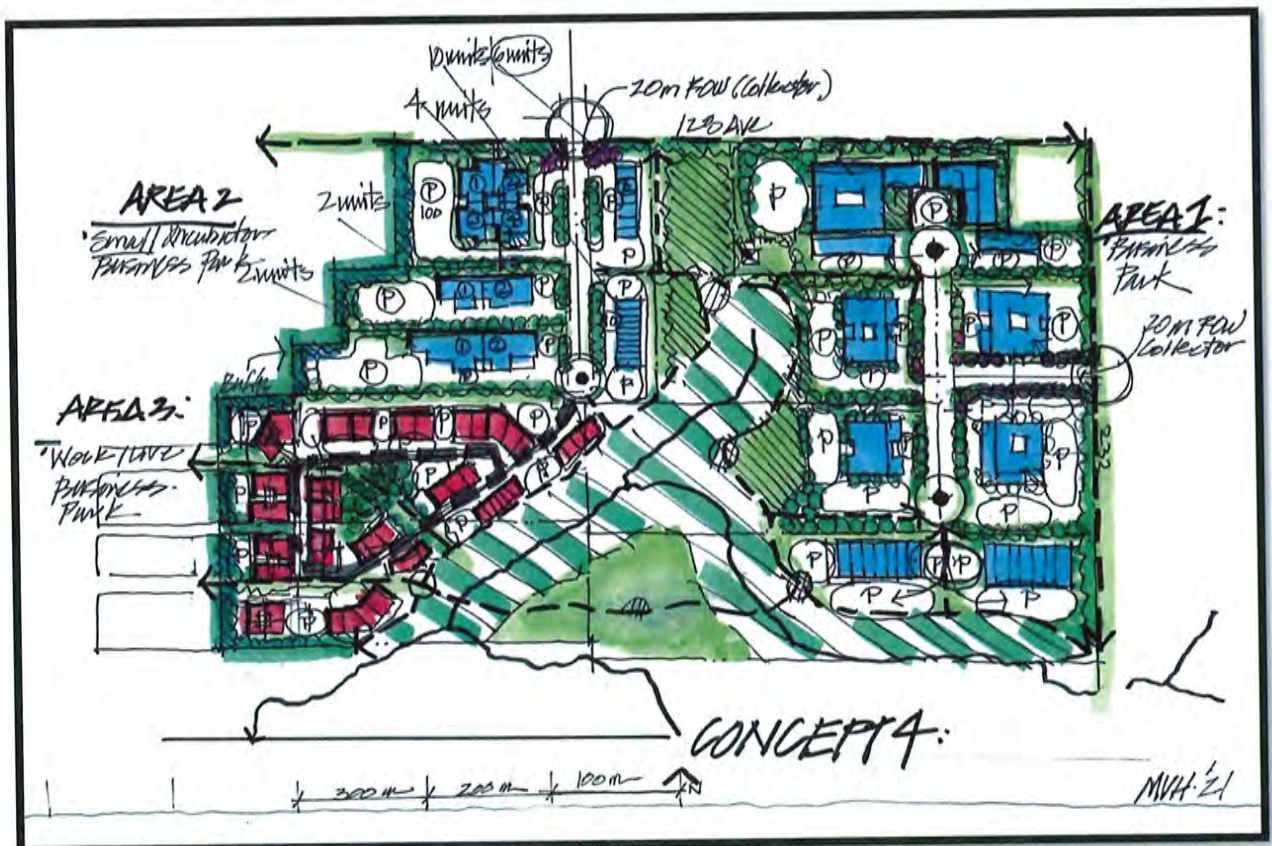
2.1.1 Complete Yennadon Lands Vision: Live, Work, and Play with Nature

The intent is to create a complete neighbourhood where residents and business owners can live, work and play within a five to ten-minute walk or bicycle ride of their residence. This employment area should be uniquely smaller scaled to fit with the surrounding neighbourhood, offering the potential for a variety of smaller scaled buildings with limited building heights and sizes. Residential uses will be limited to potential work/live units in the west sector (see Development Concept Plan below).

2.1.2 Nature and Eco-Industrial Network Potential: The natural environmental area of the site will be conserved as the Coho Creek Conservation Area with the required 30 metre setback areas to buildings and trails along its edges. The employment area will be linked by trails and natural open spaces, which in turn will be connected to the adjoining communities. Businesses are also encouraged to form an Eco-industrial Network to minimize waste and optimize the "circular economy" where waste becomes a potential raw material for another local business. (see Eco-Industrial Park Handbook:

<https://openknowledge.worldbank.org/handle/10986/31456>

and article; <https://link.springer.com/article/10.1007/s10098-016-1224-x>)



Yennadon Lands Employment Park Development Concept

2.2 Guiding Principles

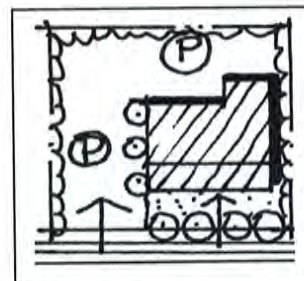
- 2.2.1 **Suitable Mix of Employment Uses:** The employment area will need to have an appropriate mix and size of employment uses to generate suitable levels of job creation while still affording a sensitive transition to the surrounding residential uses.
- 2.2.2 **Neighbourhood Business Scale and Character:** The design of the employment area will be limited to business activities inside the building to eliminate nuisance noise, odour, and other negative impacts. The building form will be more of a residential height and massing in the western area with generous landscape retention and reduced parking if possible. The eastern area may have larger and more conventional light industrial buildings.
- 2.2.3 **Innovative Mixed Uses:** The development of this site may include a mix of employment uses.
- 2.2.4 **Environmental Sensitivity:** Coho Creek will be dedicated to the City and protected and enhanced with the appropriate setbacks and a progressive stormwater management system on site.
- 2.2.5 **Trail Network:** A comprehensive trail network will connect to the adjoining communities and provide a rich amenity for both the businesses and residents to enjoy, promoting a healthy and walking/biking culture.
- 2.2.6 **Resilience and Adaptability:** This employment neighbourhood will be designed and planned so that there is diversity and choice of business parcels and units so they can adopt and consolidate or expand over time.
- 2.2.7 **Climate-Change Responsive:** The infrastructure and servicing will be designed for increased storm flows and special events.

The intention is that each of the businesses will be part of a greater community that engenders environmental stewardship, economic prosperity, and social responsibility as core to their values.

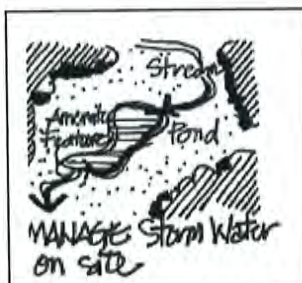
3.0 Design Guidelines

3.1 General Guidelines: Site Planning Essentials

The following are requirements for each Development Permit Application:



Parking to the side and rear of the building; visitor parking may be in front.



3.1.1 Minimize site disturbance and enhance natural features

The site is sensitive to any alterations of the landscape, especially those areas adjoining Coho Creek. There shall be no disturbance within the stream setback area. Other areas with significant trees will be retained where possible and enhanced with native planting.

3.1.2 Locate building and parking to minimize impact on natural areas

Buildings and required parking shall be located outside the stream setback area. Additional parking or storage areas can be completed with pervious surfaces and surface storage to permit temporary retention, subsurface water recharge and reduce off-site erosion. Any trails or pathways should be located outside the stream setback area.

3.1.3 Locate buildings close to the streets with pedestrian access

Since this area is intended to be pedestrian friendly and residential scale on the west portion of the site, buildings will be required to meet the minimum setback requirements unless visitor parking is proposed in the front yard setback. Direct pedestrian pathway access from the street and parking to the building will be required.

3.1.4 Create adequate building weather protection and passive solar gain

Broad overhangs and other methods to protect the building and pedestrians shall be required as part of a genuine west coast approach to design of the buildings and landscape.

3.1.5 Locate main employee parking to the side and rear of the site

Only visitor parking will be permitted in the front yard area. Other parking is required to be located in side yards or rear yards.

3.1.6 Locate storage, service and loading to the side and rear of the site

Storage, service and loading are required to be located to the sides or rear of the property to minimize potential conflicts with visitors and pedestrians as well as reduce undesirable visual impacts.

3.1.7 Manage stormwater on site

Rainwater management will be important so that Coho Creek will receive unpolluted water and nurture the local fish population. No excess runoff will be permitted from any site and will be retained on site in the event of a storm or other rain event in accordance with City of Maple Ridge Design Criteria Manual and environmental standards. The use of Green Infrastructure must be incorporated in to the site designs.

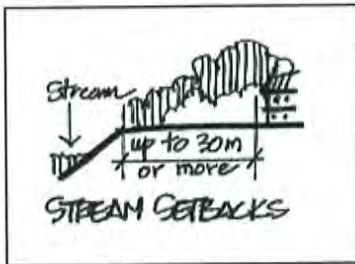
3.1.8 Create a landscaped strip at the front, rear and sides of site

To buffer the visual intrusion of larger buildings, storage, and parking, a landscape strip will be required along the front yard, side yards and rear yard. The specifications for planting, width, and fencing are included in the Specific Guidelines that follow. Landscape design plans should be coordinated with the stormwater management plan to utilize vegetation to address retention, detention and water quality.

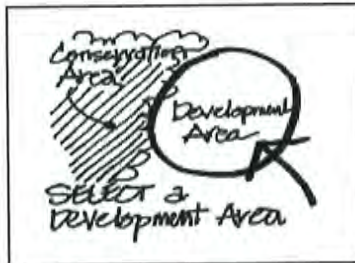
3.2 Specific Guidelines and Standards

These guidelines generally follow the *M7 Employment Park Industrial Zone* requirements within the *City of Maple Ridge Zoning Bylaw No. 7600-2019* and may be more specific in some cases to attain the *Yennadon Lands Employment Park Development Concept and Guiding Principles* (Sections 2.1 and 2.2 of this document).

3.2.1 Overall Site Planning



3.2.1.1 The minimum development setback from Coho Creek is 30 metres. No buildings, improvements, or site disturbance are permitted in this setback area. The development setback area will be defined by the measurement from the top of bank of Coho Creek and require *Natural Features and Watercourse Protection Development Permits*.

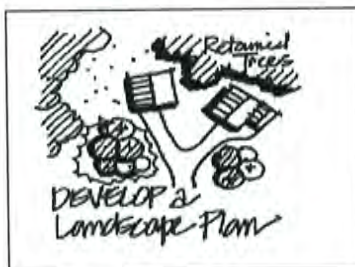


3.2.1.2 The undeveloped portion of the lot shall have all erosion and sediment control mitigation measures in place and be in compliance with the *Maple Ridge Watercourse Protection Bylaw No. 6410-2006*, or as amended.

3.2.1.3 Developments are encouraged to incorporate Low Impact Development (LID) techniques into site planning. Applicants should consider employing techniques such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drainpipes into vegetated areas.

3.2.1.4 All landscaping areas shall meet or exceed the *Metro Vancouver Regional District Stormwater Source Control Design Guidelines 2012*, or as amended.

3.2.2 Overall Landscape Plan



3.2.2.1 A registered British Columbia Landscape Architect shall develop a Landscape Plan for each parcel.

3.2.2.2 The landscape plan is to retain and enhance the natural settings as much as possible with no disturbance to the natural areas to be conserved outside the building sites. Landscape elements should follow an informal design and be understated.

3.2.2.3 Landscaping on site shall provide definition to pedestrian corridors; adequate screening between sites; soften the transition between adjacent uses; and create interesting views and focal points in and to other parts of the overall employment area including the central natural area.



3.2.2.4 Landscape design shall extend and complement the central natural area of the site and complement the adjoining residential development with natural plantings, accent planting, and specimen planting, where appropriate.



Landscape for energy efficiency and conservation

- 3.2.2.5 The scale and location of plant material shall complement and be consistent with the scale and massing of the building(s) and the street trees.
- 3.2.2.6 The Landscape Plan shall include vegetation and trees to be retained and protected during construction by distinct fencing (Section 3.2.5).
- 3.2.2.7 Site grading and excavation should retain topsoil on site and create the least site disturbance where possible.
- 3.2.2.8 All final site grading must match adjoining, undisturbed natural grades and should be integrated with the stormwater master plan.
- 3.2.2.9 The Landscape Plan should consider energy efficiency and conservation in the selection and placement of plants including the following:
 - 3.2.2.9.1 Providing shade in the summer and light in the winter to the buildings through deciduous tree planting;
 - 3.2.2.9.2 Allowing daylight to active building frontages;
 - 3.2.2.9.3 Permitting natural drainage and ground-water recharge through the placement of planting and planting beds; and
 - 3.2.2.9.4 Redirecting rainwater from rooftop runoff into vegetated areas or rain barrels for later irrigation use.

3.2.3 Landscape Strips and Screens



3.0 metre landscape strip in the front yard and exterior side lot



3.0 metre landscape screen in the side and rear yards

- 3.2.3.1 A landscape strip is required at the property line along the street front and exterior side lot. Visitor parking is permitted in the front yard only in addition to pedestrian access to the building.
- 3.2.3.2 A recommended selection of native trees, shrubs and groundcovers are recommended to cover at least 75 percent of the ground in this landscape strip area. The balance is recommended to be natural grasses or no-pesticide lawn grasses. Low shrubs (planted at 1.0 metre minimum on centre and trees at a maximum 7 metres on centre) should be planted to screen parked cars but allow visual access to the building for safety purposes.
- 3.2.3.3 All planting on the property shall be native, water-conserving, herbaceous and/or woody plant species suitable for the City of Maple Ridge.
- 3.2.3.4 A landscape screen is required in the side and rear yards and along any lot line edge where a trail is required. These buffer/screen strips shall be planted with native evergreen species and are to be continuous and solid adjoining residential uses.
- 3.2.3.5 It is recommended that Building Owners and Tenants maintain the planting media and plant material in accordance with generally accepted landscape maintenance practices, and replacing each as necessary.

3.2.4 Tree Retention and Replacement



3.2.4.1 A tree survey is required by a certified arborist to determine recommendations for tree retention, removal and management in accordance with the *Tree Protection and Management Bylaw No. 7133-2015*.

3.2.4.2 A Tree Management Plan should be developed as part of the required Landscape Plan to minimize disturbance on the site and reduce associated development costs in accordance with the *Tree Protection and Management Bylaw No. 7133-2015*. If the tree plan is coordinated with storm water management, site grading, road layout, and building layout, site development costs should be reduced.

3.2.4.3 Groups of trees should be retained to protect against potential isolated tree hazard situations. Associated vegetation at the base of trees should be retained to minimize disturbance of existing soil conditions.

3.2.4.4 Trees on adjacent property must not be cut, pruned or have roots severed or disturbed during construction. Large tree roots encroaching on construction areas shall be left intact up to the foundation. Fill or any other material shall be kept well clear of existing trees. Foreign materials and substances should be prevented from entering or leaching into soils and definitely not be stored or placed in the tree protection areas. At the same time, root systems of retained trees shall be protected from compaction and grade changes.

3.2.4.5 All trees identified for preservation shall be protected during construction unless it is otherwise demonstrated that they are a safety hazard or require removal to accommodate an approved building or structure in accordance with the *Tree Protection and Management Bylaw No. 7133-2015*.



3.2.5 Fencing

3.2.5.1 No fencing is permitted in the front yard and external side yard areas, except treatments like low decorative wood rail fencing as part of a coordinated landscape plan to a maximum of 1.2 metres.

3.2.5.2 Fencing is limited to the internal side yards and rear yard areas and shall not exceed 3.6 metres.

3.2.5.3 Fencing adjoining residential areas shall either be constructed with materials consistent with fence materials and design generally used in the residential neighbourhood or can be chain-link fencing if complemented by a solid evergreen hedge on the outside of the fence.

3.2.5.4 Any fencing will meet the requirements of *Section 403 – Visual Clearances at Intersections of the Zoning Bylaw*.



Chain-link fencing integrated
with evergreen hedge

3.2.6 Street design standards and pedestrian connections

3.2.6.1 Collector standard roads are required in accordance with the Subdivision and Servicing Bylaw, as amended from time to time.

3.2.6.2 There shall be a separate pedestrian sidewalk connection between the street and the front door of the building or buildings.

3.2.6.3 It is required that a trail network as shown on the concept plan be provided along the Coho Creek setback area and through the development to connect up to the residential areas south and west of the site and with the proposed multi-use trail along 128 Avenue and 232 Street.

3.2.6.4 A 5.0 metre dedicated public-right-of-way shall be required along the Coho Creek setback areas and between properties to permit an interconnected trail system and as an amenity to businesses and residents.

3.2.6.5 Standard trail/pathways include a 2.5 metre pathway with a 250 mm shoulder on both sides (see Figure 2 below).



Trail with 2.5 metre width and 250 mm shoulder

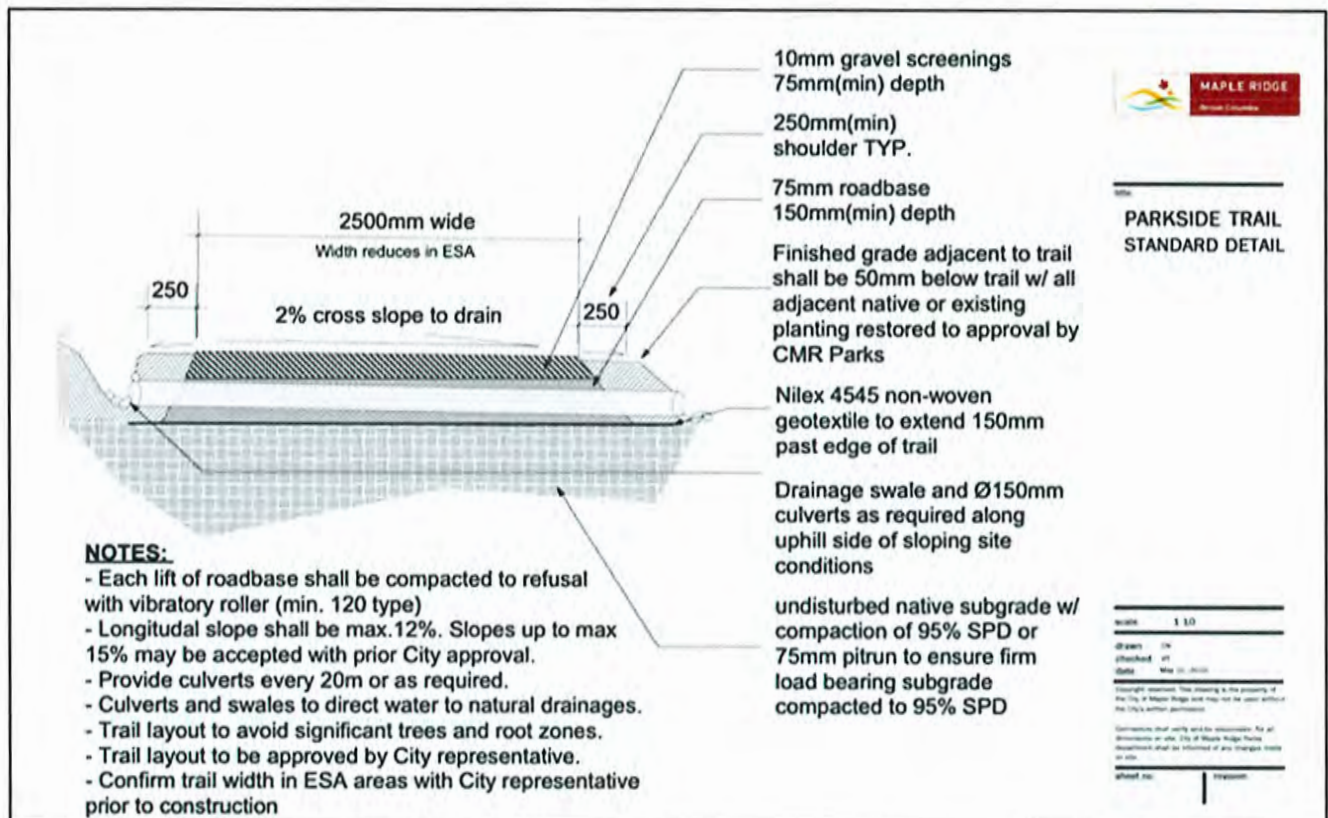


Figure 2: PARKSIDE TRAIL Standard Detail
City of Maple Ridge standard cross-section for trails

3.2.7 Entrance Gateways

- 3.2.7.1 Entrance gateways shall be located at the entrance of the Employment Park at 128 Avenue and at the entrance to the east section on 232 Street. Gateways are to be set on private property.
- 3.2.7.2 The gateways shall set and reflect the character of the employment areas and create a distinct recognition of entrance into an employment area through entrance signage and a potential special paving treatment.
- 3.2.7.3 Materials used in their natural state are encouraged such as stone and wood.



The entrance gateways are to be neighbourhood scale and using natural materials combined with native landscaping

3.2.8 Access and Parking

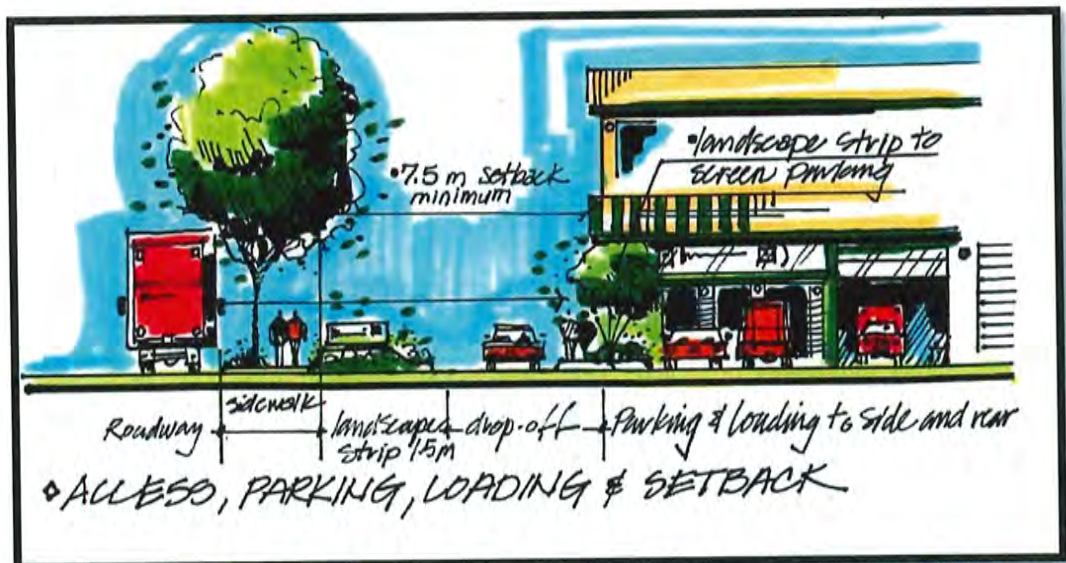


Visitor parking only in the front yard setback area



Pedestrian access from street to front entrance of building

- 3.2.8.1 Generally, only one access per property is permitted. Access may be shared with adjoining uses to minimize driveway along the street, but will need to be reviewed on a case by case basis. Additional access widths may be required.
- 3.2.8.2 Only visitor parking is permitted in the front yard or external side yard areas. All other parking is required to be on the interior side yards or the rear yard areas.
- 3.2.8.3 Locate disabled parking spaces near the front door of the building, providing ramp or other universal design access.
- 3.2.8.4 All non-vehicular routes shall meet City of Maple Ridge Accessibility Standards and be fully accessible. Sidewalks and paved pathways shall be wide enough for wheelchairs or scooters and should include a tactile strip for the visually impaired.
- 3.2.8.5 Curb cuts and curb let-downs shall be provided in appropriate locations to facilitate safe, convenient, and direct access from parking spaces to buildings for people with disabilities.
- 3.2.8.6 Parking areas shall be divided into smaller sections by planting trees every six parking stalls with shrubs and groundcover to break up and green the parking areas.
- 3.2.8.7 Parking areas shall be graded to direct runoff to the landscaped areas as part of the site's stormwater management plans.
- 3.2.8.8 A distinct pedestrian pathway connection shall be provided between the parking area and the main building where there are multiple layers of parking.



3.2.9 Loading, service, storage and refuse



Loading and service bays to the side and rear of the building



Screening of service and loading areas

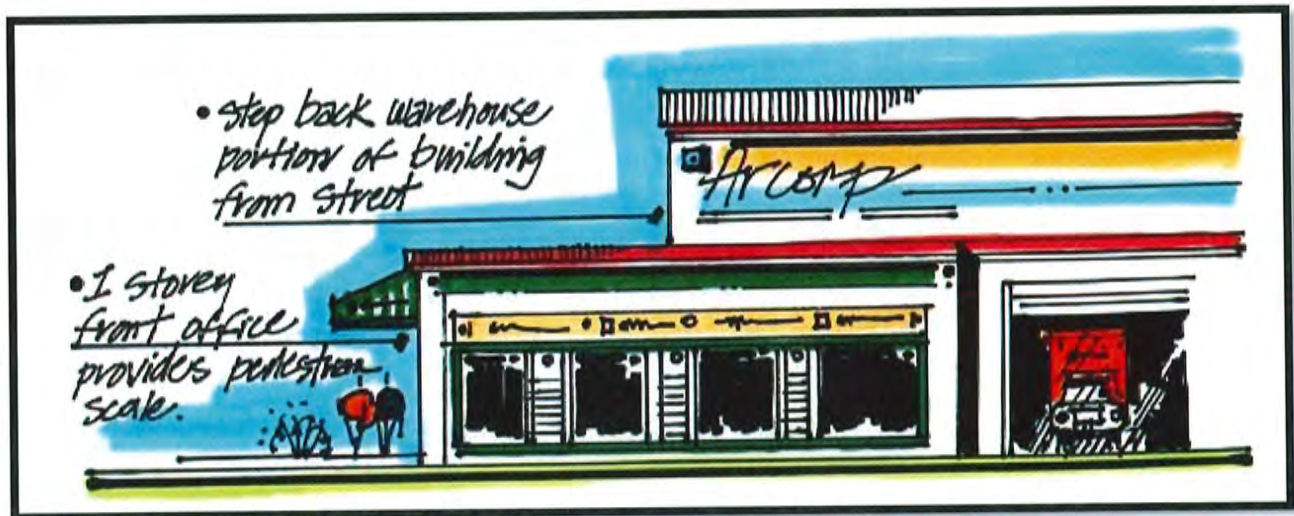
- 3.2.9.1 Loading and service bays shall be located to the side and rear of the building with access to the side of the building.
- 3.2.9.2 Loading and service bays shall be screened from adjoining properties.
- 3.2.9.3 No storage materials shall exceed the height of the fencing and screening.
- 3.2.9.4 Ensure construction waste is recycled where feasible.
- 3.2.9.5 A comprehensive waste reduction program is encouraged among landowners that can provide recycling and reuse in close proximity of industrial and commercial owners and/or tenants.
- 3.2.9.6 Refuse receptacles shall be located indoors or within service areas out of view from pedestrian access. Garbage and waste material should be stored in containers that are weather-proof and animal resistant in accordance with Waste Management Guidelines.

3.2.10 Building size and massing



Buildings shall be scaled appropriately and front the street

- 3.2.10.1 The front of the building will face the street.
- 3.2.10.2 It is recommended that the front of the building be articulated with wall divisions, building setbacks/protrusions or punched windows to break up long wall surfaces and create interest and scale along the street front.
- 3.2.10.3 The front reception and offices could be lower than the back of house warehouse and storage areas to create pedestrian scale and interest along the street.
- 3.2.10.4 Ancillary or accessory buildings, including structures used for storing materials or refuse containers should be visually screened from public streets with dense evergreen planting or should be designed and finished in a manner consistent and harmonious with the principal building.



The overall concept is to create a green campus of buildings that scale with the neighbourhood.

3.2.11 Building design and articulation



West coast architecture with wood, glass, and steel

- 3.2.11.1 Compatible architecture is encouraged – a range of styles, scale, massing, articulation, and glazing suitable for light industrial buildings with a west coast flair by using wood and steel accents where appropriate.
- 3.2.11.2 Broad overhangs for weather protection of both building and pedestrians shall be considered.
- 3.2.11.3 Offices, reception, sales, and other public use areas shall be located at the front of the buildings and face the adjoining street.
- 3.2.11.4 Main entry areas should be highly articulated with at least 50 percent glazing and a distinct front door design and broad overhangs in roof structure and details.

3.2.11.5 Design should incorporate wild-life and bird friendly design. Elements could include:

3.2.11.5.1 Apply visual markers to the exterior of glass surfaces.

3.2.11.5.2 Interrupt reflective glass by increasing the density of external visual markers and/or include adapted fenestration patterns, external blinds, shutters, sunshades, grilles, louvers, or artwork.

3.2.11.5.3 Design corner windows, glass walkways, glass railings and other similar features to reduce the appearance of clear passage to sky or vegetation.

3.2.11.5.4 Dampen reflections by using canopies or sunshades to cover windows at ground level and/or by using screens, drapes or blinds to increase the opacity of clear glass.



No blank walls; walls with texture, glazing, and colours

3.2.11.6 Building shall have no blank walls. Where there are major extents of wall surfaces, glazing, texture, graphics, and colours provide visual interest and break up the massive surface.

3.2.11.7 Mechanical elements on building roofs shall be screened with appropriate materials that blend in with the building design.

3.2.11.8 Natural lighting and ventilation should be maximized where possible by creating windows oriented to sunlight and operable windows for natural ventilation.

3.2.11.9 Energy efficient fixtures, programmable thermostats and lighting are recommended to reduce energy demand and minimize operating costs.

3.2.11.10 The installation of green roofs are supported, where possible and appropriate, providing the owner of the building maintains the roof planting media and plant material in accordance with generally accepted green roof maintenance practices, replacing each as necessary.

3.2.11.11 Each site shall have an employee amenity area for the common use of employees and visitors that could include a simple sitting area with shelter.

3.2.11.12 Main building entries should be clearly identifiable from the street or entry driveway.

3.2.11.13 Renewable energy features should be considered, such as solar and geothermal energy where feasible.

3.2.11.14 Locate building ventilation systems to minimize noise and exhaust on pedestrian areas, adjacent residential development, and outdoor spaces.

3.2.11.15 Bicycle racks and bicycle storage for employees is required to advance bicycling to work. Bicycle parking should be visible, in well-lit areas and the



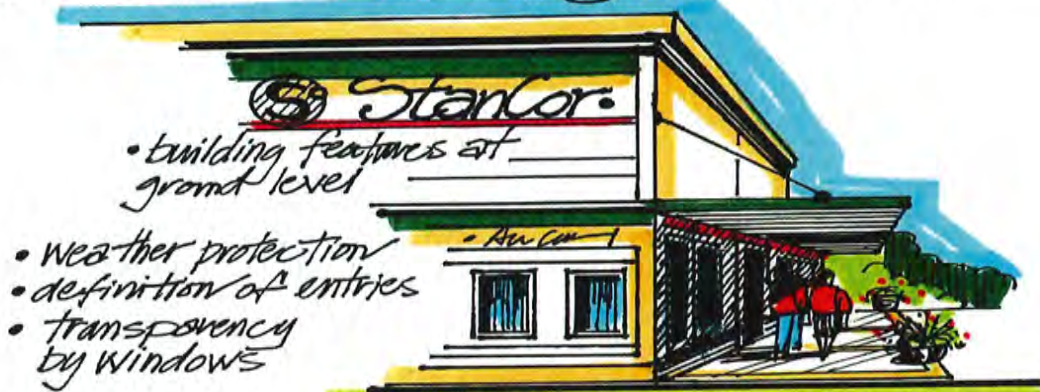
Each building shall have an employee amenity area

bicycle racks should be of theft-resistant materials, securely anchored to the ground. In addition, showers and lockers are encouraged.

- 3.2.11.16 Main building entries should provide generous weather protection that is designed to be an integral feature of the building's architectural character.
- 3.2.11.17 Larger sites that are developed with more than one building should provide a weather protected walkway system to connect building entries within the site, and coordinated with adjacent sites if possible.
- 3.2.11.18 Canopy and/or awning systems detailing should consider integrated signage, lighting, and display systems.
- 3.2.11.19 Canopy and awning systems depth should be maximized to provide greater weather protection, as well as reduce the scale impact of larger buildings.
- 3.2.11.20 Weather protection elements on overhangs may be considered in required yards and landscaped setbacks.
- 3.2.11.21 Ground-oriented pedestrian "streets" through large footprint buildings are encouraged to create connections to on-site circulation routes and amenities, consistent with a campus-like high-tech environment. Such circulation through buildings should be clearly identified and designed for use by the public.



♦ BREAK UP THE BOX – Building Articulation.



♦ WEATHER PROTECTION & PEDESTRIAN SCALE

3.2.12 Building materials and colour



Wood, stone, steel, and glass should be elemental to design

3.2.12.1 Wood, stone, and glass should be elemental to the buildings and building clusters to emphasize the west coast locale and contemporary design.

3.2.12.2 Materials like vinyl, aluminum siding, and brick facing are not preferred or should be only a portion of the building materials. Accents in wood and stone are recommended.

3.2.12.3 Exposed concrete shall be sandblasted or clad in split faced granite or similar material.

3.2.12.4 Construction materials should consider recycled content where possible.

3.2.12.5 Clear or muted colours, used with stains, or earth tone-coloured materials are recommended; accent colours shall be permitted on special building elements such as trim and around the entrance ways.



The building materials should help reduce the volume and scale of the buildings to help them fit better into the Yennadon neighbourhood.

3.2.13 Crime Prevention Through Environmental Design



3.2.13.1 Crime Prevention Through Environmental Design (CPTED) principles shall be incorporated into site planning and building design by ensuring convenient, safe and identifiable access routes to building entrances, and other principal areas of the site and buildings.

3.2.13.2 Design the site and building so that there is natural surveillance, allowing people to easily view what is happening around them from the parking lots, entrance areas, storage areas and loading bays. Entries and walkways should be highly visible and well-lit with minimum hidden or blind corners.

3.2.14 Signage and wayfinding

3.2.14.1 All signage shall conform with the City of Maple Ridge Sign Bylaw.

3.2.14.2 Signage design, materials and message boards should be integrated and complement the scale, colours and materials of the building.

3.2.14.3 In multi-tenant buildings, signs shall be designed to present a unified appearance using a single sign at the entrance and separate signs in a consistent sign strip along the mid-part of the building/buildings.

3.2.14.4 Entrance signs to the site should be ground-mounted and simple in character to display the street number and name of the complex.

3.2.14.5 Entrance signage to the site shall be monument based and shall be combined with landscape design to integrate the sign into the site planning and design.

3.2.14.6 Only one individual tenant sign is permitted in a coordinated sign strip area.



Signage should complement building design and placement



Smaller monumental entrance signage using building materials and west coast look complements a local neighbourhood landscape

3.2.15 Site Lighting

- 3.2.15.1 Lighting shall be designed following a 'dark sky policy' with direct lighting only (full-cut-off) so lighting is directed and there is minimum off-site impacts especially on adjacent residential neighbourhoods.
- 3.2.15.2 Even within the development discreet front entrance lighting and other visitor parking lighting is lower pedestrian scale (LED energy efficient lighting and directed and complements the adjoining street lighting).
- 3.2.15.3 Security lighting is directed and does not flood-off site.
- 3.2.15.4 Other accent lighting including up-lighting for the entrance signage, pedestrian pathway lighting, and specimen trees is acceptable and encouraged as part of a unified landscape and building lighting plan.
- 3.2.15.5 Sidewalk lighting will be coordinated with the street design.

3.2.16 Landscape Requirements

- 3.2.16.1 All landscape methods and materials should meet current BCSLA/BCNTA Landscape Standards.
- 3.2.16.2 Native British Columbia species should be maximized. Any supplemental planting should be compatible in variety and size.
- 3.2.16.3 Reference the Watercourse and Natural Features Development Permit and/or the Urban Tree List for Metro Vancouver in a Changing Climate for a lists of potential native landscape plant list.
- 3.2.16.4 Minimize cultivated, decorative, and non-indigenous plants and lawns. Naturalized landscapes should be the general approach to reduce maintenance, enhance wildlife, and water use.
- 3.2.16.5 Tall tree species should be located to minimize impact on views from neighbouring properties.
- 3.2.16.6 All trees shall be provided with a sufficient depth of soil volume to meet or exceed a total of 10m³ of soil volume per new tree planted.



Diversity of native plant materials that grow well in local site conditions is important to the health and growth of the site landscaping

CITY OF MAPLE RIDGE

BYLAW NO. 7735-2021

A Bylaw to amend the Official Community Plan Bylaw No. 7060-2014

WHEREAS Section 477 of the Local Government Act provides that the Council may revise the Official Community Plan;

AND WHEREAS it is deemed desirable to amend Schedule "B" and Schedule "C" to the Official Community Plan;

NOW THEREFORE, the Municipal Council of the City of Maple Ridge, enacts as follows:

1. This Bylaw may be cited for all purposes as "Maple Ridge Official Community Plan Amending Bylaw No. 7735-2021."
2. To amend the Urban Area Boundary, as shown in Schedule 1 Map No. 1037, to include the Yennadon Lands in their entirety.
3. Those parcels or tracts of land and premises known and described as:

Parcel A, Lot 8, Plan NWP5467, Section 20, Township 12, New Westminster Land District, REF PL 8148;

Lot 7, Plan NWP5467, Section 20, Township 12, Group 1, New Westminster Land District;

Lot 6, Plan NWP5467, Section 20, Township 12, Group 1, New Westminster Land District;

Lot 5, Plan NWP5467, Section 20, Township 12, Group 1, New Westminster Land District;

Lot 3, Plan NWP5430, Sublot 1, Part NE1/4, Section 20, Township 12, Group 1, New Westminster Land District, Except Plan PARCEL "A" RP22408, P23424;

Lot 4, Plan NWP5430, Section 20, Township 12, Group 1, New Westminster Land District, Except Plan 23424, LMP12700;

Lot 2, Plan NWP22339, Part NE1/4, Section 20, Township 12, Group 1, New Westminster Land District;

Lot 46, Plan NWP31436, Part NE1/4, Section 20, Township 12, Group 1, New Westminster Land District;

Lot 55, Plan NWP40879, Part NE1/4, Section 20, Township 12, Group 1, New Westminster Land District;

Lot 56, Plan NWP40879, Part NE1/4, Section 20, Township 12, Group 1, New Westminster Land District;

Parcel B, Lot 8, Plan NWP5467, Section 20, Township 12, New Westminster Land District, (REF PL 13094); and

and outlined in heavy black line on Map No. 1038 and 1039, a copy of which is attached hereto as Schedule 2 and forms part of this Bylaw, are hereby re-designated to Industrial (Employment Park Category) and Conservation.

4. Maple Ridge Official Community Plan Bylaw No. 7060-2014 as amended is hereby amended accordingly.

READ a first time the 11th day of May, 2021.

READ a second time as amended the day of 202X.

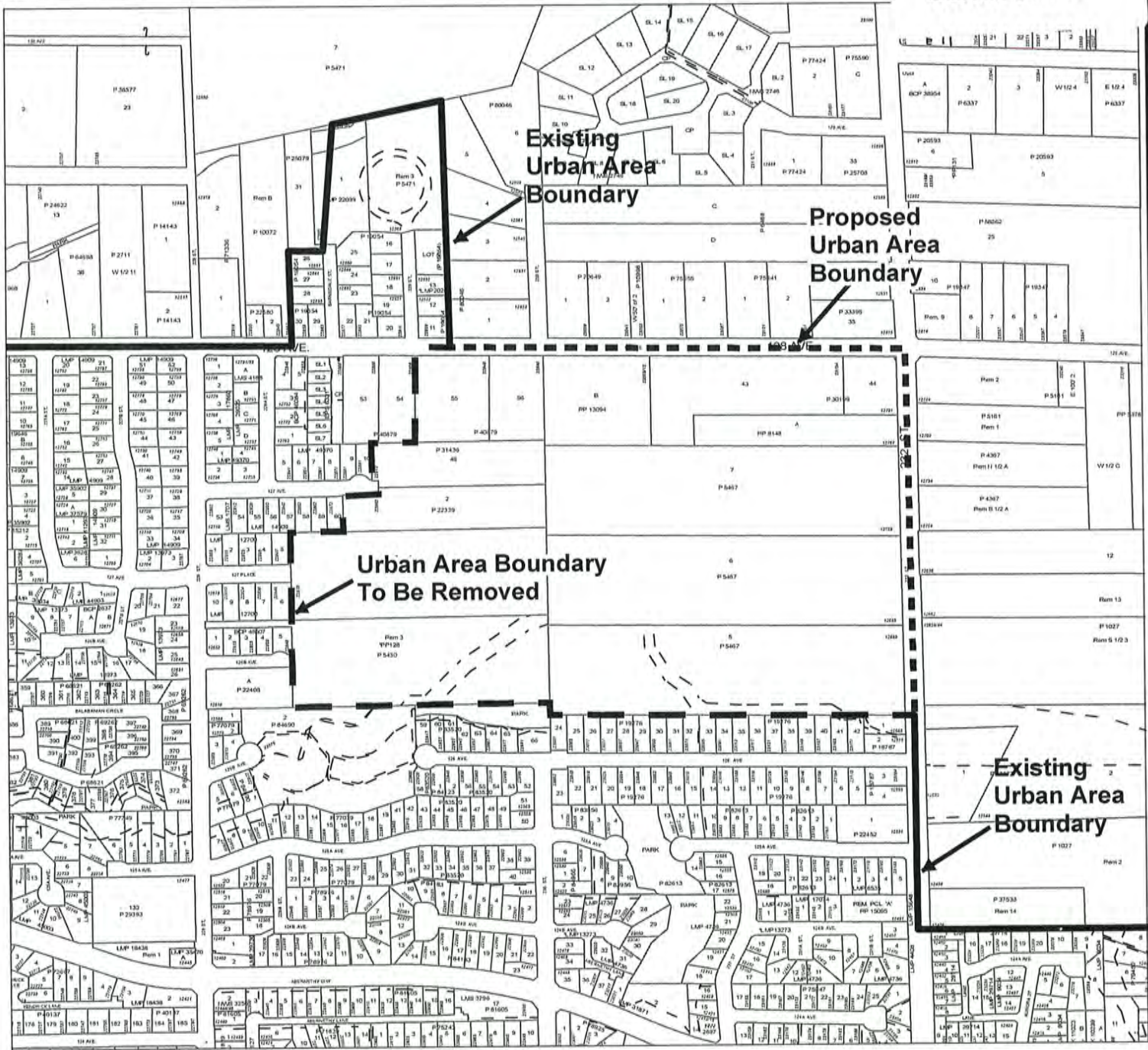
PUBLIC HEARING held the day of , 202X.

READ a third time the day of , 202X.

ADOPTED, the day of , 202X.

PRESIDING MEMBER

CORPORATE OFFICER



MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7735-2021

Map No. 1037

Purpose: To Amend the Urban Area Boundary as shown

— — Remove Existing Boundary - - - Add Proposed Boundary





From: Agricultural

☐ Conservation



CITY OF MAPLE RIDGE

BYLAW NO. 7838-2022

A Bylaw to amend the Official Community Plan Bylaw No. 7060-2014

WHEREAS Section 477 of the Local Government Act provides that the Council may revise the Official Community Plan;

AND WHEREAS it is deemed desirable to amend Schedule "B" to the Official Community Plan;

NOW THEREFORE, the Municipal Council of the City of Maple Ridge, enacts as follows:

1. This Bylaw may be cited for all purposes as "Maple Ridge Official Community Plan Amending Bylaw No. 7838-2022."
2. Those parcels or tracts of land and premises known and described as:

 Lot 43, Plan NWP30199, Section 20, Township 12, Group 1, New Westminster Land District

 and outlined in heavy black line on Map No. 1056, a copy of which is attached hereto as Schedule 1 and forms part of this Bylaw, are hereby re-designated to Industrial (Employment Park Category).
4. Maple Ridge Official Community Plan Bylaw No. 7060-2014 as amended is hereby amended accordingly.

READ a first time the day of 2021.

READ a second time as amended the day of 202X.

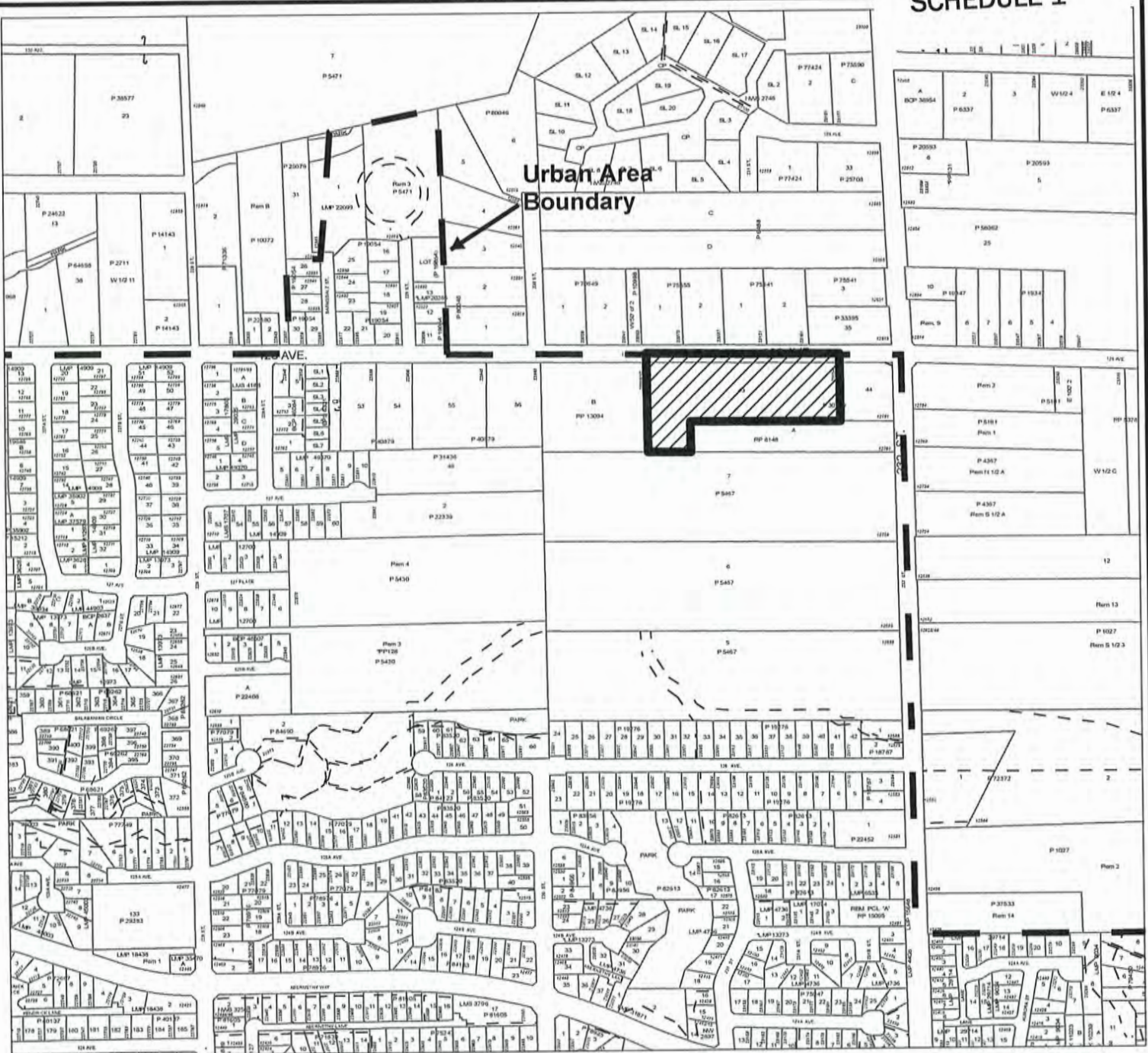
PUBLIC HEARING held the day of , 202X.

READ a third time the day of , 202X.

ADOPTED, the day of , 202X.

PRESIDING MEMBER

CORPORATE OFFICER



MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7838-2022

Map No. 1056

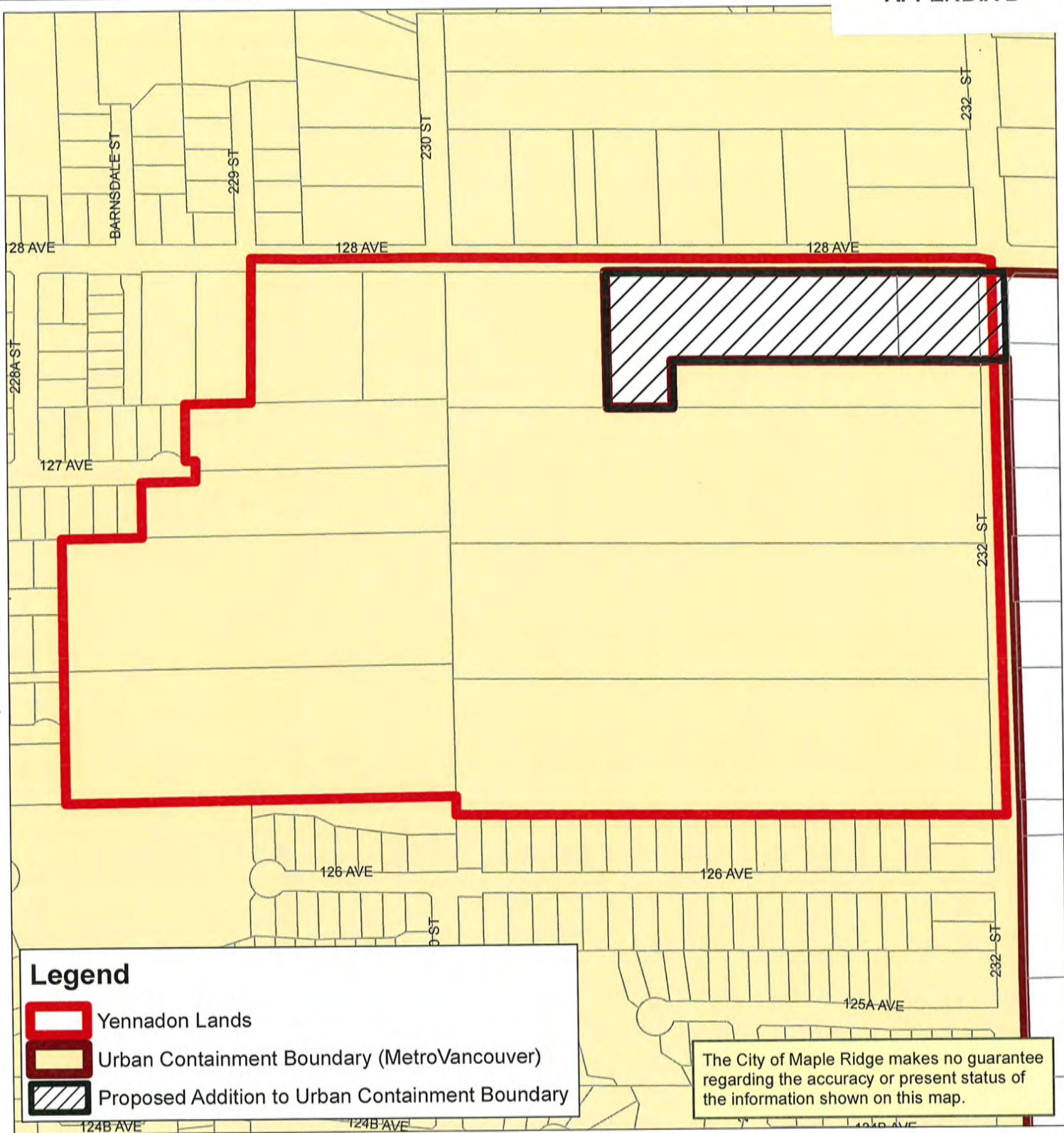
From: Agricultural

To:  Industrial






— — Urban Area Boundary





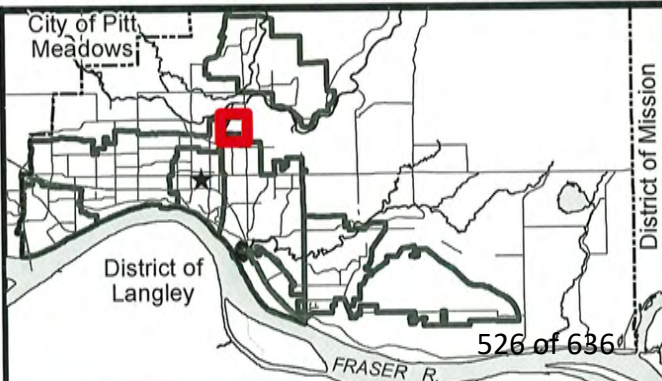
Legend

-  Yennadon Lands
-  Urban Containment Boundary (MetroVancouver)
-  Proposed Addition to Urban Containment Boundary

The City of Maple Ridge makes no guarantee regarding the accuracy or present status of the information shown on this map.



Scale: 1:4,000



Proposed Addition to Urban Containment Boundary

PLANNING DEPARTMENT



MAPLE RIDGE
British Columbia

mapleridge.ca

FILE: YennadonLands.mxd
DATE: Jun 22, 2020

BY: DT

Appendix E – Yennadon Lands Work to Date

At the May 10, 2016 Council meeting, staff were directed to initiate a process to re-designate 13 subject properties, generally located at 128th Avenue and 232nd Street, towards an employment land use designation. The direction was in keeping with the City's Commercial & Industrial Strategy: 2012-2042, which could facilitate the creation of a unique opportunity for a campus-style business park in the future.

On April 16, 2019 staff provided Council with a general update on an Employment Lands Process underway in the City of Maple Ridge, which included a focus on the suitability of the Yennadon Lands for future employment purposes. At that meeting, the Yennadon Lands were referred back to staff to meet with the landowners to assess their future interest in the lands.

A Landowners Workshop was held at Yennadon Elementary School on June 6, 2019 from 6 – 8pm. Twelve letters were sent out to the landowners, representing all 13 properties, inviting them to attend. At the Workshop, 18 people attended, representing 11 of the properties.

On June 18, 2019, staff provided a verbal update to Council on the outcomes of the June 6, 2019 Workshop with Yennadon Landowners, namely that there were strong levels of support for an employment future – although some expressed interest only in the OCP amendment and not in redeveloping their properties in the short term.

At the June 18, 2019 Council Workshop meeting, Council directed: 1) staff to undertake an employment land use re-designation process and consultation strategy for the Yennadon Lands; and 2) that any new applications, or those already in-stream that have not reached third reading, be deferred until any potential OCP amendments are presented at Public Hearing and given third reading, with the exception of applications that propose future employment land uses.

At the March 31, 2020 Council Workshop meeting, staff provided an update on the Yennadon Lands Re-designation process, including the proposed community engagement process that was postponed due to the pandemic. At that meeting, Council directed that the previously endorsed Yennadon Lands process be revised and that staff work with the consultant to prepare some preliminary land use concepts for Council to review prior to proceeding with public consultation.

At the July 14, 2020 Council Workshop meeting, staff in collaboration with a consultant, presented three preliminary land use concepts for Council to review. The three preliminary Concepts were informed by the outcomes of the site analysis, on transportation/access, site servicing, environmental features, stormwater management, and parks/trails/recreation requirements for future development within the area. At that meeting, Council directed staff to move forward with a public consultation process, taking into account the public health orders in effect at the time.

Through October 2020, staff in collaboration with the consultant conducted a consultation process that consisted of a Landowners Workshop, a Virtual Public Open House, and a Community Survey. The December 8, 2020 Council Workshop report goes through what was heard from the various consultation activities and outlined possible next steps for Council to consider in the pursuit of additional employment land opportunities for Maple Ridge. The re-designation of the Yennadon Lands to an employment future will garner opposition and community comment.

At the December 8, 2020 Council workshop meeting, Council endorsed "Concept #2 – Neighbourhood Innovations Village" and directed staff to move forward with an Official Community Plan Amending Bylaw.

Official Community Plan Amending Bylaws No. 7734-2021 and No. 7735-2021 were drafted to integrate the Yennadon Lands Concept Plan into the Official Community Plan. The two bylaws were presented at the May 4, 2021 Committee of the Whole Council Meeting and were subsequently forwarded to the May 11, 2021 Regular Council Meeting for Council consideration.

Official Community Plan Amending Bylaws No. 7734-2021 and No. 7735-2021 were granted first reading at the May 11, 2021 Regular Council Meeting.

Following the consideration and granting of first reading to the two Official Community Plan Amending Bylaws, staff initiated the referral and consultation process set out under Section 475 of the Local Government Act, which was endorsed at the time of first reading.



Agricultural Land Commission
 201 – 4940 Canada Way
 Burnaby, British Columbia V5G 4K6
 Tel: 604 660-7000 | Fax: 604 660-7033

September 27, 2021

Reply to the attention of Shannon Lambie
 ALC Planning Review: 46794
 Local Government File: 2016-195-CP

Amanda Grochowich, Planner
 City of Maple Ridge
agrowich@mapleridge.ca

Re: Employment Lands: Re-designation of the Yennadon Lands to Industrial

Thank you for forwarding a copy of the City of Maple Ridge (the "City") council report for the proposed re-designation of the "Yennadon Lands" (the "Proposal") for review and comment by the Agricultural Land Commission (ALC). The following comments are provided to help ensure that the Proposal is consistent with the purposes of the *ALC Act*, the Agricultural Land Reserve (ALR) General Regulation, the ALR Use Regulation, and any decisions of the ALC.

The Proposal includes an Official Community Plan (OCP) Amending Bylaw to allow re-designation of the Yennadon Lands (identified as 13 properties – one of which is in the ALR) from *Agricultural* in the OCP to *Industrial* (Employment Park Category). The 13 properties are currently zoned *RS-3* (One Family Rural Residential) and *RS-2* (One Family Suburban Residential) and designated as *General Urban* in the Regional Growth Strategy.

In 2020, City Council endorsed a concept that provided for a 100% employment future for the developable areas of the Yennadon Lands. The City indicates that the *Industrial* (Employment Park Category) designation is intended to help create a more "complete community" by providing a range of employment opportunities within a five-to-ten-minute walk or bicycle ride from residential areas.

As noted, one parcel in the Yennadon Land area is within the ALR (23154 128th Avenue; PID: 006-474-853). The other 12 parcels were excluded from the ALR as a result of several exclusion applications:

- In 2003, by ALC Resolution #543/2003, the ALC excluded five parcels (18 ha in total) from the Yennadon Lands Area. In the decision, the Commission discussed the proposal and felt that the physical limitations which impact the properties render them unsuitable for agriculture. It also noted that the exclusion of the subject properties would directly and negatively impact those lands remaining in this block of ALR, which are for the most part, made up of small rural holdings. The Commission therefore felt that the exclusion of those lands remaining in this block of ALR located to the south of 128 Ave. and to the west of 232 St. should be

delegated to the CEO to facilitate the exclusion of those lands when the property owners choose to pursue it. Henceforth, the following properties were excluded:

- In 2004, by ALC Resolution #374/2004 the ALC excluded five parcels (4.4 ha) from the Yennadon Lands area.
- In 2004, by ALC Resolution #375/2004, the ALC excluded one parcel (1.1 ha) from the Yennadon Lands area.
- In 2018, by ALC Resolution #158/2018, the ALC excluded one parcel from the Yennadon Lands area (0.4 ha).

The remaining ALR parcel is still subject to the ALC Act and its regulations, and as such ALC staff, at this time, do not support the proposed redesignation of the property from *Agricultural* to *Industrial*. The Proposal acknowledges that the remaining ALR parcel will need to go through the ALC exclusion process in order to permit *Industrial* uses on that site. The City further acknowledges that as a result of changes to the exclusion process, the City will need to make this exclusion application on their behalf. Should the City choose to forward an exclusion application to the ALC, the ALC can review the merits of the proposal at that time.

ALC staff also note that the Yennadon lands abut the ALR on eastern perimeter, across 232 Street. While the road will provide some natural buffering, the attached design guidelines did not provide further details regarding proposed setback and buffering provisions along the ALR boundary. City staff may wish to consult the Ministry of Agriculture, Food, and Fisheries' *Guide to Edge planning* and consider the establishment of a vegetative buffer along the non-ALR/ALR boundary.

The ALC strives to provide a detailed response to all referrals affecting the ALR; however, you are advised that the lack of a specific response by the ALC to any draft provisions cannot in any way be construed as confirmation regarding the consistency of the submission with the ALCA, the Regulations, or any decisions of the Commission.

This response does not relieve the owner or occupier of the responsibility to comply with applicable Acts, regulations, bylaws of the local government, and decisions and orders of any person or body having jurisdiction over the land under an enactment.

If you have any questions about the above comments, please contact the undersigned at 236-468-2026 or by e-mail (shannon.lambie@gov.bc.ca).

Yours truly,

PROVINCIAL AGRICULTURAL LAND COMMISSION



Shannon Lambie, Regional Planner

CC: Ministry of Agriculture – Attention: Jeffrey Weightman
(Jeffrey.weightman@gov.bc.ca)

46794m1

Amanda Grochowich

From: FLNR SurreyLandManage ARFD FLNR:EX
<AuthorizingAgency.SurreyLandManage@gov.bc.ca>
Sent: September 22, 2021 2:13 PM
To: Amanda Grochowich
Subject: RE: Formal Referral Request: 2016-195-CP Re-designation of the Yennadon Lands to Industrial (Employment Park Category)

EXTERNAL EMAIL: Don't click on links or open attachments you don't trust.
COURRIEL EXTERNE: Ne cliquez pas sur les liens et n'ouvrez pas les pièces jointes suspects.

Hi,

The area in question is composed of Municipal and private property; Crown Land interests are unaffected. Crown Land Authorizations has no comments on this proposal.

Thank you,



Esme Fysh (*she/her*)

Authorizations Specialist (Land)

Ministry of Forests, Lands & Natural Resource Operations and Rural Development

Crown Land Authorizations — South Coast Regional Office

T: (236) 455-1904 E: Esme.Fysh@gov.bc.ca

Located on the ancestral territories of the Shxw'ow'hamel, Katzie, Kwantlen, Sto:lo, Skawahlook, Seabird Island, Tsawwassen, Hul'qumi'num, Kwikwetlem, Semiahmoo, and Musqueam Peoples.

From: Amanda Grochowich <>
Sent: September 8, 2021 2:44 PM
To: FrontCounter BC FLNR:EX <FrontCounterBC@gov.bc.ca>
Cc: Employment Lands <employmentlands@mapleridge.ca>
Subject: Formal Referral Request: 2016-195-CP Re-designation of the Yennadon Lands to Industrial (Employment Park Category)

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

Please see attached City of Maple Ridge Council report which discusses the proposed re-designation of the Yennadon Lands to Industrial (Employment Park Category). It includes an Official Community Plan Amending Bylaw for First Reading. This Amending Bylaw received First Reading at the May 11, 2021 Council meeting. The report also includes Development Permit Area Guidelines, which are attached for your information.

We are requesting that any comments from the Ministry of Environment be received within 30 days from the date of this letter. In the meantime, should you have any questions or require further information please contact Amanda Grochowich at 604.463.5221 ext 5566 or agrochowich@mapleridge.ca.

Thank you,

Amanda Grochowich, MCIP, RPP
Planner



City of Maple Ridge
11995 Haney Place, Maple Ridge, BC V2X 6A9
Tel: 604-463-5221 ext 5566 Fax: 604-466-4327
[Web](#) [Open Government Portal](#)

This message is intended only for the use of the individual or entity named above, and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient or their employee or agent responsible for receiving the message on their behalf your receipt of this message is in error and not meant to waive privilege in this message. Please notify us immediately, and delete the message and any attachments without reading the attachments. Unauthorized dissemination and use is prohibited. Correspondence with any government body, including City of Maple Ridge Council and staff, is subject to disclosure under the Freedom of Information and Protection of Privacy Act. Thank you.

October 7, 2021

File: CR-07-01-MRI

Ref: 47876918

Amanda Grochowich, MCIP, RPP, Planner
City of Maple Ridge
11995 Haney Place
Maple Ridge, BC V2X 6A9

Dear Ms. Grochowich:

Yennadon Lands OCP Amendment, Your File No. 2016-195-CP

Thank you for the opportunity to review and comment on this Official Community Plan amendment application, which is for the re-designation of the Yennadon Lands for future employment uses.

This letter provides comments from Metro Vancouver staff from the Regional Planning and Housing Services, Water Services, and Parks and Environment Departments.

Regional Planning and Housing Services

13 properties, 25.4 hectares in area, known as the Yennadon Lands, comprises the proposed amendment area. The subject area is split-designated Agricultural and General Urban by *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, and a portion falls outside of the Urban Containment Boundary and is within the Agricultural Land Reserve (ALR).

1. The referral package indicates that the City of Maple Ridge proposes to amend its OCP land use designation for the subject area to Industrial (Employment Park Category). It is unclear whether the City intends to request an amendment to the current *Metro 2040* regional land use designations to either Industrial or Mixed Employment; confirmation is needed. The intended differences between the two designations are:

- The regional Industrial designation is intended for light and heavy industrial uses; does not permit residential uses (including live / work); and
- The regional Mixed Employment designation is intended for industrial uses as well as a range of employment uses and limited commercial uses that support the primary industrial function; does not permit residential uses (including live / work).

As a comparison, the current General Urban regional land use designation (for a majority of the subject area), permits residential uses as well as commercial centres supported by shopping, services and institutions.

48127578

2. Any industrial uses proposed in the area should be designed and developed in a manner so as to avoid possible conflicts with surrounding non-industrial land uses. Information about industrial land uses including intensification and densification can be found on Metro Vancouver's website: www.metrovancouver.org/services/regional-planning/industrial-lands.
3. Agricultural lands in the region are often negatively impacted by urban edge development and noticeably benefit from the use of extensive buffering on the urban edge of development sites. Consider applying the Ministry of Agriculture recommendations for promoting compatibility along the agricultural-urban edge included in their [Guide to Edge Planning](#) for this development site.
4. Goods movement and associated truck routes are critically important for most types of industrial uses, and thus the connections with the City's and region's transportation network should be closely considered as part of future needs for this area.
5. Depending on the scale of employment planned, this location may be a source of major trip-generating uses which are more consistent with regional Urban Centres or Frequent Transit Development Areas. Please confirm how the City defines 'major-trip generating uses' beyond what is in the City's current Regional Context Statement and provide additional information on how Single Occupancy Vehicle traffic will be managed to and from this location.
6. As noted on the map below titled "Maple Ridge Official Community Plan Amending", the City plans to designate lands in yellow as 'Conservation' in the OCP; the lands in green are currently regionally designated Conservation and Recreation in *Metro 2040*. Would the City also consider re-designating the lands in yellow to the regional Conservation and Recreation regional land use designation as part of this *Metro 2040* amendment? Re-designation to Conservation and Recreation would align with *Metro 2040* and *Metro 2050's* draft policies under Goal 3, increasing protection for some of the sensitive ecosystems in this area (Figure 1) and supporting ecosystem connectivity across the landscape.

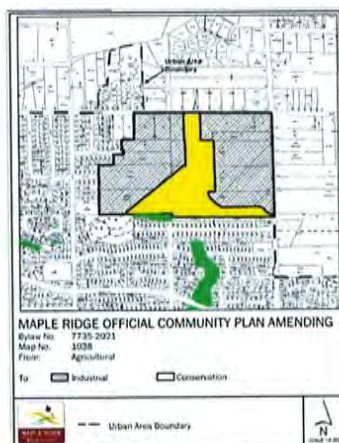


Figure 1 Sensitive Ecosystems (Dark Purple) and Modified Ecosystems (slightly disturbed sensitive ecosystems - Light Purple) from Metro Vancouver's Sensitive Ecosystem Inventory (2014)

7. Regarding protected sensitive ecosystems and significant trees, those areas are significantly reduced in Concept 4 compared to Concept 2 (shown below). Is the City able to provide additional information about the rationale for this change?



8. Regarding "Appendix A – Schedule 2 - DP Guidelines", we ask that the City consider:
- adding a guideline about all building owners maintaining the planting media and plant material in accordance with generally accepted landscape maintenance practices, replacing each as necessary;
 - including a guideline encouraging installation of green roofs where possible and appropriate, and ensuring the owner of the building maintains the roof planting media and plant material in accordance with generally accepted green roof maintenance practices, replacing each as necessary;
 - adding a guideline about using wildlife-friendly design (e.g. [bird-friendly design](#) reduces bird mortality and supports biodiversity); and
 - referring to the [Urban Tree List for Metro Vancouver in a Changing Climate](#). Note that many of the tree species listed on page 28 (e.g. red alder, vine maple, red maple, paper birch, pacific dogwood, western redcedar, western hemlock) may not tolerate future climate conditions.
9. Consider assessing the potential changes this land use will have on the City's tree canopy cover, carbon storage and carbon sequestration abilities, and other ecosystem services. Will tree retention and replacement requirements under the City's Tree Protection and Management Bylaw allow the City to retain its overall canopy cover within the urban containment boundary? This information will be helpful to assess Maple Ridge's contribution to the regional tree canopy cover target in the *Metro 2050* draft. The intent is that all member jurisdictions will aim to retain or increase canopy cover in urban areas. By Metro Vancouver's calculations, the regional 40% target is achievable if members currently below 40% tree canopy within the Urban Containment Boundary (UCB) increase by 6-15%, and those currently above 40% retain their tree canopy; in 2014 Maple Ridge had [46% within the UCB in 2014](#).
10. Depending on how the City wishes to proceed with this OCP amendment application, a Type 2 RGS amendment will be required to amend the UCB, amend the Agricultural regional land use designation, and amend the General Urban regional land use designation to either Industrial or Mixed Employment. This can all be done with one amendment. Details on the process and

requirements associated with a Type 2 amendment are set out in [Regional Growth Strategy Implementation Guideline #2](#).

Water Services

11. Metro Vancouver's closest water infrastructure is the GVWDs 914 mm diameter Maple Ridge Main which is south of the development area and runs parallel to Abernathy Way crossing at 227 Street, 228 Street and 232 Street, and the GVWD's 762 mm diameter Maple Ridge Main which runs within the road alignment of 232 Street, south of Abernathy Way to Dewdney Trunk Road. The proposed development will not impact Metro Vancouver Water Services Operations and Maintenance. Early engagement with Metro Vancouver's Water Services staff is recommended to assess proximal impacts associated with project to these mains.
12. When available, please provide projected water demand for the redevelopment to Water Services staff.
13. In addition to water conservation in the landscaping plans, it is recommended that water conservation measures be considered in the *Building Design and Articulation*, including low flow plumbing and water reuse systems.

Parks & Environment

14. The *Regional Greenways 2050* plan (RG2050) is not identified or discussed in the staff report to Council. RG2050 identifies a proposed greenway route along the portion of 128th Avenue which forms the northern boundary of the subject properties. This greenway alignment was identified in consultation with Maple Ridge staff, and *Policy 5.1.14(e)* of the draft *Metro 2050* includes notes that member jurisdictions will "... support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10."
15. The two concept plans included in the staff report identify a trail or a multi-use path along the 128th Avenue side of the proposed development area which is consistent with RG2050. The drawings and staff report do not formally identify them as "regional greenway" or link it to the regional plan. It is noted that while RG2050 was developed in consultation with staff of member jurisdictions it was not formally adopted by councils.

Thank you once again for providing Metro Vancouver with the opportunity to comment on this proposed amendment. We are encouraged to see the City of Maple Ridge's efforts to increase the supply of industrial and employment lands particularly as the Metro Vancouver region has an acute shortage of industrial lands and strong demand for industrial space.

We look forward to continuing to work with you to ensure that the growth planned through this and other developments continues to align with the regional growth strategy and the City's Regional Context Statement, and that Metro Vancouver's population, employment and servicing demand and growth projections are up to date.

If you have any questions, please contact me at 604-451-6024 or carla.stewart@metrovancover.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carla Stewart', with a stylized, cursive script.

Carla Stewart, MCAHP, MCIP, RPP
Senior Planner, Regional Planning & Housing Services

JS/cs

48127578



February 22, 2022
City of Maple Ridge
11995 Haney Place, Maple Ridge, BC
V2X 6A9

Sent by email: rstott@mapleridge.ca
agrochowich@mapleridge.ca

Attention: Rodney Stott and Amanda Grochowich, City of Maple Ridge

Re: Review of *Water Sustainability Act* applicability at Yennadon Lands, Maple Ridge

Thank you for the meeting regarding the Yennadon area on January 25, 2022. We understand this area is undergoing review to prepare a new Community Plan to re-designate the area to Industrial. This area will require regulation under the Provincial *Water Sustainability Act* (WSA) with strong collaboration with the City of Maple Ridge. Please accept the following guidance and conditions to ensure the City's plans and future (private) development applications are compliant with the WSA.

Climate change and extreme weather events are strengthening the call for protection and restoration of British Columbia's watersheds to ensure community health and wellbeing. Streams and wetlands play a significant role in flood mitigation, drought prevention, climate change, water quality and water quantity. The modernized WSA legislation has a strong focus on sustainability of our watersheds for now and into the future. Section 16 (Mitigation Measures) offers powers for Statutory Decision Makers to require mitigation measures if project works are likely to impact the water quality, water quantity, and/or the aquatic ecosystem of a stream.

The Yennadon area is comprised of streams, headwater wetlands, and wet-land complexes, that when developed, will likely change the water storage and attenuation capacity of the area, potentially resulting in flashy flows to the downstream environment. Additionally, the existing streams and wetlands on the Yennadon Lands have ecological value that may be negatively impacted by proposed development. It is the Ministry of Forests, Lands, Natural Resource Operations and Rural Development's (FLNRORD) determination that modifications to this area do have potential to negatively impact the downstream receiving environments if they are not managed holistically.

To avoid harm to the Yennadon area, a watershed-based approach to the protection, mitigation, and restoration of the area needs to be taken with the goals of maximum habitat protection and habitat gains on the site. Long term health and functionality of the natural water features identified on site (particularly headwater areas), management of local drainage issues related to

Ministry of Forests, Lands, Natural
Resource Operations and Rural Development

Surface Water Authorizations
South Coast Natural Resource Region
Website: www.gov.bc.ca/water

Suite 200, 10428 - 153 St
Surrey BC V3R 1E1
Phone: (604) 586-4400
Fax: (604) 586-4444



seasonal flooding, high water tables, and drainage would all need to be considered in a comprehensive manner with input from both the City and the senior environmental agencies. A holistic review of the site should involve a comprehensive **Environmental Protection Plan (EPP)** and an **Integrated Stormwater Management Plan (ISMP)** prepared by the City.

An ideal EPP would consider the role of mature forests, and wildlife corridors to the functionality of the aquatic ecosystem. Potential for enhancement, restoration and compensation on the larger site must maintain ecological function and natural processes and should follow the City of Maple Ridge's policies and routine best practices to result in net habitat gains wherever possible. Detailed information will be required from the environmental and forestry professionals on how the healthier mature forest areas surrounding the wetlands, watercourses, and sensitive headwater areas are going to be protected or retained to assist with maintaining ecological integrity, diversity, and with the natural water management services they provide for the area. A risk assessment would need to be provided to ensure avoidance or mitigation of impacts such as blowdown, compaction, or wildlife concerns from occurring in and around the forest edge areas. Suitable buffers would need to be created for these areas.

An ISMP focused on natural drainage and flood management practices that utilize existing natural features as well as comprehensive bio-engineering solutions (e.g., facilities on developable lands that are designed to enhance, mimic, and resemble natural areas, features, and processes) for the entire Yennadon site would be best. FLNRORD should review/approve these plans to ensure compliance with the WSA, and to provide future developers greater certainty that their development aligns with Provincial legislation. Detailed information from the qualified environmental professionals on how the headwaters to Coho Creek and the contiguous wetland features are going to be protected, retained, and maintained with suitable base flows. Stormwater plans and habitat enhancement designs in the marginal surrounding wetted areas will be required. Appropriate qualified environmental professionals will need to work with FLNRORD wetland experts with regards to the marginal wetland areas and the contiguous wetland areas with respect to classification, protection, mitigation, and compensation. Any major variations from a pre-agreed ISMP would need to be reviewed and approved by the Province prior to implementation, possibly through a WSA authorization process.

The EPP, ISMP, and any future applications in the Yennadon area, should include a detailed assessment of headwater areas, micro wetlands flowing directly into the streams, and other surrounding water features (ponds, including isolated, discrete ephemeral wetlands) that contribute directly to health, flows, food/nutrients, or habitat for fish bearing systems. The plans should aim to follow the principles of the BC Environmental Mitigation Policy (<https://www2.gov.bc.ca/gov/content/environment/natural-resource-stewardship/laws-policies-standards-guidance/environmental-guidance-and-policy/environmental-mitigation-policy>), which state first and foremost to avoid impacts to streams, ponds, wetlands, and surrounding riparian habitat that directly contribute to the health and connectivity of these aquatic ecosystems. Non-avoidance will likely require a much more rigorous process and requirements for compensation.



There is potential for flexibility by FLNRD SDM's to work with the City of Maple Ridge and landowners to responsibly manage, integrate, and use best practices around some of the existing marginal outlying wetland areas that have been historically disturbed. FLNRD SDM's may consider relocation of marginal streams/ditches or reduction of Streamside Protection Regulation (SPR) setbacks along some of the less sensitive water conveyance channels and wetted areas/marginal micro- wetlands identified on site if a valid biological rationale can justify how the compensation and mitigation on site would result in a healthier, functional riparian zone and integrated stormwater management zone for the larger site. For example, there may be potential for relocation of some sections of drainage conveyance ditches and more isolated wetlands and ponds on the condition that they are adequately compensated for elsewhere on site and will provide both functional habitat and stormwater management.

The province has updated much of the guidance regarding working around water. Please refer to the links below for the most up to date information:

- [Working Around Water - Province of British Columbia \(gov.bc.ca\)](https://www2.gov.bc.ca/gov/content/water/working_around_water/)
- [A User's Guide for Changes In and About a Stream in B.C.](#) replaced the [User's Guide for Working In and Around Water \(2005\)](#) on January 10, 2022.
- [Requirements and Best Management Practices for Making Changes In and About a Stream in B.C.](#) replaced the [Standards and Best Management Practices for Instream Works \(2004\)](#) on January 10, 2022.
- [Appendix](#) to the Requirements and Best Management Practices for Making Changes In and About a Stream in B.C.
- [Frequently Asked Questions](#) about the updated guidance

I encourage you to share this letter of advice with your planning and engineering departments, along with any other applicable personnel within the City of Maple Ridge.

If you have any questions or concerns regarding this guidance, please contact our team.

Sincerely,

Emily Elsliger

Assistant Water Manager | Stream Management

South Coast Region

Email: Emily.Elslinger@gov.bc.ca (with cc' to: WaterActReferrals.LowerMainland@gov.bc.ca)

September 10, 2021

City of Maple Ridge
11995 Haney Place
Maple Ridge, BC V2X 6A9

Attention: Amanda Grochowich

Dear Ms. Grochowich:

Re: File #: 2016-195-CP
Subject: Re-designation of the Yennadons Lands to Industrial (Employment Park Category)

The proposed application would affect the student population for the catchment areas currently served by Yennadon Elementary and Garibaldi Secondary School.

Yennadon Elementary has an operating capacity of 628 students. For the 2020-21 school year the student enrolment at Yennadon Elementary was 657 students (104.6% utilization) including 79 students from out of catchment.

Garibaldi Secondary School has an operating capacity of 1050 students. For the 2020-21 school year the student enrolment at Garibaldi Secondary School was 946 students (90% utilization) including 273 students from out of catchment.

Sincerely,



Flavia Coughlan
Secretary Treasurer
The Board of Education of School District No. 42 (Maple Ridge – Pitt Meadows)

cc: Rick Delorme
David Vandergugten
Derek Oppedisano



TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

October 22, 2021

Amanda Grochowich
Planner
Planning & Development
11995 Haney Place,
Maple Ridge, BC, V2X 6A9

Dear Ms. Grochowich,

Re: Proposed OCP Amendment No. 7734-2021 (Yennadon Lands)

Dear Ms. Grochowich,

Thank you for your correspondence dated September 17, 2021 and for the opportunity to provide early comments on the City of Maple Ridge Official Community Plan Amending Bylaw No. 7734-2021, which seeks to re-designate the Yennadon Lands (128th Avenue and 232nd Street) from Agricultural to Industrial (Employment Park Category) for the purpose of creating a business park.

TransLink provides comments on our partner agency plans and initiatives based on:

- Our legislated mandate to review OCP amendments and development proposals for regional transportation implications, and to support Metro Vancouver's Regional Growth Strategy (RGS);
- Policy direction in the [Regional Transportation Strategy](#) (RTS) to work with partner agencies in advancing shared regional objectives and integrated land use and transportation planning; and
- The [Transit-Oriented Communities Design Guidelines](#) (TOCDGs), a tool to support the planning and design of communities that integrate land use with sustainable transportation.

After reviewing the materials, we have the following key comments:

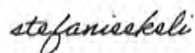
- TransLink supports the focus of population and employment growth in designated Urban Centres, Frequent Transit Development Areas (FTDAs) and within 800-metres (approximately 10-minute) walkshed of the Frequent Transit Network (FTN), where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. The site is currently served by routes 741 and 733 both of

which have a frequency of 30 to 60 minutes on weekdays but may not operate throughout the entire day or on 7 days a week. Both routes offer service to the FTN at Haney Place bus exchange and to Port Haney West Coast Express (WCE) station. Given that the site is located outside of Maple Ridge Town Centre and is not located within a 10-minute walk to the Frequent Transit Network (FTN), improving active transportation connections to the FTN will be important in promoting sustainable modes of travel to/from the site and to deter the use of private automobiles. Noting that any bikeway improvements would need to be designed to minimize conflicts with buses, it would be particularly important to provide safe, accessible, and comfortable active transportation routes from the site to:

- the FTN and RapidBus at Haney Place bus exchange; and,
 - the West Coast Express (WCE) at Port Haney Station.
- We encourage the City to look for opportunities to improve the safety of active transportation modes surrounding the site, such as adding signalized crosswalks at key pedestrian crossings and sidewalks on both sides of the road along 232nd Street and 128th Avenue. We also suggest improving existing bus stops on these roads to include bus shelters, to increase the comfort and attractiveness of transit as a travel option in the area.
- Given that 232nd Street is part of the Major Road Network (MRN), the City would be required to obtain TransLink approval should any new accesses to/from the MRN be proposed. The South Coast British Columbia Transportation Authority (SCBCTA) Act requires that a municipality have TransLink approval to take, authorize or permit any action that:
 - Reduces the capacity of the Major Road Network (MRN) to move people; and/or
 - Prohibits the movement of trucks on any road (except for Provincial highways).
- TransLink's TravelSmart team has recently completed the TDM Guidelines for New Developments in Metro Vancouver (attached). We strongly encourage the City to refer to these guidelines to develop a TDM Plan for the site, given it is not located within the regionally designated Town Centre or in close proximity to the FTN. A TDM plan would aid in reducing incentives to drive alone and would help to promote sustainable modes of travel. Please contact the TravelSmart team at travelsmart@translink.ca for further information.

We appreciate the opportunity to provide comment on the OCP Amendment for the Yennadon Lands and look forward to continued coordination with the City of Maple Ridge. Please contact me at stefanie.ekeli@translink.ca should you have any questions or wish to discuss further.

Kind regards,



Stefanie Ekeli
Planner, Partner Planning

Attachments: TransLink's TDM Guidelines for New Developments in Metro Vancouver



TO: Planning Department (Amanda Grochowich) **DATE:** February 9, 2022

FROM: Engineering Department (Rachel Ollenberger)

ENG. FILE NO.: 11-5245-20-Yennadon Employment lands

The Planning department has referred out the proposed OCP Amendment No.:7734-2021 (Yennadon Lands) to allow

Water:

The Yennadon Lands ("The Lands") are currently serviced by municipal water on both 128 Avenue and 232 Street. Each application to develop will be required to model the existing water system to determine if there is capacity to service the proposed development. That analysis report is also required to provide recommendations on the required diameter of any new watermains to ensure the development meets the City's requirement for fire flows.

Sewage:

The Lands are currently serviced by municipal sewer on both 128 Avenue and 232 Street. As with water, each application to develop will be required to model the existing sanitary system to determine if there is capacity to service the proposed development. The City's current sewer master plan has flagged that the sanitary sewer on 232 Street is at capacity and upgrades may be required. As is the practice, if a development wished to proceed ahead of schedule infrastructure upgrades, they can access the City's Latecomer Policy and/or development cost charge reductions to recoup construction costs. The sewer main on 128 Avenue is a trunk main and direct connection by individual services are not permitted.

As with water, the analysis report submitted in support of a development will provide recommendations on the required diameter of any new sewer mains to ensure the development meets the City's design criteria.

As mentioned in this report, there are two properties that are currently outside Metro Vancouver's Urban Containment Boundary (UCB). If the UCB is not adjusted to include these two properties prior to an application being received, they will need to be requested, via a Council resolution, for permission to connect to the City's sewer mains.

Drainage:

Currently the Lands are serviced by a municipal storm sewer on 232 Street only. Any development application will be required to address road drainage as part of their application. The Lands are bisected by Coho Creek and that watercourse provides a key focus on how drainage and stormwater will be managed and integrated into the design guidelines for future applications. There is a focus on proposing green infrastructure alternatives in the design of the buildings to ensure runoff volumes and water quality are being addressed.

Servicing will be designed to anticipate climate change including floodways and dry pond areas for emergency stormwater management.

Groundwater and the impact of a high groundwater table on the ultimate design of the buildings and servicing will need to be addressed on an application by application basis.

Traffic and Transportation:

The City has Traffic Impact Assessment Guidelines that may be triggered by a development application. 232 Street is an arterial road and no single-site direct access will be permitted. 128 Avenue is a collector and direct access will be discouraged. It is anticipated that new roads will be used to access the internal site. Both existing fronting roads are designated bike routes and bike facilities will be incorporated into the servicing designs. In addition, 128 Avenue is a horse route and the existing horse trail established to the west will be continued east. There will be no road connections to the existing residential streets to the west.

Yennadon Elementary is located approximately 200m to the east and traffic volumes at peak school times are a challenge at the 128 Avenue/232 Street intersection. Currently some of the vacant lands within the study are used unofficially as overflow parking for parents taking their children to school due to the congestion at drop off and pick up times. The City is actively working with the School District to address congestion issues.

232 Street is part of the Major Road Network (MRN) and any new accesses to/from the MRN will require Translink approval. As development applications are made, Engineering will review opportunities to improve existing bus stops which could include the construction of bus shelters.

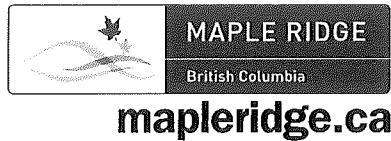
Development Sequencing:

Under Concept 2 there is little ability to "leapfrog" development. New road access from 128 Avenue must align with 230 Street on the north side of 128 Avenue. New road access from 232 Street must be a sufficient distance from the 128 Avenue/232 Street intersection. All services, except for drainage, need to be brought from these existing roads. The internal road layout is flexible depending on the type and size of application that the City receives. It is anticipated that the first application will determine the layout of the Lands.

As applications to developer are received there may be additional studies and requirements that are required. Ground truthing may also impact how servicing is to be addressed.

Regards,

Rachel Ollenberger, ASCT
Manager of Infrastructure Development



I hereby certify this to be a true and correct copy of a resolution passed by the Council of the City of Maple Ridge at its Regular Council meeting held on April 12, 2022:

R/2022-CM-123

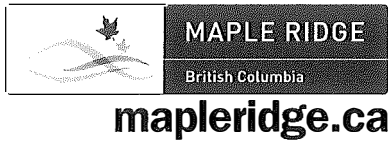
1. That in respect of Section 475 of the Local Government Act, opportunity for early and on-going consultation has been provided by way of posting Official Community Plan Amending Bylaw No. 7734-2021, Official Community Plan Amending Bylaw No. 7735-2021, and Official Community Plan Amending Bylaw No. 7838-2022 on the municipal website and the referral process together with an invitation to the public, Metro Vancouver and the Agricultural Land Commission to comment; and Council considers it unnecessary to provide any further consultation opportunities, except by way of holding a Public Hearing on the bylaws;
2. That Official Community Plan Amending Bylaw No. 7734-2021, as amended, be given second reading and forwarded to Public Hearing;
3. That Official Community Plan Amending Bylaw No. 7735-2021, as amended, be given second reading and forwarded to Public Hearing;
4. That Official Community Plan Amending Bylaw No. 7838-2022 be given first and second reading and forwarded to Public Hearing;
5. Subject to third reading of Official Community Plan Amending Bylaw No. 7734-2021, Official Community Plan Amending Bylaw No. 7735-2021 and Official Community Plan Amending Bylaw No. 7838-2022, that staff be directed to include the Type 2 Minor Amendments related to the Yennadon Land Regional Growth Strategy amendment package, that will be forwarded to Metro Vancouver; and further
6. That the following terms and conditions be met prior to final reading of Official Community Plan Amending Bylaw No. 7838-2022:
 - i. That 23154 128 Avenue be removed from the Agriculture Land Reserve;
 - ii. That the Metro Vancouver Urban Containment Boundary be amended; and
 - iii. That the subject properties are included in the Fraser Sewerage Area and/or request, via Council resolution, for permission to connect to the City of Maple Ridge sewer mains.

Dated this 27th day of July, 2023

Patrick Hlavac-Winsor
Acting Corporate Officer

CITY OF MAPLE RIDGE

11995 Haney Place, Maple Ridge, BC V2X 6A9, Canada | Tel: 604-463-5221 | Fax: 604-467-7329 | mapleridge.ca
enquiries@mapleridge.ca



I hereby certify this to be a true and correct copy of resolutions passed by the Council of the City of Maple Ridge at its Regular Council meeting held on May 24, 2022:

R/2022-CM-157

That Maple Ridge Official Community Plan Amending Bylaw No. 7734-2021 be given third reading.

R/2022-CM-158

That Maple Ridge Official Community Plan Amending Bylaw No. 7735-2021 be given third reading.

R/2022-CM-159

That Maple Ridge Official Community Plan Amending Bylaw No. 7735-2021 be given third reading.

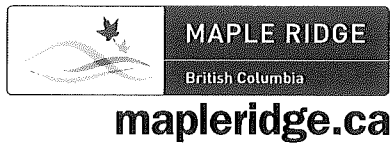
Dated this 27th day of July, 2023

A handwritten signature in black ink, which appears to read 'Patrick Hlavac-Winsor', is written over a horizontal line.

Patrick Hlavac-Winsor
Acting Corporate Officer

CITY OF MAPLE RIDGE

11995 Haney Place, Maple Ridge, BC V2X 6A9, Canada | Tel: 604-463-5221 | Fax: 604-467-7329 | mapleridge.ca
enquiries@mapleridge.ca



I hereby certify this to be a true and correct copy of a resolution passed by the Council of the City of Maple Ridge at its Regular Council meeting held on November 29, 2022:

R/2022-CM-372

THAT Exclusion Application 2022-170-AL be forwarded to the Agricultural Land Commission for their review and consideration.

Dated this 27th day of July, 2023

A handwritten signature in cursive script, reading "Patrick Hlavac-Winsor", is written over a horizontal line.

Patrick Hlavac-Winsor
Acting Corporate Officer

CITY OF MAPLE RIDGE

11995 Haney Place, Maple Ridge, BC V2X 6A9, Canada | Tel: 604-463-5221 | Fax: 604-467-7329 | mapleridge.ca
enquiries@mapleridge.ca



**PROVINCIAL AGRICULTURAL
LAND COMMISSION**

T: 604-660-7000
E: ALCBurnaby@Victoria1.gov.bc.ca
201 – 4940 Canada Way, Burnaby
B.C., Canada V5G 4K6

June 28, 2023

ALC File: 66390

**Adam Rieu
City of Maple Ridge
DELIVERED ELECTRONICALLY**

Dear Adam Rieu:

Re: Reasons for Decision - ALC Application 66390

Please find attached the Reasons for Decision of the South Coast Panel for the above noted application (Resolution #307/2023). As agent, it is your responsibility to notify the applicant accordingly.

Please note that the submission of a \$150 administrative fee may be required for the administration, processing, preparation, review, execution, filing or registration of documents required as a condition of the attached Decision in accordance with s. 11(2)(b) of the ALR General Regulation.

Under section 33.1 of the *Agricultural Land Commission Act* ("ALCA"), the Chair of the Agricultural Land Commission (the "Commission") has 60 days to review this decision and determine if it should be reconsidered by the Executive Committee in accordance with the ALCA. You will be notified in writing if the Chair directs the reconsideration of this decision. The Commission therefore advises that you consider this 60-day review period prior to acting upon this decision.

Under section 33 of the ALCA, a person affected by a decision (e.g. the applicant) may submit a request for reconsideration. A request to reconsider must now meet the following criteria:

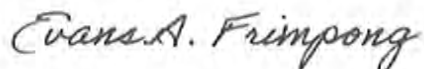
- No previous request by an affected person has been made, and
- The request provides either:
 - Evidence that was not available at the time of the original decision that has become available, and that could not have been available at the time of the original decision had the applicant exercised due diligence, or
 - Evidence that all or part of the original decision was based on evidence that was in error or was false.

The time limit for requesting reconsideration of a decision is one year from the date of the decision's release, as per [ALC Policy P-08: Request for Reconsideration](#).

Please refer to the ALC's [Information Bulletin 08 – Request for Reconsideration](#) for more information.

Please direct further correspondence with respect to this application to
ALC.SouthCoast@gov.bc.ca

Yours truly,

A handwritten signature in black ink that reads "Evans A. Frimpong". The signature is written in a cursive, flowing style.

Evans Frimpong, Land Use Planner

Enclosures: Reasons for Decision (Resolution #307/2023)
Schedule A: Decision Map

cc: City of Maple Ridge (File 2022-170-AL) Attention: Adam Rieu

66930d1



AGRICULTURAL LAND COMMISSION FILE 66390
REASONS FOR DECISION OF THE SOUTH COAST PANEL

Exclusion Application Submitted Under s.29(1) of the Agricultural Land Commission Act

Applicant:	City of Maple Ridge
Agent:	Adam Rieu, City of Maple Ridge
Property:	Parcel Identifier: 006-474-853 Legal Description: Lot 43 Section 20 Township 12 New Westminster District Plan 30199 Civic: 23154 - 128th Avenue, Maple Ridge Area: 1.62 ha (entirely within the ALR)
Panel:	Ione Smith, South Coast Panel Chair Susan Gimse' Holger Schwichtenberg

OVERVIEW

- [1] The Property is located within the Agricultural Land Reserve (ALR) as defined in s. 1 of the *Agricultural Land Commission Act* (ALCA).
- [2] The Applicant is applying to the Agricultural Land Commission (the "Commission") under s.29(1) of the ALCA to exclude the Property (1.62 ha) from the ALR (the "Proposal").
- [3] The Proposal was considered in the context of the purposes and priorities of the Commission set out in s. 6 of the ALCA:

6 (1) The following are the purposes of the commission:

- (a) to preserve the agricultural land reserve;
- (b) to encourage farming of land within the agricultural land reserve in collaboration with other communities of interest; and,
- (c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of land within the agricultural land reserve and uses compatible with agriculture in their plans, bylaws and policies.

(2) The commission, to fulfill its purposes under subsection (1), must give priority to protecting and enhancing all of the following in exercising its powers and performing its duties under this Act:

- (a) the size, integrity and continuity of the land base of the agricultural land reserve;
- (b) the use of the agricultural land reserve for farm use.

EVIDENTIARY RECORD

- [4] The Proposal, along with related documentation from the Applicant, Agent, local government, and Commission is collectively referred to as the "Application". All documentation in the Application was disclosed to the Agent in advance of this decision.
- [5] On April 6, 2023, a Notice of Exclusion Meeting was held with the Agent and the City of Maple Ridge. On April 20, 2023, the Panel conducted a meeting with the Applicant and Agent via video conference (the "Exclusion Meeting"). An exclusion meeting report was prepared and was certified as accurately reflecting the observations and discussions of the Exclusion Meeting by the Agent on May 11, 2023 (the "Exclusion Meeting Report").

BACKGROUND

- [6] The City of Maple Ridge's Staff Report dated November 29, 2022, states that the Property is the last remaining ALR property within the Yennadon Lands.
- [7] In 2011, the City of Maple Ridge (the "City") referred the draft Albion Flats concept plan to the Commission which included the proposal to exclude a number of remnant ALR parcels located throughout the City. The Commission partially endorsed the draft concept plan by Resolution #2635/2011 (Planning File Legacy #26551) and identified several 'remnant parcels' throughout the City as "*unsuited to agriculture or otherwise warranting exclusion*". It was expected that the City would eventually apply to exclude these lands from the ALR.

ANALYSIS AND FINDINGS

- [8] The Application mentions that exclusion of the Property would allow City staff to continue with the regional approvals required at the Metro Vancouver Regional District, for the remaining Yennadon Area Planning process.
- [9] The Panel notes that the Property was considered as one of the remnant parcels that the Commission has identified as 'unsuited for agriculture' warranting exclusion from the ALR. The Panel confirms that the Property was previously endorsed for exclusion in 2011 as part of its review of the 2011 Albion Flats concept plan, though not tied to any of the conditions associated with the Albion Flats Review.

DECISION

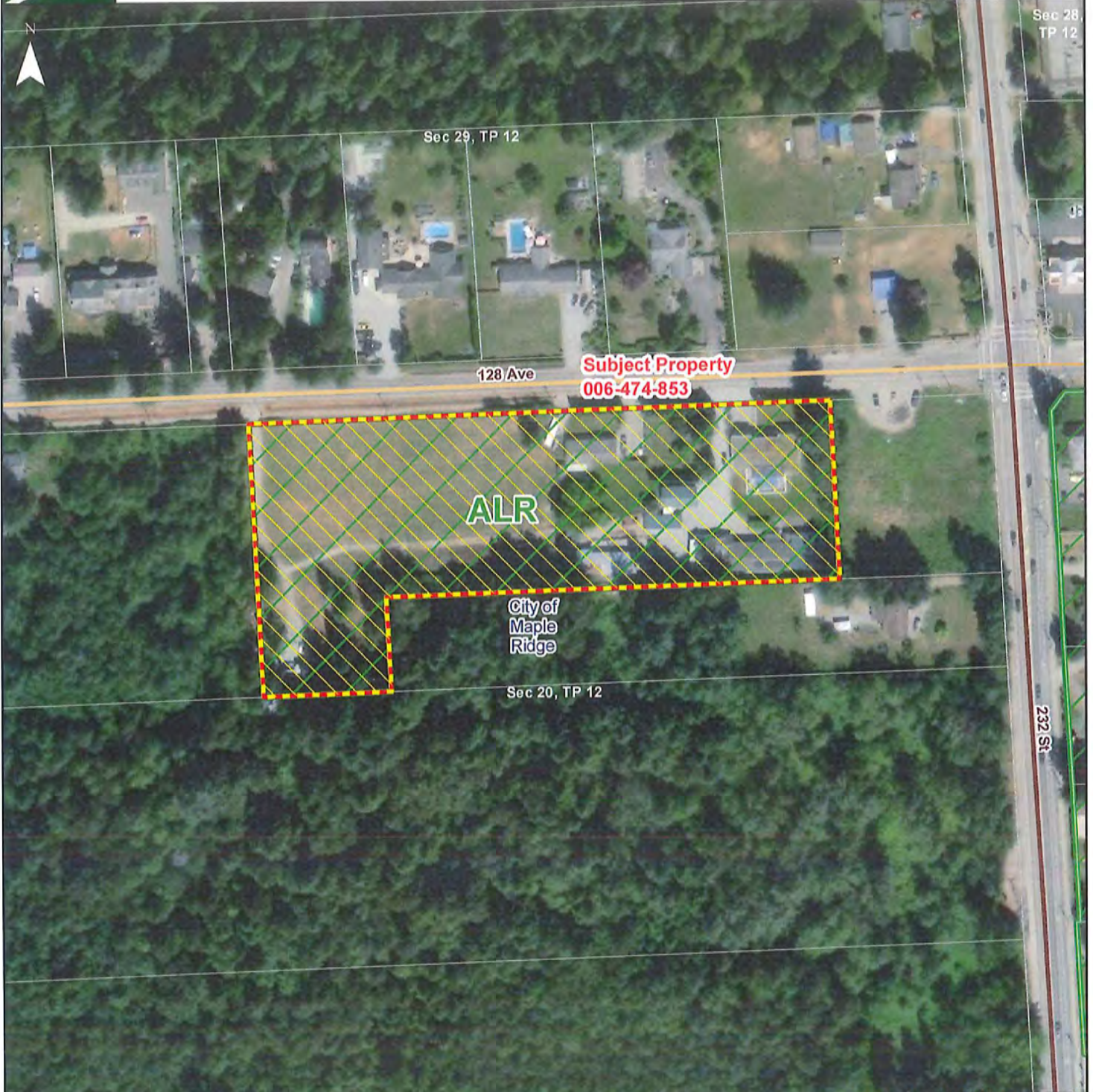
- [10] For the reasons given above, the Panel approves the Proposal to to exclude the Property (1.62 ha) from the ALR (the "Proposal") subject to the following condition:
- (a) Siting of the Proposal in compliance with Schedule A of this decision.
- [11] These are the unanimous reasons of the Panel.
- [12] A decision of the Panel is a decision of the Commission pursuant to s. 11.1(3) of the ALCA.
- [13] Resolution #307/2023
Released on June 28, 2023



A handwritten signature in black ink, appearing to read "Ione Smith", is positioned above the printed name.

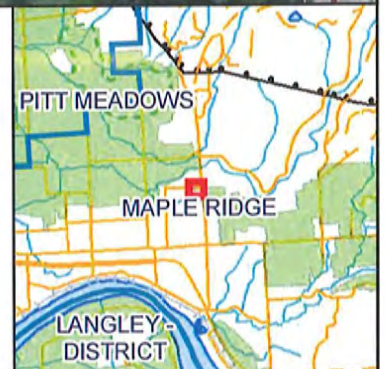
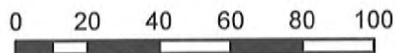
Ione Smith, Panel Chair

On behalf of the South Coast Panel



ALC FILE NO: 66390	RESOLUTION NO: 307/2023
MAP PRODUCED: June 15, 2023	
MAP SCALE: 1:2,000	
DATA SOURCES & NOTES: ALC, BCGW & ESRI / Maxar. Contains information licensed under Open Government License - British Columbia.	
Map for reference only. Accuracy not guaranteed.	

-  Conditionally Approved Exclusion Area
-  Subject Property
-  Agricultural Land Reserve
-  PMBC Parcel Cadastre



June 28, 2023

ALC File: 66390

Adam Rieu
City of Maple Ridge
DELIVERED ELECTRONICALLY

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Re: Reasons for Decision - ALC Application 66390

Please find attached the Reasons for Decision of the South Coast Panel for the above noted application (Resolution #307/2023). As agent, it is your responsibility to notify the applicant accordingly.

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Evans Frimpong, Land Use Planner

Enclosures: Reasons for Decision (Resolution #307/2023)
Schedule A: Decision Map

cc: City of Maple Ridge (File 2022-170-AL) Attention: Adam Rieu

66930d1



AGRICULTURAL LAND COMMISSION FILE 66390
REASONS FOR DECISION OF THE SOUTH COAST PANEL

Exclusion Application Submitted Under s.29(1) of the Agricultural Land Commission Act

Applicant: City of Maple Ridge

Agent: Adam Rieu, City of Maple Ridge

Property: Parcel Identifier: 006-474-853
Legal Description: Lot 43 Section 20 Township
12 New Westminster
District Plan 30199
Civic: 23154 - 128th Avenue, Maple Ridge
Area: 1.62 ha (entirely within the ALR)

Panel: Ione Smith, South Coast Panel Chair
Susan Gimse'
Holger Schwichtenberg

OVERVIEW

- [1] The Property is located within the Agricultural Land Reserve (ALR) as defined in s. 1 of the *Agricultural Land Commission Act* (ALCA).
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DECISION

- [10] For the reasons given above, the Panel approves the Proposal to to exclude the Property (1.62 ha) from the ALR (the “Proposal”) subject to the following condition:
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- [11] These are the unanimous reasons of the Panel.
- [12] A decision of the Panel is a decision of the Commission pursuant to s. 11.1(3) of the ALCA.
- [13] Resolution #307/2023
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Ione Smith, Panel Chair

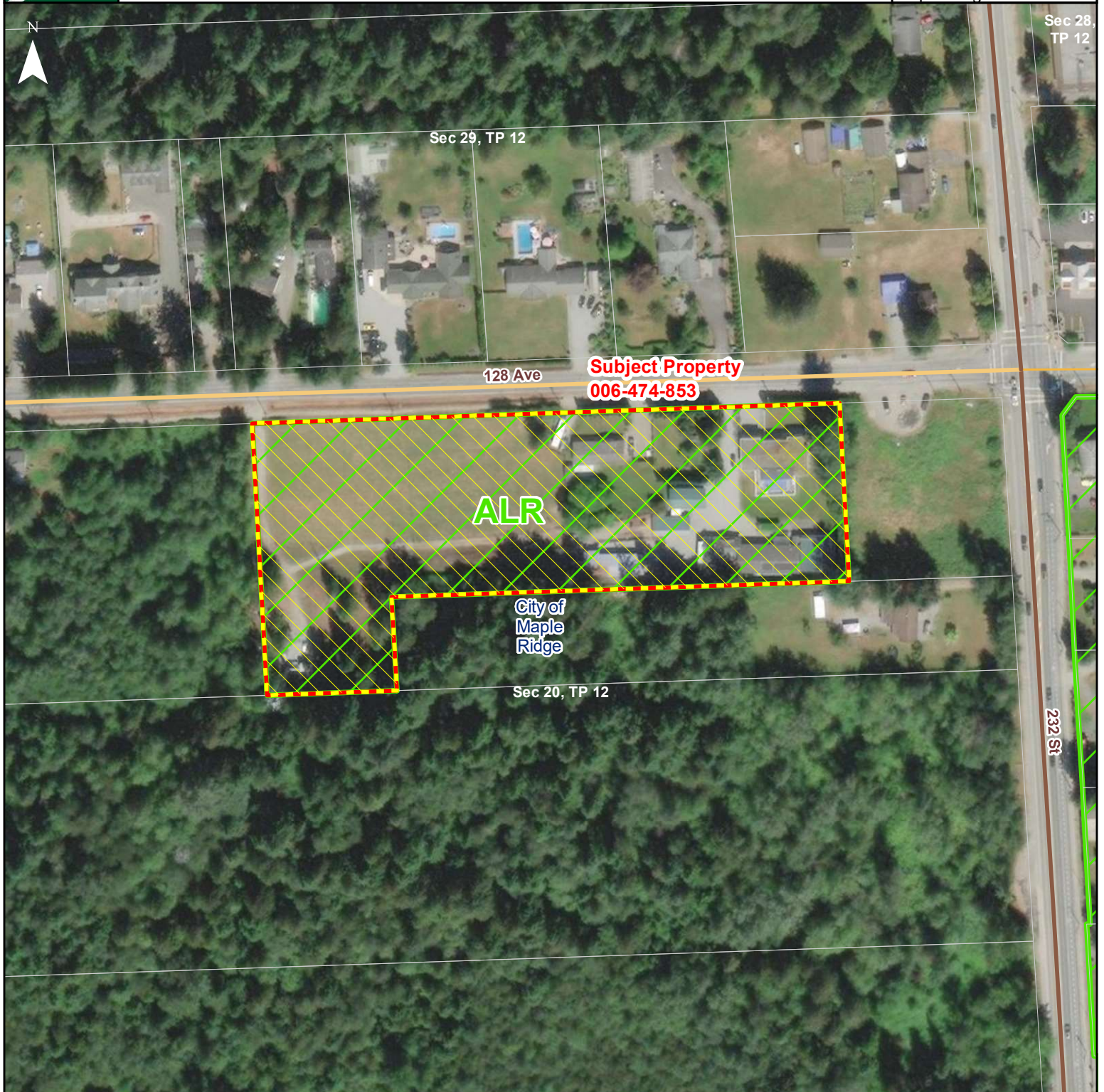
On behalf of the South Coast Panel



Schedule A: Decision Map

2022 ESRI / Maxar Orthophoto

MAPSHEET NO:
92G.028
LOCAL GOVERNMENT:
Maple Ridge



ALC FILE NO: 66390
RESOLUTION NO: 307/2023

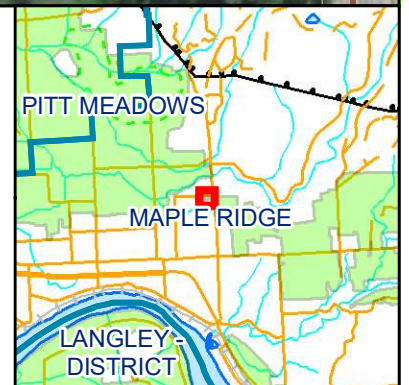
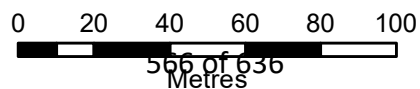
MAP PRODUCED:
June 15, 2023

MAP SCALE:
1:2,000

DATA SOURCES & NOTES:
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Contains information licensed under
Open Government License - British
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Map for reference only. Accuracy not
guaranteed.

- Conditionally Approved Exclusion Area
- Subject Property
- Agricultural Land Reserve
- PMBC Parcel Cadastre



METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1376, 2024
A bylaw to amend “Metro Vancouver Regional District Regional Growth Strategy
Bylaw No. 1339, 2022”

WHEREAS:

- A. The Metro Vancouver Regional District Board (the “Board”) adopted “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022”; and
- B. The Board wishes to amend “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022”.

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

1. Citation

- 1.1 The official citation of this bylaw is “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024”.

2. Schedule

- 2.1 The following Schedule is attached to and forms part of the bylaw:
- Schedule “A”, Subject Properties.

3. Amendment of Bylaw

- 3.1 “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is amended by:

- a) re-designating the subject properties, as listed in the table below:

PID	Legal Description
000-606-367	LOT 46, PLAN NWP31436, PART NE1/4, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
009-102-078	LOT 2, PLAN NWP22339, PART NE1/4, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
005-835-020	LOT 55, PLAN NWP40879, PART NE1/4, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
005-835-038	LOT 56, PLAN NWP40879, PART NE1/4, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
000-669-474	PARCEL A, LOT 8, PLAN NWP5467, SECTION 20, TOWNSHIP 12, NEW WESTMINSTER LAND DISTRICT, REF PL 8148

from ‘General Urban’ to ‘Industrial’, as shown in Schedule “A” of this bylaw;

- b) re-designating the subject properties, as listed in the table below:

PID	Legal Description
006-474-853	LOT 43, PLAN NWP30199, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
003-269-477	LOT 44, PLAN NWP30199, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT

from 'Agricultural' to 'Industrial', as shown in Schedule "A" of this bylaw;

- c) re-designating portions of the subject properties, as listed in the table below:

PID	Legal Description
002-061-651	LOT 4, PLAN NWP5430, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT, EXCEPT PLAN 23424, LMP12700
011-157-607	PARCEL B, LOT 8, PLAN NWP5467, SECTION 20, TOWNSHIP 12, NEW WESTMINSTER LAND DISTRICT, (REF PL 13094)
002-061-635	LOT 3, PLAN NWP5430, SUBLOT 1, PART NE1/4, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT, EXCEPT PLAN PARCEL "A" RP22408, P23424
011-157-569	LOT 5, PLAN NWP5467, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
011-157-585	LOT 6, PLAN NWP5467, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
011-157-593	LOT 7, PLAN NWP5467, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT

from 'General Urban' to 'Industrial', as shown in Schedule "A" of this bylaw;

- d) re-designating portions of the subject properties, as listed in the table below:

PID	Legal Description
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011-157-593	LOT 7, PLAN NWP5467, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
-------------	---

from 'General Urban' to 'Conservation and Recreation', as shown in Schedule "A" of this bylaw; and

- e) amending the Urban Containment Boundary to exclude the subject properties, as listed in the table below:

PID	Legal Description
006-474-853	LOT 43, PLAN NWP30199, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
003-269-477	LOT 44, PLAN NWP30199, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT

as shown in Schedule "A" of this bylaw.

- 3.2 "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by amending maps numbered 2, 3, 4, 5, 6, 7, 8, 9, and 12 to incorporate the changes outlined in section 3.1 of this bylaw.

Read a first, second, and third time this _____ day of _____, _____.

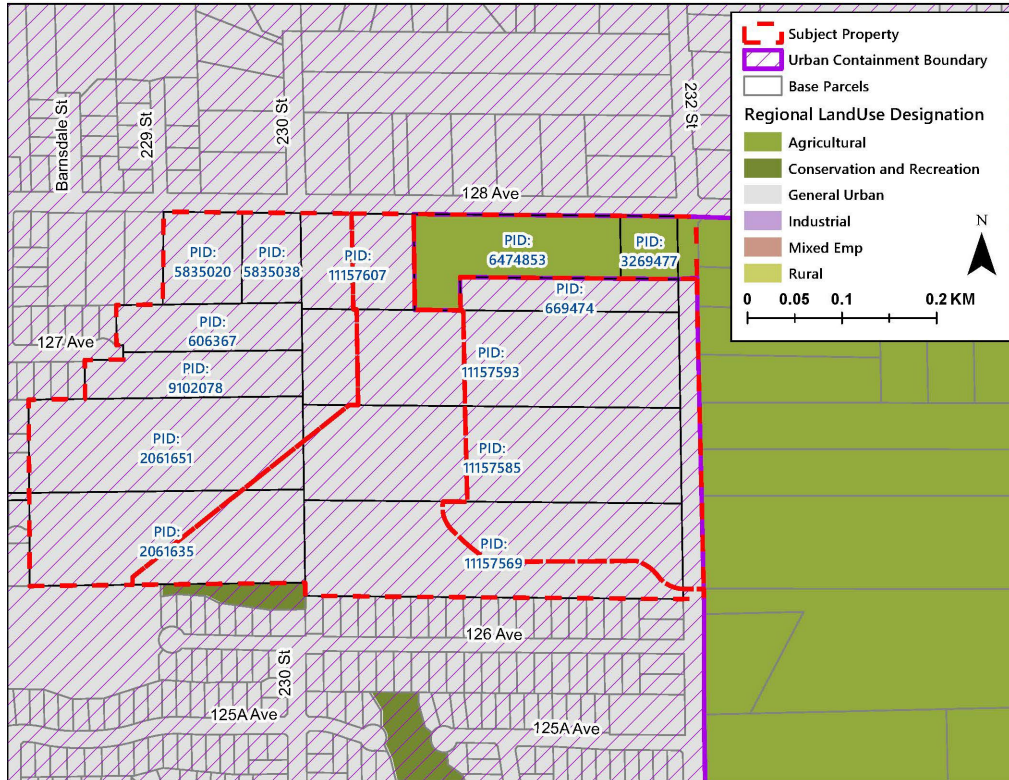
Adopted this _____ day of _____, _____.

George V. Harvie, Chair

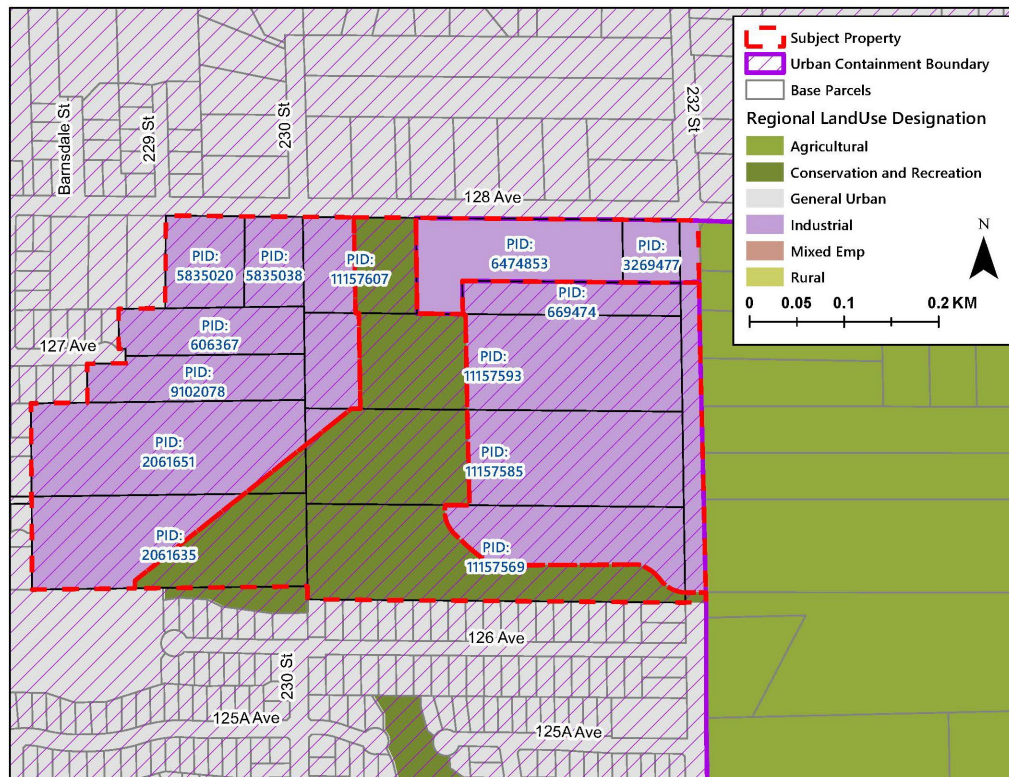
Dorothy Shermer, Corporate Officer

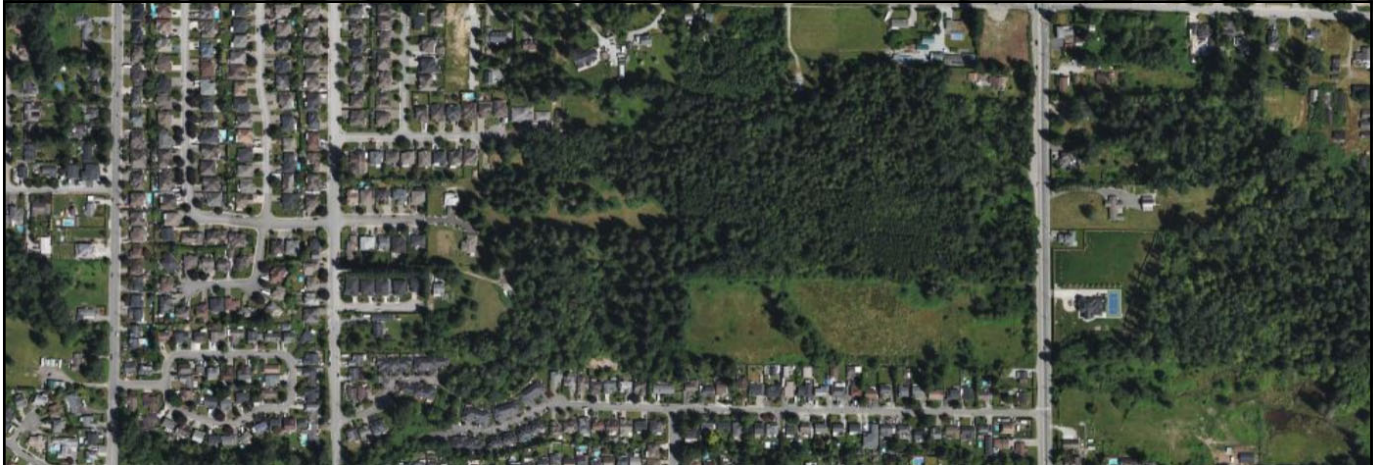
Schedule A Subject Properties

Prior to Amendment



Post Amendment





Metro 2050 Type 2 Proposed Regional Land Use Amendment YENNADON LANDS

Victor Cheung

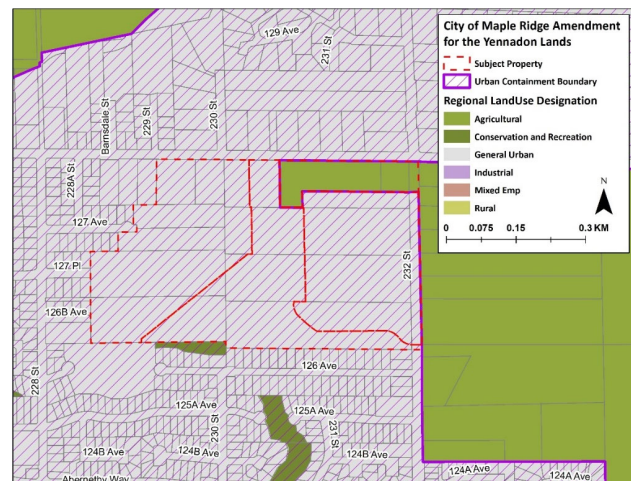
Senior Policy & Planning Analyst, Regional Planning and Housing Services

metrovancover

Regional Planning Committee

REGIONAL LAND USE DESIGNATIONS

- Designated General Urban and Agricultural in Metro 2050
- Lands to the north, west, and south are designated General Urban
- Lands east are designated Agricultural

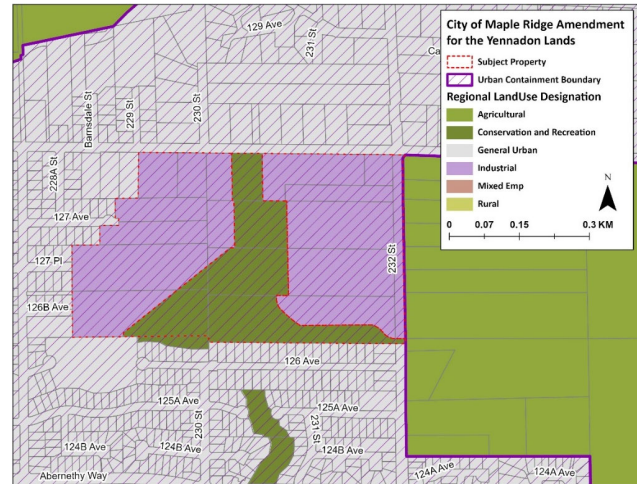


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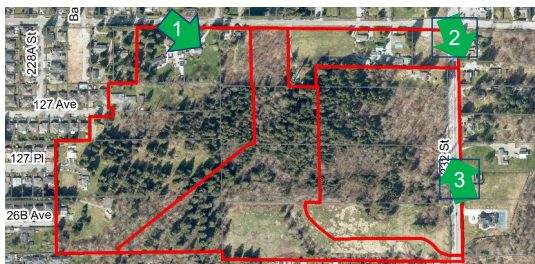
2

PROPOSED AMENDMENT

- From General Urban and Agricultural to Industrial and Conservation and Recreation
- Adjust the Urban Containment Boundary to include two properties (~2 ha)
- Type 2 amendment



SITE PHOTOS



REGIONAL PLANNING ANALYSIS

- The proposed amendment would add:
 - 18 hectares of Industrial land to the region's supply; and
 - 7.4 hectares of Conservation and Recreation land that may contribute to the region's 'lands protected for nature' target, if additional legal mechanisms are applied;
- The proposed amendment redesignates 2 hectares of Agricultural land and 23.4 hectares of General Urban land;
- The introduction of industrial uses may negatively affect adjacent agricultural uses; the effects are being addressed through the Yennadon Lands Employment Park Design Guidelines; and
- The subject properties are strategically located from a goods movement perspective, and while currently not well serviced by transit, the City has future plans for active transportation options in the area.

NEXT STEPS

Should the amendment application proceed:

- Provided the bylaw receives readings by the MVRD Board, the amendment application will be referred to affected local governments for comment (45 day comment period)
- Receive comments from the referral process, convey comments to the Board and Board will consider final reading and adoption of the amendment bylaw.



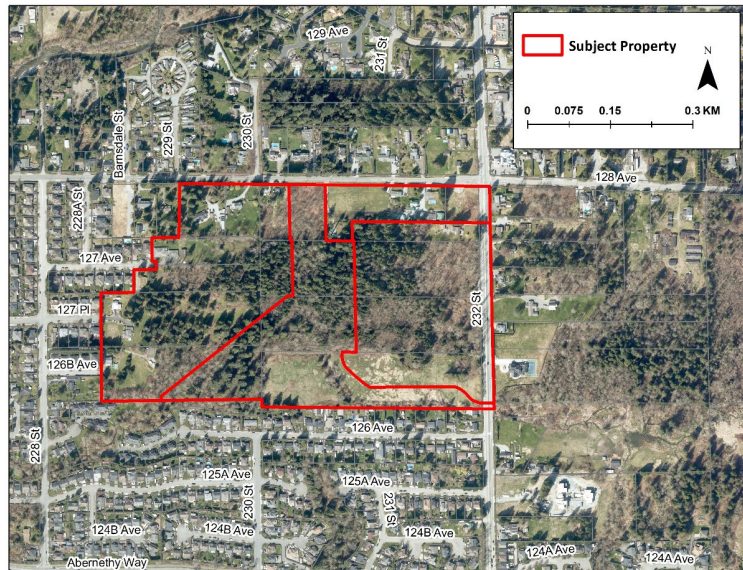
RECOMMENDATION

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to General Urban for the lands located at 11420 – 157A Street ;
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1366, 2023"; and
- c) direct staff to notify affected local governments as per Metro 2050 section 6.4.2.

ORTHO PHOTO OF SURROUNDING AREA

- The proposal is consistent with the adjacent lands to the immediate south





To: Finance Committee

From: Linda Sabatini, Director, Financial Operations

Date: December 20, 2023

Meeting Date: January 17, 2024

Subject: **MFA Spring 2024 Borrowing for the Township of Langley – MVRD Security Issuing Bylaw No. 1377, 2024**

RECOMMENDATION

That the MVRD Board:

- a) give consent to the request for financing from the Township of Langley in the amount of \$25,250,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*;
 - b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1377, 2024*; and
 - c) adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1377, 2024* and forward it to the Inspector of Municipalities for Certificate of Approval.
-

EXECUTIVE SUMMARY

As set out in the Community Charter, the Metro Vancouver Regional District (MVRD) must adopt a security issuing bylaw in order to enable the Township of Langley to proceed with their long term borrowing request of \$25,250,000. This borrowing is to finance the construction of Fire Hall #5. The Township of Langley's total estimated annual debt servicing costs for existing and new proposed debt combined is approximately \$24,659,261 which is roughly 34.6% of their liability servicing limit of \$71,219,000. The Township of Langley has met the regulatory requirements and has the legislative authority to undertake the planned borrowing. The proposed *Metro Vancouver District Security Issuing Bylaw No. 1377, 2024* will authorize Township of Langley's borrowing request.

Staff recommends consenting to Township of Langley's borrowing request and adopting the Security Issuing Bylaw as outlined in Alternative 1.

PURPOSE

To seek the adoption of a Security Issuing Bylaw to authorize a borrowing request from the Township of Langley in the amount of \$25,250,000 for the Spring 2024 MFA long term debt issue.

BACKGROUND

Metro Vancouver received a request from the Township of Langley to borrow \$25,250,000 to finance the construction of Fire Hall #5. This request has been approved by their respective council by way of Loan Authorization Bylaw and Security Issuing Resolution as required under provincial legislation. This report is being brought forward to the MVRD Board to seek the adoption of *Metro Vancouver Security Issuing Bylaw No. 1377, 2024* which will authorize the borrowing request from the Township of Langley. The borrowing must be approved by the MVRD Board before the Security Issuing Bylaw can be issued and the request forwarded to the MFA for consideration.

MUNICIPAL BORROWING REQUEST

Request Details

The Township of Langley has adopted the Loan Authorization Bylaws as outlined in Table 1 below. Their Council subsequently passed the required Security Issuing Resolution on November 06, 2023 to proceed with the Spring 2024 Borrowing for the requested amount within the authorized and outstanding balance of the bylaw. This request is within the parameters set out in the Township of Langley's Financial Plan Bylaw.

Table 1

MVRD Bylaw	Member Bylaw	Date Bylaw Passed	Purpose	Borrowing Request	Term
1377, 2024	5880, 2023	September 11, 2023	Construction of Fire Hall #5	\$25,250,000	20 years
Total Spring 2024 Borrowing Request				\$25,250,000	

The member's loan authorization bylaws identified above has been reviewed by the Inspector of Municipalities and have received the necessary Certificate of Approval. The certificate is included in Attachment 2 of this report.

Financial Analysis

Per the Liability Servicing Limit Certificate dated May 03, 2023, the Township of Langley had a liability servicing limit of \$71,219,000. This limit represents the maximum amount, as prescribed by the Province, that the Township of Langley can annually pay for servicing debt. The estimated annual debt servicing costs proposed in this bylaw will be approximately \$2,119,537. When combined with existing annual debt servicing costs, the total costs will be approximately \$24,659,261 which is roughly 34.6% of their overall liability servicing limit.

All debt of the MVRD is a joint and several liability of its member municipalities.

Included, as an attachment, is the following information provided by the Township of Langley to assist in considering this request:

- Adopted Loan Authorization Bylaws along with Certificate(s) of Approval
- Copy of Security Issuing Resolution
- Liability Servicing Limit Certificate
- The 2023-2027 Financial Plan Bylaw
- 2022 Audited Consolidated Financial Statements

ALTERNATIVES

1. That the MVRD Board
 - a) give consent to the request for financing from the Township of Langley in the amount of \$25,250,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the Community Charter;
 - b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1377, 2024*; and
 - c) adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1377, 2024*; and forward it to the Inspector of Municipalities for Certificate of Approval.
2. That the MVRD Board receive for information the report dated December 20, 2023, titled “MFA Spring 2024 Borrowing for the Township of Langley – MVRD Security Issuing Bylaw No. 1377, 2024”.

FINANCIAL IMPLICATIONS

Although all member debt is a joint and shared liability of all member municipalities, there are no direct financial implications to Metro Vancouver with the adoption of the bylaw.

If the Board approves Alternative 1, the Township of Langley will proceed to borrow \$25,250,000 to fund their infrastructure project.

If the Board approves Alternative 2, the Township of Langley would be unable to borrow funds as required for the purpose intended and would need to look for other funding sources, potentially causing the Township undue financial challenges.

CONCLUSION

The Township of Langley has requested to borrow \$25,250,000 to finance the construction of Fire Hall #5. The Township has met all regulatory requirements and has the legislative authority to undertake the borrowing. The proposed *Metro Vancouver District Security Issuing Bylaw No. 1377, 2024* will authorize the Township of Langley’s borrowing request which will be forwarded to MFA for consideration upon approval. Staff recommends consenting to the Township’s borrowing and adopting the Security Issuing Bylaw as outlined in Alternative 1.

ATTACHMENTS

1. Metro Vancouver Regional District Security Issuing Bylaw No. 1377, 2024
2. Township of Langley – Additional information

METRO VANCOUVER REGIONAL DISTRICT

BYLAW NO. 1377, 2024

A bylaw to authorize a finance agreement with the Municipal Finance Authority of British Columbia in the amount of \$25,250,000 (Canadian)

WHEREAS:

- A. The Municipal Finance Authority of British Columbia (the “Authority”) may provide financing of capital requirements for regional districts or for their member municipalities by the issue of debentures or other evidence of indebtedness of the Authority and lending the proceeds therefrom to the regional district on whose request the financing is undertaken;
- B. The Corporation of the Township of Langley (the “Township”) is a member municipality of the Metro Vancouver Regional District (the “Regional District”) and has requested financing pursuant to Section 411 of the *Local Government Act* and the Township’s *Fire Hall Loan Authorization Bylaw No. 5881* (the “Township’s Loan Authorization Bylaw”); and
- C. The Regional District may finance from time to time on behalf of and at the sole cost of its member municipalities, under the provisions of Section 410 of the *Local Government Act*, an undertaking such as the one to be financed pursuant to the Township’s *Loan Authorization Bylaw* as follows:

Member Loan Authorization Bylaw Number	Purpose	Amount of Borrowing Authorized	Amount Already Borrowed	Borrowing Authority Remaining	Term of Issue	Amount of Issue
5880, 2023	Construction of Fire Hall #5	\$25,250,000	\$0	\$25,250,000	20 years	\$25,250,000
Total Spring 2024 Borrowing Request						\$25,250,000

- D. The Regional Board, by this bylaw, hereby requests such financing to be undertaken through the Authority:

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

- The official citation of this bylaw is “Metro Vancouver Regional District Security Issuing Bylaw No. 1377, 2024”.
- The following Schedules are attached to and form part of the bylaw:
 - Schedule “A”

3. The Regional Board hereby consents to financing the debt of the Township, as further described in the Township's *Loan Authorization Bylaw*, in the amount of twenty-five million two hundred fifty thousand dollars (\$25,250,000) in accordance with the following terms.
4. The Authority is hereby requested and authorized to finance from time to time the above-described undertaking at the sole cost and on behalf of the Township up to, but not exceeding, twenty-five million two hundred fifty thousand dollars (\$25,250,000) in lawful money of Canada (provided that the Regional District may borrow all or part of such amount in such currency as the Trustees of the Authority shall determine but the aggregate amount in lawful money of Canada and in Canadian Dollar equivalents so borrowed shall not exceed \$25,250,000 in Canadian Dollars) at such interest and with such discounts or premiums and expenses as the Authority may deem appropriate in consideration of the market and economic conditions pertaining.
5. Upon completion by the Authority of financing undertaken pursuant hereto, the Chair and Chief Financial Officer the Regional District, on behalf of the Regional District and under its seal shall, at such time or times as the Trustees of the Authority may request, enter into and deliver to the Authority one or more agreements substantially in the form annexed hereto as Schedule "A" and made part of this bylaw (such agreement or agreements as may be entered into and delivered hereinafter referred to as the "Agreement") providing for payment by the Regional District to the Authority of the amounts required to meet the obligations of the Authority with respect to its borrowings undertaken pursuant hereto, which Agreement shall rank as debenture debt of the Regional District.
6. The Agreement shall be dated and payable in the principal amount or amounts of monies and in Canadian dollars or as the Authority shall determine and, subject to the *Local Government Act*, in such currency or currencies as shall be borrowed by the Authority under Section 4 and shall set out the schedule of repayment of the principal amount together with interest on unpaid amounts as shall be determined by the Treasurer of the Authority.
7. The obligation incurred under the said Agreement shall bear interest from a date specified therein, which date shall be determined by the Treasurer of the Authority, and shall bear interest at a rate to be determined by the Treasurer of the Authority.
8. The Agreement shall be sealed with the seal of the Regional District and shall bear the signature of the Chair and the Chief Financial Officer of the Regional District.
9. The obligations incurred under the said Agreement as to both principal and interest shall be payable at the Head Office of the Authority in Victoria and at such time or times as shall be determined by the Treasurer of the Authority.
10. During the currency of the obligation incurred under the said Agreement to secure borrowings in respect of the Township's *Loan Authorization Bylaw* there shall be requisitioned annually an amount sufficient to meet the annual payment of interest and the repayment of principal.

11. The Regional District shall provide and pay over to the Authority such sums as are required to discharge its obligations in accordance with the terms of the Agreement, provided, however, that if the sums provided for in the Agreement are not sufficient to meet the obligations of the Authority, any deficiency in meeting such obligations shall be a liability of the Regional District to the Authority and the Regional Board of the Regional District shall make due provision to discharge such liability.
12. The Regional District shall pay over to the Authority at such time or times as the Treasurer of the Authority so directs such sums as are required pursuant to Section 15 of the *Municipal Finance Authority Act* to be paid into the Debt Reserve Fund established by the Authority in connection with the financing undertaken by the Authority on behalf of the Regional District pursuant to the Agreement.

Read a first, second, and third time this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

Approved by the Inspector of Municipalities this _____ day of _____, _____.

George V. Harvie, Chair

Dorothy Shermer, Corporate Officer

Schedule A

C A N A D A

PROVINCE OF BRITISH COLUMBIA

A G R E E M E N T

Metro Vancouver Regional District

The Metro Vancouver Regional District (the "Regional District") hereby promises to pay to the Municipal Finance Authority of British Columbia at its Head Office in Victoria, British Columbia, (the "Authority") the sum of twenty-five million two hundred fifty thousand dollars (\$25,250,000) in lawful money of Canada, together with interest from the ____ day of _____, 202__, at varying rates of interest, calculated semi-annually, in each and every year during the currency of this Agreement; and payments shall be as specified in the table appearing below hereof commencing on the ____ day of _____, 202__ provided that in the event the payments of principal and interest hereunder are insufficient to satisfy the obligations of the Authority undertaken on behalf of the Regional District, the Regional District shall pay over to the Authority further sums as are sufficient to discharge the obligations of the Regional District to the Authority.

DATED at _____, British Columbia, this day of _____, 2024.

IN TESTIMONY WHEREOF and under the authority of Bylaw No. 1377, 2024 cited as "Metro Vancouver Regional District Security Issuing Bylaw No. 1377, 2024", this Agreement is sealed with the Corporate Seal of the Metro Vancouver Regional District and signed by the Chair and Chief Financial Officer thereof.

Chair

Chief Financial Officer

Pursuant to the *Local Government Act*, I certify that this Agreement has been lawfully and validly made and issued and that its validity is not open to question on any ground whatsoever in any court of the Province of British Columbia.

Dated _____, 2024
(month, day)

BC Inspector of Municipalities

PRINCIPAL AND/OR SINKING FUND DEPOSIT AND INTEREST PAYMENTS

<u>Date of Payment</u>	<u>Total Payment</u>	Principal Sinking Fund	and/or <u>Deposit</u>	<u>Interest</u>
_____	\$ _____	\$ _____		\$ _____
_____	\$ _____	\$ _____		\$ _____



October 24, 2023

Ref: D12-29

Corporate Officer
Township of Langley
20338-65 Avenue
Langley BC V2Y 3J1

Enclosed is a Certificate of Approval for Bylaw No. 5880, cited as "Fire Hall Loan Authorization Bylaw No. 5880".

Sincerely,

Saskia Crawford
Program Analyst

Enclosure

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

FIRE HALL LOAN AUTHORIZATION

BYLAW NO. 5880

WHEREAS it is deemed desirable and expedient to construction of Fire Hall #5 servicing the Township of Langley.

AND WHEREAS the *Community Charter*, Section 179 authorizes local governments to borrow money for any purpose of a capital nature.

AND WHEREAS the estimated cost of the Fire Hall Capital Project thereto is equal to the sum of \$25.25 million (Twenty-five million two hundred fifty thousand dollars) which is the amount of debt created by this bylaw.

NOW THEREFORE, the Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Fire Hall Loan Authorization Bylaw No. 5880".
2. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the construction of the Fire Hall Capital Project generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and without limiting the generality of the foregoing:
 - a. To borrow upon the credit of the Municipality a sum not exceeding \$25,250,000 (Twenty-five million two hundred fifty thousand dollars).
 - b. To acquire all such real property, easements, rights-of-way, licenses, rights or authorities as may be requisite or desirable for or in connection with construction of the said Fire Hall Capital Project.
3. The maximum term for which debentures may be issued to secure the debt created by this bylaw is 20 years.

READ A FIRST TIME the	01	day of	May	, 2023
READ A SECOND TIME the	01	day of	May	, 2023
READ A THIRD TIME the	01	day of	May	, 2023
RECEIVED THE APPROVAL of the INSPECTOR of MUNICIPALITIES this	06	day of	June	, 2023
ADOPTED the	11	day of	September	, 2023

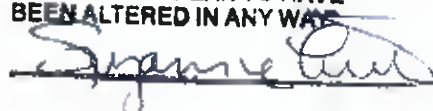


Mayor



Township Clerk

"CERTIFIED A TRUE COPY OF
THE ORIGINAL DOCUMENT WHICH
DOES NOT APPEAR TO HAVE
BEEN ALTERED IN ANY WAY



SUZANNE LITTLE
Deputy Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

FIRE HALL LOAN AUTHORIZATION

BYLAW NO. 5880

EXPLANATORY NOTE

Bylaw No. 5880 authorizes the Township of Langley to borrow \$25.25 million towards the estimated cost of the construction of Fire Hall capital project.



Dated this *Twenty third* *day*
Of *October* *, 2023*

M. Dana

587 of 636

THE TOWNSHIP OF LANGLEY

The following is a certified correct copy of a resolution passed by Langley Township Council at its Regular Council Meeting held November 6, 2023:

Firehall Loan Municipal Security Issuing Resolution

Report 23-231

File FIN 1760-30

That Council approve borrowing from the Municipal Finance Authority of British Columbia (MFA), as part of their Spring 2024 long-term debt issue, \$25.25 million as authorized through Firehall Loan Authorization Bylaw No. 5880.

That Metro Vancouver Regional District be requested to consent to our borrowing of \$25.25 million as authorized through Firehall Loan Authorization Bylaw No. 5880 over a twenty (20) year term and include the borrowing in their security issuing bylaw.

CARRIED

CERTIFIED A CORRECT COPY:



Suzanne Little

DEPUTY TOWNSHIP CLERK

LIABILITY SERVICING LIMIT CERTIFICATE

The The Corporation of the Township of Langley (the "Municipality")
In relation to Fire Hall Loan Authorization Bylaw No 5880

The undersigned Financial Officer assigned responsibility for financial administration under section 149 of the Community Charter, SBC 2003, Chapter 26 (the "Charter") or Auditor appointed for the Municipality under section 169 of the Charter of the Charter hereby certifies as follows:

Calculation revenue for the previous year \$284,876,000.00 a
(section 4 & 5, BC Reg 254/2004)
Liability Servicing Limit (a x 25%) \$71,219,000.00 b
(section 2, BC Reg 254/2004)
Annual Servicing cost for previous year \$17,338,627.00 c

Plus: New liabilities incurred, other than current request

Liability Type and reference	Annual servicing cost	
LFS Bank of Montreal and Agreement	\$1,000,000.00	d
CPO Improvement Agreement	\$109,523.95	e
Jericho Agreement	\$4,091,573.00	f
		g
		h
		i
		j
		k
		l
Total of lines d through l	<u>\$5,201,096.95</u>	m

Less: Liabilities which have matured

Liability type and reference	Annual servicing cost	
		n
		o
		p
		q
		r
Total of lines n through r		<u>\$0.00</u> s

Amount of new liability \$25,250,000.00 t
(section 3, BC Reg 254/2004)
Annual servicing cost of new liability \$2,119,537.29 u
(section 3, BC Reg 254/2004)
Total liability servicing cost including current request (lines c+m-s+u) \$24,659,261.24 v

☒ which is less than the annual liability servicing limit stated on line b.

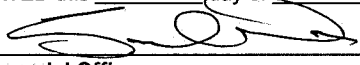
OR

☐ which exceeds the annual liability servicing limit stated on line b, and the undersigned hereby requests approval of the Inspector of Municipalities under section 174 of the Charter to exceed the limit established under the section.

In accordance with section 179(5) or section 175(1)(b) of the Charter, as applicable, the debt to be contracted under the loan authorization bylaw, or other liability for which certification is being made, referred to above will not exceed the lesser of 30 years and the reasonable life expectancy of the capital asset, activity, work or service, or the remaining term of the applicable agreement, as the case may be, for which the debt is to be contracted.

The undersigned Financial Officer or Auditor also hereby authorizes the law firms of Farris, Vaughan, Wills & Murphy and Bryant & Company to rely on this Certificate in giving any opinion in connection with any borrowing by the Municipal Finance Authority of British Columbia ("MFA") and the issuance of bonds, debentures, and other securities by the MFA in respect of the loan authorization bylaw, or other liability for which certification is being made, referred to above.

DATED this 3 day of May, 2023


Financial Officer OR

Samuel Nam
(Please print full name)

Auditor

(Please print full name & company)

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY 2023 – 2027 FIVE-YEAR FINANCIAL PLAN BYLAW NO. 5867

EXPLANATORY NOTE

The Langley 2023 - 2027 Five-Year Financial Plan Bylaw No. 5867 authorizes the expenditure of funds for the Municipality. The Langley 2023 - 2027 Five-Year Financial Plan Bylaw No. 5867 is prepared pursuant to Section 165 of the *Community Charter* and is required to be adopted by Council prior to the Tax Rates Bylaw and May 15, 2023.

An expenditure that is not provided for in the 2023 - 2027 Five-Year Financial Plan is not lawful.

THE CORPORATION OF THE TOWNSHIP OF LANGL7EY

LANGLEY 2023 - 2027 FIVE-YEAR FINANCIAL PLAN BYLAW NO. 5867

A bylaw to establish the Five-Year Financial Plan from 2023 to 2027.

WHEREAS Section 165 of the "*Community Charter*" requires that the Corporation of the Township of Langley adopt a Five-Year Financial Plan prior to approval of the Tax Rates Bylaw and May 15, 2023:

NOW THEREFORE, the Local Government Council of The Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This bylaw may be cited for all purposes as the "Langley 2023 - 2027 Five-Year Financial Plan Bylaw No. 5867".
2. Schedule "A", being the Revenue Plan Objectives and Policies, attached hereto and forming part of this bylaw is hereby adopted as the 2023 – 2027 Five Year Financial Plan of The Corporation of the Township of Langley.
3. Schedule "B", being the Financial Plan, attached hereto and forming part of this bylaw is hereby adopted as the 2023 - 2027 Five Year Financial Plan of The Corporation of the Township of Langley.

READ A FIRST TIME the 03 day of April , 2023

READ A SECOND TIME the 03 day of April , 2023

READ A THIRD TIME the 03 day of April , 2023

ADOPTED the 17 day of April , 2023

 Mayor  Township Clerk

**THE CORPORATION OF THE TOWNSHIP OF LANGLEY
LANGLEY 2023 - 2027 FIVE YEAR FINANCIAL PLAN BYLAW NO. 5867
SCHEDULE "A" – REVENUE PLAN OBJECTIVES AND POLICIES**

In accordance with the *Community Charter* disclosure requirements, the Township of Langley discloses the following information.

1. The proportions of revenue proposed to come from the various funding sources;
2. The distribution of property taxes among property classes; and
3. The use of permissive tax exemptions.

1. Proportion of total revenue from various funding sources

Revenue Source	Operating Budget Funding Sources	Capital Budget Funding Sources
Property taxes	55%	1%
Sale of Service – Utilities	21%	0%
Sale of Service - Other	8%	0%
Other sources	10%	46%
Transfer from own funds	6%	30%
Proceeds from borrowing	0%	23%
Total	100%	100%

The table above reflects Revenue raised from each funding source in 2023. Property taxes form the greatest proportion of operating revenue for the Township, and they provide a stable and consistent source of revenue for many services that are difficult or undesirable to fund on a user-pay basis. Such services include parks, transportation, stormwater, fire protection, policing services, recreation and culture, facility maintenance and general government. For these reasons, property taxation will continue to be a major source of the Township revenue.

User fees and charges are the second largest portion of general operating revenue. Many Township services, such as water, sanitary sewer, and solid waste (including garbage and organics collection and disposal), are charged on a user-pay basis, which ensures they are paid for by taxpayers receiving these services.

The capital program is only partially funded from General and Utility Funds revenues with the majority of funding coming from sources such as reserves and surplus, development cost charges receipts, senior government grants, local area service funds and as a last resort, from debt financing.

2. Distribution of actual 2022 property taxes among the various property classes

Property Class	Property Class Description	2022 Property tax Revenue %
1	Residential	63.21%
2	Utilities	0.92%
4	Major Industry	0.22%
5	Light Industry	9.67%
6	Business	25.23%
8	Recreation	0.23%
9	Farm	0.52%
	Total	100.00%

The distribution of property tax revenue among the various property classes is presented in the table above. The practice of Council is to set tax rates in order to maintain reasonable tax stability in compliance with the *Community Charter*. This has been accomplished by maintaining the proportionate relationship provided above between property classes as impacted by annual average changes in assessed values of each class. (Property classes are defined and values determined by British Columbia Assessment).

3. Use of Permissive Tax Exemptions

The *Community Charter* provides municipalities the ability to grant permissive exemptions under Sections 244, 225 and 226. The Township's permissive exemption policy sets the parameters under which Council considers applications for permissive exemptions from property taxes from organizations that are eligible for such exemptions.

The Township grants permissive exemptions for buildings for public worship; not-for-profit and charitable organizations and community halls; and heritage properties. Council supports, through permissive exemptions from property taxes, organizations that provide services that fulfill some basic need, improve the life of Township residents and are compatible with or are complementary to the services offered by the Township.

Per Council Report 22-71, dated July 11, 2022, Council approved permissive tax exemptions calculated to be approximately \$1,553,275, which is a 1.0 % property tax increase¹

	2023 (Estimated)	2022 (Actual)
Charitable and Not-For-Profit	\$ 678,043	\$ 663,034
Churches	848,285	807,891
Heritage Properties	25,149	23,951
Partnering Property	1,798	1,713
Total	\$1,553,275	\$1,496,589

¹ 1% Universal Services Property Tax Increase for 2023 = \$1,547,100

**THE CORPORATION OF THE TOWNSHIP OF LANGLEY
LANGLEY 2023 - 2027 FIVE YEAR FINANCIAL PLAN BYLAW NO. 5867
SCHEDULE "B" – FINANCIAL PLAN**

	2023	2024	2025	2026	2027
	\$	\$	\$	\$	\$
<u>REVENUE</u>					
Operating Plan					
Property Taxes and Levies	177,311,677	196,939,609	217,367,535	234,827,562	246,001,733
Sale of Services-Utilities	65,774,026	71,779,285	77,781,867	84,330,157	93,304,857
Sale of Services-Other	26,703,962	28,759,233	30,245,235	31,825,003	31,906,873
Other Revenue	31,865,087	36,941,662	43,537,311	44,179,972	44,581,403
Transfer from Surplus and Reserves	20,552,354	14,226,671	14,226,671	10,626,013	10,135,101
Operating Plan Sub-total	322,207,106	348,646,460	383,158,619	405,788,707	425,929,967
Capital Plan					
Contribution from Current Year Revenue	2,831,034	2,831,034	2,831,034	2,831,034	2,831,034
Transfer from Prior Year's Surplus	150,000	150,000	150,000	150,000	150,000
Transfer from Development Cost Charge Reserves	106,338,723	17,500,000	22,500,000	25,000,000	27,500,000
Transfer from Capital Surplus and Reserves	157,581,236	15,000,000	15,000,000	15,000,000	15,000,000
Private Funds and Other Sources	129,550,789	24,500,000	29,500,000	32,500,000	37,500,000
Proceeds From Borrowing	119,589,392	50,000,000	50,000,000	50,000,000	50,000,000
Capital Plan Sub-Total	516,041,174	109,981,034	119,981,034	125,481,034	132,981,034
TOTAL FINANCIAL PLAN REVENUE	838,248,280	458,627,494	503,139,653	531,269,741	558,911,001
<u>EXPENDITURE</u>					
Operating Plan					
Municipal Services	282,164,567	297,587,092	320,681,488	338,764,529	356,521,886
Debt Service	18,026,944	29,028,681	40,237,853	44,251,958	46,602,759
Contribution to Funds and Reserves	22,015,595	22,030,687	22,239,278	22,772,220	22,805,322
Operating Plan Sub-Total	322,207,106	348,646,460	383,158,619	405,788,707	425,929,967
Capital Plan	516,041,174	109,981,034	119,981,034	125,481,034	132,981,034
TOTAL FINANCIAL PLAN EXPENDITURES	838,248,280	458,627,494	503,139,653	531,269,741	558,911,001

AUDITED

Consolidated Financial Statements
2022

And Independent Auditor's Report thereon



KPMG LLP
PO Box 10426 777 Dunsmuir Street
Vancouver BC V7Y 1K3
Canada
Telephone (604) 691-3000
Fax (604) 691-3031

INDEPENDENT AUDITOR'S REPORT

To the Mayor and Council of Corporation of the Township of Langley

Opinion

We have audited the consolidated financial statements of Corporation of the Township of Langley (the "Township"), which comprise:

- the consolidated statement of financial position as at December 31, 2022
- the consolidated statement of operations for the year then ended
- the consolidated statement of change in net financial assets for the year then ended
- the consolidated statement of cash flows for the year then ended
- and notes and schedules to the consolidated financial statements, including a summary of significant accounting policies

(hereinafter referred to as the "financial statements").

In our opinion, the accompanying financial statements present fairly, in all material respects, the consolidated financial position of the Township as at December 31, 2022, and its consolidated results of operations, its consolidated changes in net financial assets and its consolidated cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the "**Auditor's Responsibilities for the Audit of the Financial Statements**" section of our auditor's report.

We are independent of the Township in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other Information

Management is responsible for the other information. Other information comprises the information, other than the financial statements and the auditor's report thereon, included in a document entitled "Annual Report 2022".

Our opinion on the financial statements does not cover the other information and we do not and will not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information identified above and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit and remain alert for indications that the other information appears to be materially misstated.

We obtained the information, other than the financial statements and the auditor's report thereon, included in the Annual Report 2022 as at the date of this auditor's report.

If, based on the work we have performed on this other information, we conclude that there is a material misstatement of this other information, we are required to report that fact in the auditor's report.

We have nothing to report in this regard.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Township's ability to continue as a going concern, disclosing as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Township or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Township's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit.

We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion.

The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Township's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Township's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Township to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.
- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the group entity to express an opinion on the financial statements. We are responsible for the direction, supervision and performance of the group audit. We remain solely responsible for our audit opinion.



Chartered Professional Accountants

Vancouver, Canada
June 12, 2023

Consolidated Statement of Financial Position

As at December 31, 2022 (in thousands of dollars)

	<u>2022</u>	<u>2021</u>
FINANCIAL ASSETS		
Cash and cash equivalents (Note 3)	\$ 157,950	\$ 261,463
Investments (Note 3)	399,900	212,565
Accounts receivable (Note 4)	78,723	73,564
Assets held for sale	<u>2,178</u>	<u>2,298</u>
	<u>638,751</u>	<u>549,890</u>
LIABILITIES		
Accounts payable and accrued liabilities (Note 5)	100,426	75,720
Employee future benefits (Note 17)	5,514	5,411
Deposits and prepayments (Note 6)	87,269	87,315
Deferred revenue (Note 7)	21,037	20,405
Development cost charges (Note 8)	122,698	115,611
Debt and agreements payable (Note 9)	<u>177,091</u>	<u>188,910</u>
	<u>514,035</u>	<u>493,372</u>
NET FINANCIAL ASSETS	<u>124,716</u>	<u>56,518</u>
NON-FINANCIAL ASSETS		
Inventories of supplies	1,875	1,404
Prepaid expenses	2,478	2,389
Tangible capital assets (Note 10)	<u>2,211,639</u>	<u>2,110,169</u>
	<u>2,215,992</u>	<u>2,113,962</u>
ACCUMULATED SURPLUS (Note 11)	\$ <u>2,340,708</u>	\$ <u>2,170,480</u>

Contingencies and commitments (Note 14)

Contractual Rights (Note 22)

See accompanying Notes and Schedules to the Consolidated Financial Statements

Sandra Ruff, CPA, CA
Director of Finance

Eric Woodward
Mayor, Township of Langley

Consolidated Statement of Operations

For the year ended December 31, 2022 (in thousands of dollars)

	Budget 2022 (Note 2(a) and 20)	2022	2021
REVENUE			
Property taxes	\$ 160,138	\$ 162,833	\$ 153,920
Fees, rates and service charges	85,257	117,806	110,525
Grants and grants in lieu of taxes	51,166	20,334	14,251
Service cost recoveries	4,786	4,590	6,049
Gain on disposal of assets	-	44,645	12,424
Investment income	852	13,721	4,694
Local area service contributions	5,427	-	122
Contribution from development cost charges (Note 8)	131,776	12,923	19,010
Other developer contributions (Note 10(b))	37,313	86,058	196,670
Other income	36,392	7,559	5,289
	<u>513,107</u>	<u>470,469</u>	<u>522,954</u>
EXPENSES			
General government	30,911	32,364	29,168
Police protection	45,008	39,545	37,599
Fire protection	20,250	23,229	19,290
Facilities maintenance	15,985	15,665	13,975
Community planning and development	16,360	13,095	10,920
Recreation and culture	34,768	35,723	25,454
Parks	15,094	19,346	17,794
Transportation	33,913	49,231	45,283
Stormwater	7,482	12,596	12,378
Water	28,185	33,048	28,589
Sewer	16,836	18,025	17,390
Solid waste	8,087	8,374	7,751
	<u>272,879</u>	<u>300,241</u>	<u>265,591</u>
ANNUAL SURPLUS	240,228	170,228	257,363
ACCUMULATED SURPLUS, beginning of year	<u>2,170,480</u>	<u>2,170,480</u>	<u>1,913,117</u>
ACCUMULATED SURPLUS, end of year	<u>\$ 2,410,708</u>	<u>\$ 2,340,708</u>	<u>\$ 2,170,480</u>

See accompanying Notes and Schedules to the Consolidated Financial Statements

Consolidated Statement of Change in Net Financial Assets

For the year ended December 31, 2022 (in thousands of dollars)

	Budget 2022 (Note 2(a) and 20)	2022	2021
ANNUAL SURPLUS	\$ 240,228	\$ 170,228	\$ 257,363
Acquisition of tangible capital assets	(430,756)	(70,909)	(52,219)
Developer contributed tangible capital assets	(37,313)	(85,166)	(196,162)
Reclassification of assets held for sale	-	337	457
Amortization of tangible capital assets	-	42,684	41,461
Gain on disposal of tangible capital assets	-	(37,344)	(7,251)
Proceeds on disposal of tangible capital assets	-	48,928	9,311
	<u>(227,841)</u>	<u>68,758</u>	<u>52,960</u>
Acquisition of inventories of supplies	(1,600)	(1,875)	(1,404)
Acquisition of prepaid expenses	(2,337)	(2,478)	(2,389)
Consumption of inventories of supplies	1,600	1,404	1,646
Use of prepaid expenses	2,310	2,389	2,268
	<u>(27)</u>	<u>(560)</u>	<u>121</u>
CHANGE IN NET FINANCIAL ASSETS	(227,868)	68,198	53,081
NET FINANCIAL ASSETS, beginning of year	56,518	56,518	3,437
NET FINANCIAL ASSETS, end of year	\$ <u>(171,350)</u>	\$ <u>124,716</u>	\$ <u>56,518</u>

See accompanying Notes and Schedules to the Consolidated Financial Statements

Consolidated Statement of Cash Flows

For the year ended December 31, 2022 (in thousands of dollars)

	2022	2021
CASH PROVIDED BY (USED IN)		
OPERATING ACTIVITIES		
Annual surplus	\$ 170,228	\$ 257,363
Items not involving cash:		
Amortization of tangible capital assets	42,684	41,461
Gain on disposal of tangible capital assets	(37,344)	(7,251)
Developer contributed tangible capital assets	(85,166)	(196,162)
Change in non-cash operating working capital:	-	
Accounts receivable	(5,159)	(6,274)
Assets held for sale	457	2,390
Accounts payable and accrued liabilities	24,706	(37,187)
Employee future benefits	103	187
Deposits and prepayments	(46)	37,169
Deferred revenue	632	5,613
Development cost charges	7,087	33,650
Inventories of supplies	(471)	242
Prepaid expenses	(89)	(121)
Net change in cash from operating activities	<u>117,622</u>	<u>131,080</u>
CAPITAL ACTIVITIES		
Cash used to acquire tangible capital assets	(70,909)	(52,219)
Proceeds on disposal of tangible capital assets	48,928	9,311
Net change in cash from capital activities	<u>(21,981)</u>	<u>(42,908)</u>
FINANCING ACTIVITIES		
Issuance of debt and agreements payable	-	822
Repayment of debt and agreements payable	(11,819)	(9,112)
Net change in cash from financing activities	<u>(11,819)</u>	<u>(8,290)</u>
INVESTING ACTIVITIES		
Change in investments	<u>(187,335)</u>	<u>(150,993)</u>
CHANGE IN CASH AND CASH EQUIVALENTS	(103,513)	(71,111)
CASH AND CASH EQUIVALENTS, beginning of year	<u>261,463</u>	<u>332,574</u>
CASH AND CASH EQUIVALENTS, end of year	<u>\$ 157,950</u>	<u>\$ 261,463</u>

See accompanying Notes and Schedules to the Consolidated Financial Statements

Notes to the Consolidated Financial Statements

For the year 2022

Notes to the Consolidated Financial Statements

For the year ended December 31, 2022 (*in thousands of dollars*)

Notes to the consolidated financial statements are an integral part of the consolidated financial statements and explain significant accounting policies and principles underlying the consolidated financial statements. They also provide relevant explanatory information.

1. OPERATIONS

The Corporation of the Township of Langley (the “Township”) is incorporated under the Local Government Act of British Columbia. The Township’s principal activities include the provision of local government services to residents and businesses in the Township of Langley. These services include administrative, protective, transportation, recreational, parks, library, water, sewer, stormwater, solid waste disposal, and recycling. General resources and operations of the Township are segregated into operating, capital, and reserve funds. The Community Charter of British Columbia requires revenue and expenses to be in accordance with the five-year financial plan adopted annually by Council. The budget for each year of the plan must be balanced so that annual expenses do not exceed the total of revenue, transfers from reserves and surplus, and proceeds from debt.

In March 2020, the COVID-19 outbreak was declared a pandemic by the World Health Organization. This resulted in governments worldwide, including the Canadian federal and provincial governments enacting emergency measures to combat the spread of the virus. The economic conditions and the Township’s response to the pandemic continued to have an impact on the Township’s operating results and financial position in 2022.

2. SIGNIFICANT ACCOUNTING POLICIES

The consolidated financial statements of the Township are prepared in accordance with Public Sector Accounting Standards as prescribed by the Public Sector Accounting Board (“PSAB”) of the Chartered Professional Accountants of Canada.

a) Basis of Consolidation

The consolidated financial statements include the Township’s Operating, Capital and Reserve Funds consolidated with Langley Facilities Society (the “Society”), Bedford House Rehabilitation Society (“Bedford House”), and Langley Parks and Recreation Foundation (the “Foundation”).

The Society, which is wholly-controlled by the Township, was incorporated on March 12, 2009, and was formed to operate the Langley Events Centre and other Township facilities. Other purposes of the Society include promotion and/or sponsorship of educational, recreational, heritage,

cultural, airport operations and assisted housing activities and events within the Township of Langley.

Bedford House, which is wholly-controlled by the Township, was incorporated on January 23, 2017 and was formed to preserve the heritage elements of the building formerly known as the Bedford House Restaurant in Fort Langley, in particular the Jacob Haldi House, through restoration of buildings in the current location of the Bedford House Restaurant, in the vicinity thereof, or otherwise within the Township of Langley. Another purpose of this society is to advocate for the preservation and maintenance of historically significant buildings in local communities. Bedford House has had no transactions, fund balances or activities.

Ten Feet Sports and Entertainment Ltd (the “Subsidiary”), a wholly-owned subsidiary of the Society, was incorporated on April 26, 2010. The purpose of the Subsidiary is to operate the Langley Events Centre and facilitate other events throughout the community.

The University District Housing Society (“UDHS”), which is controlled by the Society, was incorporated on September 17, 2018, and was formed to assist with the application for funding from other levels of government. The UDHS has had no transactions, fund balances or activities to date.

The TOL Facilities and Development Housing Society (“TFDHS”), which is controlled by the Society, was incorporated on April 3, 2019, and was formed to facilitate, acquire, construct, hold, supply, operate, manage and/or maintain affordable housing accommodations and incidental facilities for low and moderate income household and to advocate for legislative and policy change relating to affordable housing accommodations.

Interfund and inter-entity transactions, fund balances, and activities between the above-related entities have been eliminated on consolidation.

Budget Reporting

The budget information presented in the consolidated financial statements reflects the 2022 budget component of the Township's 2022 – 2026 Five-Year Financial Plan adopted by Council Bylaw No. 5773 on April 11, 2022. The operating budgets of all consolidated entities are reflected in the total budget figures for the year.

Operating Funds

These funds include the General, Parks, Transportation, Stormwater, Water, Sewer, and Solid Waste Operating Funds. They are used to record operating costs of services provided by the Township.

Capital Funds

These funds include the General, Parks, Transportation, Stormwater, Water, and Sewer Capital Funds. They are used to record acquisition costs of tangible and non-tangible capital assets.

Reserve Funds

Under the Community Charter, Township Council may, by bylaw, establish reserve funds for specified purposes. Money in a reserve fund, and interest earned thereon, must be expended by bylaw only for the purposes for which the fund was established. If the amount in a reserve is greater than required, Township Council may, by bylaw, transfer all or part of the amount to another reserve.

Trust Funds

These funds account for assets which must be administered as directed by agreement or statute for certain beneficiaries. In accordance with PSAB guidance on financial statement presentation for local governments, trust funds are not included in the Township's consolidated financial statements. Trust funds administered by the Township are presented in Note 19.

b) Basis of Accounting

The Township follows the accrual method of accounting for revenue and expenses. Revenue is recognized in the year in which it is earned and measurable. Expenses are recognized as they are incurred and measurable as a result of receipt of goods and services and/or the creation of a legal obligation to pay.

c) Cash and Cash Equivalents

Cash and cash equivalents consist of cash, highly liquid money market investments, and short-term deposits with maturities of less than 90 days at acquisition.

d) Investments

Investments are carried at cost which approximates market value and are comprised of money market investments and bonds issued by Canadian Chartered Banks, Credit Unions, and/or government authorities. Most investments are held to maturity and temporary losses or gains in value are not

recognized in the consolidated financial statements. Investments are written down if there is an 'other than temporary' decline in value.

e) Assets Held for Sale

Assets held for sale include inventories held for sale and properties which are ready and available to be sold and for which there is a market. They are valued at the lower of cost or expected net realizable value.

f) Non-Financial Assets

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They have useful lives extending beyond the current year and are not intended for sale in the ordinary course of operations.

i) Tangible Capital Assets

Tangible capital assets are initially recorded at cost which includes amounts directly attributable to acquisition, construction, development, or betterment of the asset. The costs of tangible capital assets are amortized on a straight line basis over their estimated useful lives as follows:

Assets	Useful Life (Years)
Land improvements	20–100
Building and building improvements	10–60
Vehicles	8–25
Machinery and equipment	4–30
Roads infrastructure:	
- Base	75–100
- Surface	20–40
Stormwater infrastructure	40–100
Water infrastructure	15–78
Sewer infrastructure	41–78

Gravel pits are treated as land and as such are not amortized.

Tangible capital assets are amortized in the year the asset is acquired or constructed and/or in the year of disposal. Assets under construction are not amortized until the asset is available for productive use.

ii) Contributions of tangible capital assets

Tangible capital assets received as contributions are recorded at their fair value at the date of receipt and the fair value of contributions are recorded as revenue at the date of receipt.

iii) Natural resources

Natural resources that have not been purchased are not recognized as assets in the consolidated financial statements.

iv) Works of art and cultural and historic assets

Works of art and cultural and historic assets are not recorded as assets in the consolidated financial statements.

v) Interest capitalization

The Township does not capitalize interest costs associated with acquisition or construction of a tangible capital asset.

vi) Inventories of supplies

Inventories of supplies held for consumption are recorded at the lower of cost and replacement cost.

g) Deferred revenue

Deferred revenue represents licenses, permits, and other fees collected, where related services or inspections have yet to be performed. Revenue will be recognized in the fiscal year the services are performed.

h) Government Transfers

Restricted transfers from governments are deferred and recognized as revenue as related expenditures are incurred or the stipulations in the related agreement are met. Unrestricted transfers are recognized as revenue when received or if the amount to be received can be reasonably estimated and collection is reasonably assured.

i) Employee Future Benefits

The Township and its employees contribute to the Municipal Pension Plan. These contributions are expensed as incurred. Sick leave and post-employment benefits accrue to some Township employees. Accrued liabilities related to sick leave benefits are estimated based on actuarial calculations of years of service, retirement ages, and expected future salary and wage increases. These liabilities are accrued based on projected benefits as employees render qualifying years of service. Other post-employment benefit liabilities are recognized as a liability and expensed in the period when the event occurs that obligates the Township to provide the benefit.

j) Debt and Agreements Payable

Municipal Finance Authority ("MFA") debt is recorded net of related sinking fund balances. Interest on debt is recorded on an accrual basis. Land acquisition and development agreement debt is valued using a present value calculation of total future payments using a discount percentage that approximates the cost of borrowing through the MFA.

k) Liability for Contaminated Sites

Contaminated sites are a result of contamination being introduced into air, soil, water or sediment of a chemical, organic, radioactive material or live organism that exceeds an environmental standard. Liabilities are recorded net of any expected recoveries.

A liability for remediation of contaminated sites is recognized when a site is not in productive use and the following criteria are met:

- i) An environmental standard exists;
- ii) Contamination exceeds environmental standards;
- iii) The Township is directly responsible or accepts responsibility;
- iv) It is expected that future economic benefits will be given up; and
- v) A reasonable estimate of the amount can be made.

The liability is recognized as management's estimate of the cost of post-remediation including operation, maintenance, and monitoring that are an integral part of the remediation strategy for a contaminated site.

l) Use of Estimates

The preparation of these consolidated financial statements requires management to make estimates and assumptions that affect amounts reported. Revised estimates may be required, and adjustments will be made in the period that a change in estimate is made. Actual results could differ from estimates, and adjustments will be made in the year of final determination.

m) Segmented Information

A segment is defined as a distinguishable activity or group of activities of a government for which it is appropriate to separately report financial information to achieve the objectives of the standard. Financial information is presented in segmented format in Note 21 and the Segmented Information Schedule.

3. CASH, CASH EQUIVALENTS, AND INVESTMENTS

Cash and cash equivalents are recorded at a cost of \$157,950 (2021 - \$261,463).

Investments with an initial maturity beyond three months are recorded at amortized cost of \$399,900 with a market value of \$397,843 (2021 – amortized cost of \$212,565 with a market value of \$213,554).

Investments maturing within one year of December 31, 2022 have interest rates ranging from 1.35% to 6.15% (2021 - 1.10% to 2.72%); within two to four years have interest rates ranging from 1.46% to 5.99% (2021 – 1.35% to 3.37%); beyond eight years has interest rate at 5.15% (2021 – none).

The following amounts are exclusive of Cemetery Funds (Note 19).

	<u>2022</u>	<u>2021</u>
Cash and cash equivalents	\$ 157,950	\$ 261,463
Investments	399,900	212,565
	<u>\$ 557,850</u>	<u>\$ 474,028</u>

4. ACCOUNTS RECEIVABLE

	<u>2022</u>	<u>2021</u>
Taxes	\$ 8,816	\$ 7,840
Federal Government	1,802	887
Provincial Government	2,403	1,248
Municipal Finance Authority	2,354	2,302
Other local governments	3,980	2,681
Other accounts	13,619	13,437
Accrued interest and others	11,218	5,660
Recoverable work in progress	4,712	3,064
Receivables secured letters of credit (a)	23,053	29,249
Local Area Service levies receivable (b)	6,766	7,196
	<u>\$ 78,723</u>	<u>\$ 73,564</u>

- a) Receivables secured letters of credit balance represents non-interest bearing securities for Development Cost Charge (“DCC”) amounts due from developers within two years on inception. Monies collected upon negotiation of the letters of credit are restricted and can only be expended for DCC purposes (Note 8).
- b) Local Area Service levies receivable balance represents amounts due from property owners for specific local improvement projects in their neighborhood. Amounts realized upon collection of these receivables are restricted to repayment of Local Area Service loan balances outstanding.

5. ACCOUNTS PAYABLE AND ACCRUED LIABILITIES

	<u>2022</u>	<u>2021</u>
Trade and other liabilities	\$ 76,198	\$ 58,138
Payroll liabilities	18,425	13,056
Collections for other authorities	5,803	4,526
	<u>\$ 100,426</u>	<u>\$ 75,720</u>

6. DEPOSITS AND PREPAYMENTS

The Township holds cash deposits as security to ensure the satisfactory completion of works and other obligations. The Township also encourages prepayment of property taxes and pays interest at rates prescribed by the provincial government.

	<u>2022</u>	<u>2021</u>
Cash deposits held as security	\$ 66,746	\$ 67,668
Prepaid property tax	20,523	19,647
	<u>\$ 87,269</u>	<u>\$ 87,315</u>

The Township also holds irrevocable letters of credit in the amount of \$164,011 (2021 - \$159,446) as security to ensure satisfactory completion of works within the Township. These letters of credit amounts are not reflected in the consolidated financial statements.

7. DEFERRED REVENUE

	<u>2022</u>	<u>2021</u>
Future works deposit	\$ 11,269	\$ 9,983
South Coast BC Transportation Authority grant	1,408	1,309
Government grant	1,095	2,214
Langley School Board contribution	950	1,100
Trinity Western University contribution	1,108	1,283
Other	5,207	4,516
	<u>\$ 21,037</u>	<u>\$ 20,405</u>

8. DEVELOPMENT COST CHARGES

DCC are collected from developers to contribute to capital costs associated with development. In accordance with the Local Government Act, these funds must be deposited into a separate DCC Reserve Fund. DCC amounts collected are deferred and recognized as revenue in the year that related costs are incurred.

	<u>2022</u>	<u>2021</u>
Roads	\$ 50,402	\$ 47,302
Drainage	7,357	5,892
Park Land/Development	44,751	41,044
Water	16,744	17,976
Sewer	3,444	3,397
	<u>\$ 122,698</u>	<u>\$ 115,611</u>
Beginning of year	\$ 115,611	\$ 81,961
Expenditures in Operating	(4,712)	(4,138)
Expenditures in Capital	(8,211)	(14,872)
Receipts	17,937	51,125
Interest	2,073	1,535
End of year	<u>\$ 122,698</u>	<u>\$ 115,611</u>

DCC funds consists of restricted investments as well as restricted accounts receivable.

Investments	\$ 99,645	\$ 86,362
Receivables secured letters of credit (Note 4)	23,053	29,249
	<u>\$ 122,698</u>	<u>\$ 115,611</u>

9. DEBT AND AGREEMENTS PAYABLE

		<u>2022</u>	<u>2021</u>
MFA debt, net of sinking fund deposits	a) \$	169,042	\$ 176,757
Agreements payable	b)	8,049	10,120
Temporary borrowings		<u>-</u>	<u>2,033</u>
	\$	<u>177,091</u>	<u>\$ 188,910</u>

Estimated future payments on debt and agreements payable for the next five years and thereafter are:

	Principal	Interest	Total
2023	9,130	4,898	14,028
2024	9,357	4,854	14,211
2025	9,546	4,810	14,356
2026	9,730	4,618	14,348
2027	9,959	4,567	14,526
Thereafter	<u>129,369</u>		
	<u>\$ 177,091</u>		

a) MFA Debt

The Township obtains debt instruments through the MFA pursuant to security issuing bylaws under authority of the Community Charter to finance certain expenditures. Sinking fund balances managed by MFA are netted against related debt.

	Interest Rate		Gross Debt	Sinking Fund and Actuarial Adjustments		Net Debt 2022	2021
Stormwater, Bylaw 4752, due 2030	4.50%	\$	1,800	\$ 935	\$	865	\$ 962
Stormwater, Bylaw 4829, due 2031	4.20%		2,292	1,067		1,225	1,344
Water, Bylaw 4919, due 2037	2.80%		33,535	6,772		26,763	28,199
Water, Bylaw 4920, due 2037	2.80%		7,015	1,416		5,599	5,899
General, Bylaw 4455, due 2027	4.82%		3,250	2,192		1,058	1,247
General, Bylaw 4556, due 2027	4.82%		11,000	7,418		3,582	4,221
Sewer, Bylaw 4750, due 2030	4.50%		8,500	4,417		4,083	4,542
Transportation, Bylaw 4751, due 2035	2.20%		8,700	2,455		6,245	6,633
Transportation, Bylaw 5232, due 2037	3.15%		11,716	2,332		9,384	9,878
Transportation, Bylaw 5233, due 2037	3.15%		13,744	2,735		11,009	11,588
General, Bylaw 5346, due 2039	2.24%		7,000	810		6,190	6,468
Transportation, Bylaw 5347, due 2039	2.24%		12,950	1500		11,450	11,965
General, Bylaw 5507, due 2040	1.28%		1,919	162		1,757	1,839
General, Bylaw 5508, due 2050	1.28%		16,398	826		15,572	15,989
General, Bylaw 5509, due 2050	1.28%		67,670	3,410		64,260	65,983
		\$	<u>207,489</u>	\$	<u>38,447</u>	\$	<u>169,042</u>
						\$	<u>176,757</u>

9. DEBT AND AGREEMENTS PAYABLE (CONTINUED)

b) Agreements payable

	2022	2021
Parkland, due 2026	343	460
Recreation facility, due 2029	6,940	7,940
Recreation facility, due 2022	-	120
General, due 2040	-	778
General, due 2032	766	822
	\$ 8,049	\$ 10,120

10. TANGIBLE CAPITAL ASSETS

Cost	Balance at December 31 2021	Additions (net of transfers)	Disposals and Reclass of Assets Held for Sale	Balance at December 31 2022
Land and improvements	\$ 1,082,593	\$ 63,230	\$ 10,756	\$ 1,135,067
Building and building improvements	235,173	3,860	693	238,340
Vehicles, machinery and equipment	73,526	3,788	1,057	76,257
Parks infrastructure	108,354	3,601	0	111,955
Information technology	14,683	578	295	14,966
Roads	581,921	26,051	1,539	606,433
Stormwater	298,646	14,508	253	312,901
Sewer	156,088	5,902	284	161,706
Water	236,884	4,361	1,161	240,084
Assets under construction	31,421	30,196	-	61,617
Total	\$ 2,819,289	\$ 156,075	\$ 16,038	\$ 2,959,326

Accumulated amortization	Balance at December 31 2021	Amortization	Accumulated Amortization on Disposals	Balance at December 31 2022
Land and improvements	\$ 2,365	\$ 41	\$ 0	\$ 2,406
Building and building improvements	95,739	8,133	139	103,733
Vehicles, machinery and equipment	39,419	4,353	985	42,787
Parks infrastructure	56,608	4,000	0	60,608
Information technology	11,256	846	295	11,807
Roads	283,912	14,500	1,534	296,878
Stormwater	90,402	4,750	118	95,034
Sewer	43,642	2,447	221	45,868
Water	85,777	3,614	825	88,566
Total	\$ 709,120	\$ 42,684	\$ 4,117	\$ 747,687

Net book value	Balance at December 31 2021	Balance at December 31 2022
Land and improvements	\$ 1,080,228	\$ 1,132,661
Building and building improvements	139,434	134,607
Vehicles, machinery and equipment	34,107	33,470
Parks infrastructure	51,746	51,347
Information technology	3,427	3,159
Roads	298,009	309,555
Stormwater	208,244	217,867
Sewer	112,446	115,838
Water	151,107	151,518
Assets under construction	31,421	61,617
Total	\$ 2,110,169	\$ 2,211,639

10. TANGIBLE CAPITAL ASSETS (CONTINUED)

Cost	Balance at December 31 2020	Additions (net of transfers)	Disposals and Reclass of Assets Held for Sale	Balance at December 31 2021
Land and improvements	\$ 906,702	\$ 177,482	\$ 1,591	\$ 1,082,593
Building and building improvements	227,267	8,453	547	235,173
Vehicles, machinery and equipment	69,115	6,848	2,437	73,526
Parks infrastructure	105,162	3,932	740	108,354
Information technology	14,052	775	144	14,683
Roads	551,323	31,310	712	581,921
Stormwater	284,549	14,435	338	298,646
Sewer	149,519	6,829	260	156,088
Water	230,215	7,157	488	236,884
Assets under construction	40,261	(8,840)	-	31,421
Total	\$ 2,578,165	\$ 248,381	\$ 7,257	\$ 2,819,289

Accumulated amortization	Balance at December 31 2020	Amortization	Accumulated Amortization on Disposals	Balance at December 31 2021
Land and improvements	\$ 2,186	\$ 180	\$ 1	\$ 2,365
Building and building improvements	89,080	7,205	546	95,739
Vehicles, machinery and equipment	37,727	3,900	2,208	39,419
Parks infrastructure	53,321	3,929	642	56,608
Information technology	10,485	915	144	11,256
Roads	270,256	14,343	687	283,912
Stormwater	85,946	4,607	151	90,402
Sewer	41,370	2,385	113	43,642
Water	82,028	3,997	248	85,777
Total	\$ 672,399	\$ 41,461	\$ 4,740	\$ 709,120

Net book value	Balance at December 31 2020	Balance at December 31 2021
Land and improvements	\$ 904,516	\$ 1,080,228
Building and building improvements	138,187	139,434
Vehicles, machinery and equipment	31,388	34,107
Parks infrastructure	51,841	51,746
Information technology	3,567	3,427
Roads	281,067	298,009
Stormwater	198,603	208,244
Sewer	108,149	112,446
Water	148,187	151,107
Assets under construction	40,261	31,421
Total	\$ 1,905,766	\$ 2,110,169

10. TANGIBLE CAPITAL ASSETS (CONTINUED)**a) Assets under construction**

Assets under construction having a value of \$61,617 (2021 - \$31,421) have not been amortized. Amortization of these assets will commence when the asset is available for productive use.

b) Other Developer Contributions

Other developer contributions include contributed tangible capital assets and non-refundable deposit contributions used to fund capital. Contributed tangible capital assets have been recognized at fair value at the date of contribution. Other developer contributions received during the year are as follows:

	<u>2022</u>	<u>2021</u>
Land and improvements	\$ 46,787	\$ 161,873
Building and building improvements	682	-
Road infrastructure	18,894	16,238
Parks infrastructure	102	320
Stormwater infrastructure	13,041	9,483
Water infrastructure	2,439	3,745
Sewer infrastructure	4,113	5,011
Total	\$ 86,058	\$ 196,670
Developer contributed tangible capital assets	\$ 85,166	\$ 196,162
Non-refundable deposit contributions to tangible capital assets	892	508
Total	\$ 86,058	\$ 196,670

c) Works of Art and Historical Treasures

The Township manages and controls various works of art and non-operational historical cultural assets including buildings, artifacts, paintings, and sculptures located at Township sites and public display areas. These assets are not recorded as tangible capital assets and are not amortized.

d) Write-down of Tangible Capital Assets

There was no write-down of tangible capital assets during the year (2021 - nil).

11. ACCUMULATED SURPLUS

Accumulated surplus consists of individual fund surplus, reserves and reserve funds as follows:

	Operating Funds	Capital Funds	Statutory Reserve Funds (Note 12)	Investment in Tangible Capital Assets (Note 13)	Total
General Fund	\$ 106,892	\$ 5,791	\$ -	\$ 1,003,753	\$ 1,116,436
Parks Utility	48,137	3,750	-	259,094	310,981
Transportation Utility	5,338	7,710	-	314,954	328,002
Stormwater Utility	(3,327)	5,667	-	219,919	222,259
Solid Waste	1,938	70	-	266	2,274
Sewer Utility	8,664	1,486	-	113,556	123,706
Water Utility	6,653	5,310	-	125,757	137,720
Statutory Reserve Funds	-	-	99,330	-	99,330
Total for 2022	\$ 174,295	\$ 29,784	\$ 99,330	\$ 2,037,299	\$ 2,340,708
Total for 2021	\$ 135,551	\$ 31,835	\$ 67,292	\$ 1,935,802	\$ 2,170,480

12. STATUTORY RESERVE FUNDS

Statutory reserve funds are used for the replacement or improvement of capital assets. The Local Area Service Reserve Fund is used to fund upfront costs of capital improvement projects initiated by property owners or Council and is repayable with interest by the property owners.

	2022	2021
General Capital	\$ 148	\$ 156
Stormwater Capital	993	962
Sewer Capital	22,542	19,385
Water Capital	36,724	34,397
Infrastructure Renewal & Replacement	1,134	945
Fire Equipment Capital	3,895	2,616
Land Capital Reserve – surplus (deficit)	10,644	(20,536)
Parkland Reserve	-	8,489
Tax Sale Land	291	267
Local Area Service	16,177	15,219
Off-Street Parking	15	14
Debt Retirement	6,767	5,378
	\$ 99,330	\$ 67,292
Reserve funds, beginning of year	\$ 67,292	\$ 55,573
Contribution from operations	11,772	14,007
Other gains, revenue and contributions	60,637	14,503
Interest allocated	2,735	1,456
Used for capital and operating expenses	(43,106)	(18,247)
Reserve funds, end of year	\$ 99,330	\$ 67,292

13. INVESTMENT IN TANGIBLE CAPITAL ASSETS

	<u>2022</u>	<u>2021</u>
Balance, beginning of year	\$ 1,935,802	\$ 1,723,410
Additions of tangible capital assets	156,075	248,381
Reclassification of assets held for sale	(337)	(457)
Proceeds on disposal of tangible capital assets	(48,928)	(9,311)
Gain on disposal of tangible capital assets	37,344	7,251
Recognition of deferred revenue related to tangible capital assets	325	325
Amortization expense	(42,684)	(41,461)
Cash spent from debt and agreements payable issued	(11,996)	(1,314)
Repayment of debt and agreements payable	<u>11,698</u>	<u>8,978</u>
Balance, end of year	<u>\$ 2,037,299</u>	<u>\$ 1,935,802</u>

	<u>2022</u>	<u>2021</u>
Net book value of tangible capital assets	\$ 2,211,639	\$ 2,110,169
Less:		
Debt and agreements payable	(177,091)	(188,910)
Deferred revenue – Trinity Western University	(1,108)	(1,283)
Deferred revenue – Langley School Board	(950)	(1,100)
Add:		
Debt for non-capital expenses	1,224	1,343
Debt not spent on tangible capital assets	<u>3,585</u>	<u>15,583</u>
Investment in tangible capital assets	<u>\$ 2,037,299</u>	<u>\$ 1,935,802</u>

14. CONTINGENCIES AND COMMITMENTS

- a) Loan agreements with Metro Vancouver Regional District provide that if at any time scheduled payments provided for in the agreements are not sufficient to meet MFA's obligations in respect of such borrowing, the resulting deficiency becomes the joint and several liability of the Township and all other participants of the MFA.
- b) Various lawsuits and claims are pending against the Township. Applicable insured claims have been referred to Township insurers. Management believes the resolution of insured and non-insured claims will not materially affect the consolidated financial position of the Township.
- c) The Township has significant future contractual commitments for capital acquisitions and completion of capital construction projects in progress.

The Township records capital costs incurred to the end of the year as tangible capital assets. To provide for completion of capital projects in progress, unexpended money is set aside as a capital appropriation.

- d) The Township has entered into various agreements and contracts with other governments and businesses that extend beyond one year for the provision of operating services and supplies and facility rentals. Agreements and contracts may provide for annual increases or additional payments that may arise due to usage levels or other factors. The Township's five-year financial plan, updated and adopted annually by bylaw following public consultation, provides

funding for these obligations. Services provided include policing, fire dispatch, emergency communications, library, animal protection and control, sewage disposal, solid waste and recycling, arena operations, planted area maintenance, tourism, economic development, photocopying, environmental, emergency preparedness and education, and the Society (Langley Events Centre) operations management.

- e) The Township, as a member of the Greater Vancouver Water District, the Greater Vancouver Sewerage and Drainage District, and Metro Vancouver Regional District, is directly, jointly, and severally liable with other member municipalities for net capital liabilities of those authorities.
- f) The Township is a shareholder of E-COMM Emergency Communications for British Columbia Incorporated ("E-COMM") whose services include: regional 9-1-1 call centre for Metro Vancouver Regional District; Wide Area Radio network; dispatch operations; and records management. In 2019, the Township converted one Class B share to Class A for police services. The Township has one Class B share and two Class A Shares for a total of three shares. E-Comm has 26 Class A shareholders holding 37 Class A shares and has 16 Class B shareholders holding 18 Class B shares. Class A shareholders are part of the E-COMM radio network and are bound by terms and conditions of the Members' Agreement (Special Users Agreement for the RCMP). Class B shareholders are not required to cover E-COMM's financial obligations.

15. COLLECTIONS FOR OTHER GOVERNMENTS

The Township collected and remitted the following amounts on behalf of other government organizations. These amounts are recorded on a net basis in the consolidated financial statements.

	2022	2021
Province of BC for School Taxes	\$ 105,381	\$ 93,483
Municipal Finance Authority	17	13
B.C. Assessment Authority	3,097	2,765
Metro Vancouver Regional District	4,356	3,641
South Coast British Columbia Transportation Authority	20,889	18,677
	\$ 133,740	\$ 118,579

16. MUNICIPAL PENSION PLAN

The Township and its employees contribute to the Municipal Pension Plan (the “Plan”), a jointly trustee pension plan. The board of trustees, representing Plan members and employers, is responsible for administering the Plan, including investment of assets and administration of benefits. The Plan is a multi-employer defined benefit pension plan. Basic pension benefits are based on a formula. As at December 31, 2022, the Plan has about 240,000 active members and approximately 124,000 retired members. Active members include approximately 43,000 contributors from local governments of which approximately 1,000 are contributors from the Township.

Every three years, an actuarial valuation is performed to assess the financial position of the Plan and adequacy of plan funding. The actuary determines an appropriate combined employer and member contribution rate to fund the plan. The actuary’s calculated contribution rate is based on the entry-age normal cost method, which produces the long-term rate of member and employer contributions sufficient to provide benefits for average future entrants to the plan. This rate may be adjusted for the amortization of any actuarial funding surplus and will be adjusted for the amortization of any unfunded actuarial liability. The most recent actuarial valuation for the Plan as at December 31, 2021 indicated a \$3,761,000 funding surplus for basic pension benefits on a going concern basis. The next valuation will be as at December 31, 2024, with results available in 2025.

Employers participating in the Plan record their pension expense as the amount of employer contributions made during the fiscal year (defined contribution pension plan accounting). This is because the Plan records accrued liabilities and accrued assets for the Plan in aggregate, resulting in no consistent and reliable basis for allocating the obligation, assets and cost to the individual employers participating in the Plan.

The Township paid \$6,261 (2021 - \$6,440) for employer contributions to the Plan, while employees contributed \$5,533 (2021 - \$5,460) to the Plan in fiscal 2022.

17. EMPLOYEE FUTURE BENEFITS

The Township provides certain benefits to its employees upon retirement. A sick leave benefit accrues to eligible employees who retire from service with the Township at the age of 65. Eligible employees shall be paid all their sick leave credit to a maximum of 75 days multiplied by the daily rate of pay at retirement. Employees who retire before the age of 60 shall have their benefit factored by the percentage of full pension awarded by the Municipal Superannuation Commission. Other post-employment benefits accrue to eligible employees as compensation related to additional hours worked beyond their contractual arrangement that are not payable until retirement, resignation or termination.

	<u>2022</u>	<u>2021</u>
Accrued benefit obligation, beginning of year	\$ 4,453	\$ 4,615
Current service cost	311	324
Interest cost	108	95
Long-term disability expense (recovery)	(36)	103
Actual benefits paid	(191)	(272)
Amortization of actuarial adjustment	(770)	(412)
Accrued benefit obligation, end of year	<u>3,875</u>	<u>4,453</u>
Unamortized actuarial gain	<u>1,484</u>	<u>806</u>
Accrued benefit liability, end of year	<u>5,359</u>	<u>5,259</u>
Other post-employment benefit liability	<u>155</u>	<u>152</u>
Total Employee Future Benefits	\$ <u>5,514</u>	\$ <u>5,411</u>

The actuarial adjustment will be amortized over a period of 13 years (2021 – 13 years) which is equal to the employee's expected average remaining service lifetime.

Other post-employment benefit liability is calculated based on hours worked and accrued interest for 2022 at 3.50% (2021 – 1.71%). The Township's accrued benefit liability is supported by a report from an independent actuarial consulting firm, and calculated as at December 31, 2022. The Actuary report is based on standard assumptions concerning salary scales, mortality rates, retirement age, and withdrawal rates at the following rates:

	<u>2022</u>	<u>2021</u>
Discount rate	4.50%	2.50%
Expected future inflation rate	2.50%	2.50%
Expected wage and salary inflation	2.50%	2.50%
Expected wage and salary increases	2.58% - 4.63%	2.58% - 4.63%

18. SIGNIFICANT TAXPAYERS

The Township has a diverse residential, commercial, industrial, and agricultural property tax base and is not significantly reliant upon property tax revenue from any one large taxpayer.

19. TRUST FUNDS

The Cemetery Care Trust Fund must be administered in accordance with the Cemetery and Funeral Services Act. In accordance with PSAB guidance, trust funds are not included in the Township's consolidated financial statements.

Assets	2022	2021
Cash and investments	\$ 2,943	\$ 2,671
Accrued interest receivable	22	6
	<u>\$ 2,965</u>	<u>\$ 2,677</u>
Equity		
Balance, beginning of year	\$ 2,677	\$ 2,532
Contributions	234	113
Interest revenue	54	32
Balance, end of year	<u>\$ 2,965</u>	<u>\$ 2,677</u>

20. BUDGET DATA

The budget data presented in these consolidated financial statements is based upon the 2022 operating and capital budgets approved by Township Council on April 11, 2022. Amortization was not contemplated on development of the budget and, as such, has not been included. Other entities included are the Society and its subsidiaries, excluding inter-entity transactions. The chart below reconciles the approved budget to the budget figures reported in these consolidated financial statements.

	2022 Budget
Revenue	
Operating Budget Bylaw	\$ 298,229
Capital Budget Bylaw	442,978
Other entities	7,606
Less:	
Transfer from other funds	(160,820)
Proceeds from new debt	(74,886)
Total Revenue	<u>513,107</u>
Expenses	
Operating Budget Bylaw	298,229
Capital Budget Bylaw	442,978
Other entities	6,194
Less:	
Transfer from other funds	(33,816)
Capital expenditures	(430,755)
Debt principal payments	(9,951)
Total Expenses	<u>272,879</u>
Annual Surplus	<u>\$ 240,228</u>

21. SEGMENTED INFORMATION

The Township is a diversified municipal government that provides a wide range of services to its citizens, including:

- General Government Services
- Protective Services
- Facilities Maintenance Services
- Community Planning and Development Services
- Recreation, Culture, and Parks Services
- Engineering Services

For management reporting purposes, the government's operations and activities are organized and reported by service areas. Service areas were created for the purpose of recording specific activities to attain certain objectives in accordance with regulations, restrictions, or limitations.

Township services are provided by departments and their activities are reported in these service areas. Departments disclosed in the Segmented Information Schedule, along with the services they provide, are as follows:

General Government Services

General Government Services includes Corporate Administration, Legislative Services, Human Resources, and Finance. Corporate Administration is responsible for carrying out the direction, policies, and priorities set by Council and for providing recommendations to Council consistent with the needs of the community. Legislative Services department provides a secretariat for Council and its Committees. Human Resources provide assistance, advice, and guidance to both managers and employees in fulfilling roles and achieving and accomplishing their goals. The Finance Division manages the Township's financial resources and provides expert financial information, advice, and services while complying with the Community Charter and other legislated services.

Protective Services

Protective Services includes the RCMP and Fire Departments. The RCMP protects and serves the citizens of Langley through the prevention and reduction of crime in partnership with the community.

The Fire Department operates through seven fire halls located throughout the Township. Services are delivered through four main branches of the Fire Service. Professional expertise is provided in the area of fire prevention, emergency operations, fire safety, and emergency planning.

Facilities Maintenance Services

The Facilities Maintenance Division of Engineering is responsible for maintenance on all Township facilities. Centralization of this function facilitates more effective prioritization of maintenance to protect significant assets critical for service delivery.

Community Planning and Development Services

The Community Planning and Development Division provides Council, internal divisions, and the general public with professional advice on community planning and development issues. Community Development is also responsible for Bylaw Enforcement.

Recreation, Culture, and Parks Services

Recreation, Culture, and Parks is responsible for the management and provision of leisure services within the Township.

Engineering Services

The Engineering Division delivers municipal transportation, water, sewer, solid waste, and stormwater services. Transportation manages traffic and transportation systems to ensure safe, efficient mobility for pedestrians, cyclists, and vehicles. Water, Sewer, and Drainage Utilities operate and distribute water and network sewer mains, storm sewers, and pump stations. Solid Waste includes waste management including recycling, collection, and disposal.

22. CONTRACTUAL RIGHTS

Contractual rights are rights to economic resources arising from contracts or agreements that will result in revenue and assets in the future. The Township enters into contracts or agreements for various services, and long term leases in the normal course of operations that it expects will result in the realization of assets and revenue in future fiscal years. Contractual rights are not recorded in the consolidated financial statements.

At December 31, 2022, the Township has contractual rights in the following amounts:

Year	Total Contractual Rights
2023	\$ 20,445
2024	4,249
2025	1,832
2026	2,345
2027	742
Thereafter	7,209
	<u>\$ 36,822</u>

The Township has cost sharing agreements with other government agencies that are not reflected in the above figures as they cannot be quantified. The Township is the recipient of grants from various government agencies. These grants do not guarantee the right to future funding and have not been included in the above figures.

23. COMPARATIVE FIGURES

Certain 2021 figures have been reclassified to conform to the 2022 consolidated financial statement presentation. There is no impact on accumulated surplus or annual surplus in 2021 from these reclassifications.

24. SUBSEQUENT EVENTS

Subsequent to year-end, the Government of British Columbia (the "Province") publicly announced the Growing Communities Fund that will provide local governments in the province with one-time funding to address the needs of their growing communities. The Township has received \$24,306 under this program which will be spent in accordance with the guidelines provided by the Province..

AUDITED

Segmented Information Schedule

2022

Consolidated Financial Activities - Segmented

For the year ended December 31, 2022 (in thousands of dollars)

(Refer to Note 21 Segmented Information)

	Protective Service					Recreation, Culture & Parks		Engineering								
	General Government	Police Protection	Fire Protection	Facilities Maintenance	Community Planning and Development	Recreation and Culture	Parks	Transportation	Stormwater	Water	Sewer	Solid Waste	Reserve Funds	2022 Consolidated	2021 Consolidated	
Revenue																
Property taxes	\$ 24,562	\$ 35,444	\$ 19,139	\$ 16,968	\$ (476)	\$ 14,023	\$ 15,208	\$ 28,797	\$ 9,168	\$ -	\$ -	\$ -	\$ -	\$ 162,833	\$ 153,920	
Fees, rates and service charges	12,274	294	108	39	15,026	9,707	13,377	3,566	319	31,736	22,538	8,822	-	117,806	110,525	
Grants and grants in lieu of taxes	4,815	1,345	14	27	1,368	173	(23)	11,250	1,391	(14)	(12)	-	-	20,334	14,251	
Service cost recoveries	337	4,133	152	138	46	1	-	(227)	-	-	-	10	-	4,590	6,049	
Gain (Loss) on disposal of assets	44,906	-	-	-	-	-	-	272	(134)	(336)	(63)	-	-	44,645	12,424	
Investment income	9,636	-	-	(260)	-	-	286	(292)	58	71	466	74	3,682	13,721	4,694	
Local area service contributions	-	-	-	-	-	-	-	-	-	-	-	-	-	-	122	
Contribution from development cost charges	-	-	-	-	-	-	5,184	4,949	43	2,519	228	-	-	12,923	19,010	
Other developer contributions	36,748	-	-	-	-	-	10,976	18,741	13,041	2,439	4,113	-	-	86,058	196,670	
Other income	(6,271)	3,953	2,178	554	650	5,987	790	(326)	24	-	-	5	15	7,559	5,289	
	127,007	45,169	21,591	17,466	16,614	29,891	45,798	66,730	23,910	36,415	27,270	8,911	3,697	470,469	522,954	
Expenses																
Salaries, wages and benefits	17,710	7,735	19,215	6,929	10,148	9,714	6,736	12,336	3,492	5,546	2,718	692	-	102,971	89,622	
Service and maintenance contracts	957	709	935	3,493	492	10,150	2,891	12,396	1,788	1,507	892	7,581	-	43,791	37,080	
RCMP contract	-	29,918	-	-	-	-	-	-	-	-	-	-	-	29,918	29,109	
Consulting & professional services	3,032	3	165	392	692	423	885	1,349	429	6,415	121	54	-	13,960	10,517	
Insurance	1,423	20	75	-	-	195	-	346	-	15	15	-	-	2,089	1,786	
Material supplies & equipment	335	166	932	2,028	307	1,210	2,621	7,724	1,572	3,007	688	29	-	20,619	17,877	
Information systems maintenance	2,596	6	21	78	46	16	25	277	7	83	9	13	-	3,177	2,757	
Aviation and vehicle fuel	-	487	235	4	29	-	18	2,579	16	13	10	-	-	3,391	2,676	
Advertising publications	96	-	2	-	6	8	1	18	1	6	-	1	-	139	125	
Utilities	35	-	-	2,570	1	-	626	1,003	78	395	149	-	-	4,857	4,618	
Sundry	1,932	21	162	181	280	804	870	390	132	206	36	3	-	5,017	3,888	
Telephone & communications	258	64	75	74	56	55	47	78	20	42	20	1	-	790	841	
Regional district charges	-	-	-	-	-	4,703	-	-	-	10,965	10,713	-	-	26,381	24,865	
Municipal grants	620	-	-	-	1,047	991	-	9	-	-	-	-	-	2,667	945	
Debt interest payments	812	44	-	34	-	172	799	1,318	56	1,135	109	-	-	4,479	4,652	
Fiscal and other debt charges	252	6	1	-	-	131	-	57	-	-	-	-	-	447	315	
Internal cost recoveries	175	21	156	(118)	(9)	126	(222)	(7,718)	255	99	99	-	-	(7,136)	(7,543)	
Loss on disposal of assets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Amortization Expense	2,131	345	1,255	-	-	7,025	4,049	17,069	4,750	3,614	2,446	-	-	42,684	41,461	
	32,364	39,545	23,229	15,665	13,095	35,723	19,346	49,231	12,596	33,048	18,025	8,374	-	300,241	265,591	
ANNUAL SURPLUS (DEFICIT)	\$ 94,643	\$ 5,624	\$ (1,638)	\$ 1,801	\$ 3,519	\$ (5,832)	\$ 26,452	\$ 17,499	\$ 11,314	\$ 3,367	\$ 9,245	\$ 537	\$ 3,697	\$ 170,228	\$ 257,363	

AUDITED

Schedules

2022

Schedule 1

Debt and Agreements Payable

For the year ended December 31, 2022 (in thousands of dollars)

MFA DEBT

By-law	Date of Issue	Issued by	Purpose	Issue	Rate	Maturity	Gross Debt	Sinking Fund and Actuarial Adjustments	Net Debt 2022	Net Sinking Fund Earnings 2022	Principal Repayments 2022	Interest Expense 2022	Net Debt 2021
DEBENTURE DEBT													
GENERAL:													
5346	October 9, 2019	M.F.A.	Facility Capital Works	149	2.24%	October 9, 2039	1,500	174	1,326	4	56	34	1,386
5508	June 1, 2020	M.F.A.	Land Acquisition	151	1.28%	June 1, 2050	16,398	826	15,572	13	404	210	15,989
5509	June 1, 2020	M.F.A.	Strategic Land Acquisition	151	1.28%	June 1, 2050	43,430	2,190	41,240	34	1,071	556	42,346
							61,328	3,190	58,138	51	1,531	800	59,721
STORMWATER:													
4752	April 8, 2010	M.F.A.	Drainage	110	4.50%	April 8, 2030	1,800	935	865	31	66	23	962
4829	April 4, 2011	M.F.A.	Drainage	116	4.20%	April 4, 2031	2,292	1,067	1,225	35	84	34	1,344
							4,092	2,002	2,090	66	150	57	2,306
WATER:													
4919	April 7, 2017	M.F.A.	Langley Water Utility	141	2.80%	April 7, 2037	33,535	6,772	26,763	188	1,248	939	28,199
4920	April 7, 2017	M.F.A.	Langley Water Utility	141	2.80%	April 7, 2037	7,015	1,416	5,599	39	261	196	5,899
							40,550	8,188	32,362	227	1,509	1,135	34,098
TRANSPORTATION:													
4751	April 8, 2015	M.F.A.	Transportation	131	2.20%	April 8, 2035	8,700	2,455	6,245	80	308	191	6,633
5232	October 4, 2017	M.F.A.	Transportation	142	3.15%	October 4, 2037	11,716	2,332	9,384	58	436	369	9,878
5233	October 4, 2017	M.F.A.	Transportation	142	3.15%	October 4, 2037	13,744	2,735	11,009	68	511	433	11,588
5347	October 9, 2019	M.F.A.	Transportation	149	2.24%	October 9, 2039	12,950	1,500	11,450	33	482	290	11,965
***4953		M.F.A.	Transportation			Temporary Borrowing	2,033	2,033	-	-	2,033	34	2,033
							49,143	11,055	38,088	239	3,770	1,317	42,097
SEWER:													
4750	April 8, 2010	M.F.A.	Sewer	110	4.50%	April 8, 2030	8,500	4,417	4,083	147	312	109	4,542
							8,500	4,417	4,083	147	312	109	4,542
PARKS:													
4455	November 2, 2007	M.F.A.	Land Acquisition	102	4.82%	December 1, 2027	3,250	2,192	1,058	80	109	78	1,247
4556	November 2, 2007	M.F.A.	Land Acquisition	102	4.82%	December 1, 2027	11,000	7,418	3,582	269	369	262	4,220
5346	October 4, 2019	M.F.A.	Facility	149	2.24%	October 4, 2039	5,500	636	4,864	14	205	123	5,083
5507	June 1, 2020	M.F.A.	Park Capital Works	150	1.28%	June 1, 2040	1,919	162	1,757	3	79	25	1,839
5509	June 1, 2020	M.F.A.	Strategic Land Acquisition	151	1.28%	June 1, 2050	24,240	1,220	23,020	19	598	310	23,637
							45,909	11,628	34,281	385	1,360	798	36,026
						Total debenture debt	209,522	40,480	169,042	1,115	8,632	4,216	178,790
PROPERTY ACQUISITION AGREEMENTS													
GENERAL CAPITAL FUND:													
*	Langley Facilities Society		Recreation Centre			August 7, 2029			6,940	-	1,000	152	7,940
	Langley Facilities Society		Recreation Centre			November 1, 2022			-	-	120	20	120
									6,940	-	1,120	172	8,060
GENERAL FUND:													
	March 1, 2020		Facility			February 1, 2040			-	-	778	46	778
	December 31, 2021		Facility			February 1, 2032			766	-	56	44	822
									766	-	834	90	1,600
PARKS UTILITY FUND:													
**	January 3, 2006		Land Acquisition			January 3, 2026			343	-	117	1	460
									343	-	117	1	460
									8,049	-	2,071	263	10,120
Total agreements payable									8,049	-	2,071	263	10,120
Total debt and agreements payable									\$ 177,091	\$ 1,115	\$ 10,703	\$ 4,479	\$ 188,910

The Township issues long-term debenture debt instruments through the Municipal Finance Authority (MFA) pursuant to security issuing bylaws. Sinking Fund Reserve balances are managed by the MFA and are used to retire the debt instruments. For reporting purposes, the Township nets Sinking Fund Reserve balances against related gross debt.

The MFA Debt Reserve is composed of Cash Reserves and Demand Note Reserves. The MFA retains these reserves in case any municipality defaults on their debt repayment obligations. Upon retirement of the debt and if no municipality has defaulted, the cash will be returned to the Municipality and the demand notes will be cancelled.

*The Society has a Canadian commercial bank loan pertaining to the construction of the Langley Events Centre. The bank loan was refinanced with a fixed rate structure in 2021. The rate will expire in 2022. For estimation purposes, future principal and interest payments assume constant 2021 rates in effect for the duration of the loan.

**Under this agreement, the vendors retained the right to operate the Redwoods Golf Course for 20 years (3 years remain). The vendors must contribute \$100 annually to maintain and improve the property. The Township must contribute \$50 annually. The Township is also required to make annual repayments at an amount that is variable based on annual property taxes. Interest rates on related debt are approximately 4% to 6%.

***As at December 31, 2022, the Township has repaid temporary financing of \$2,033 which resulted in zero balance in temporary financing from MFA.

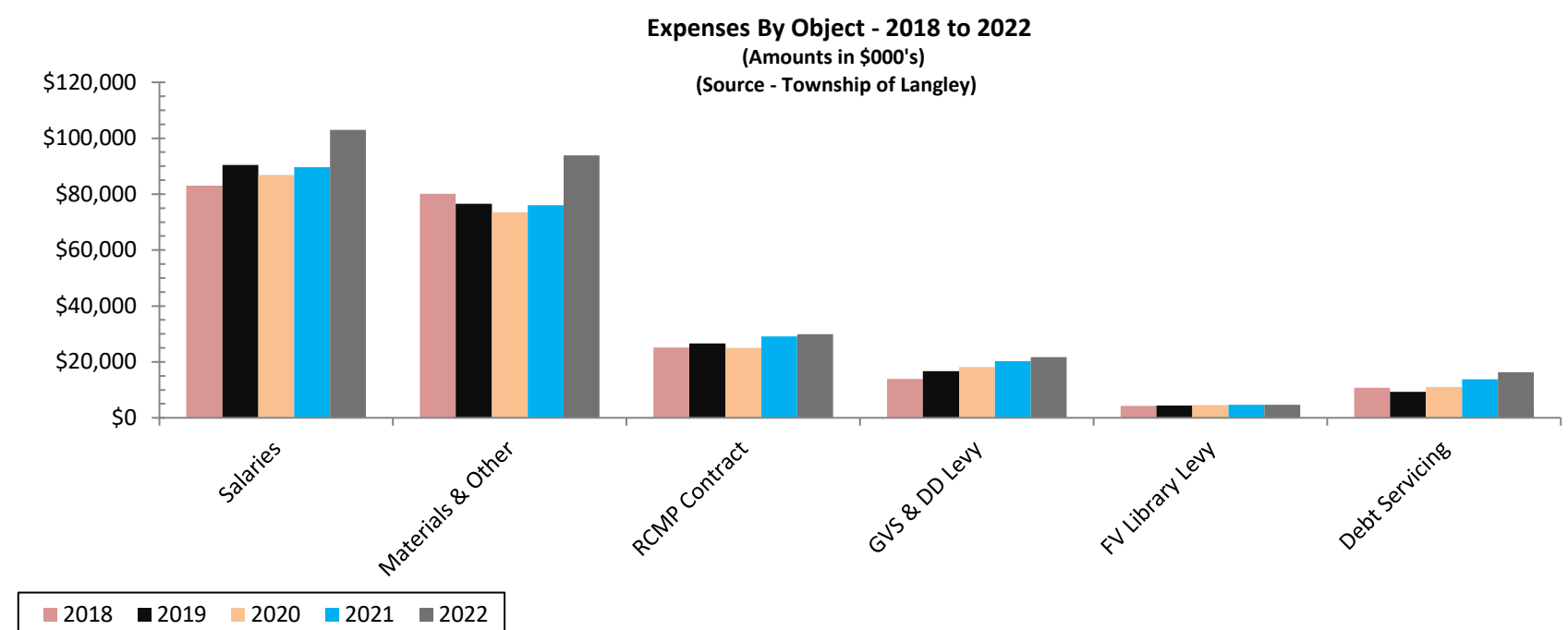
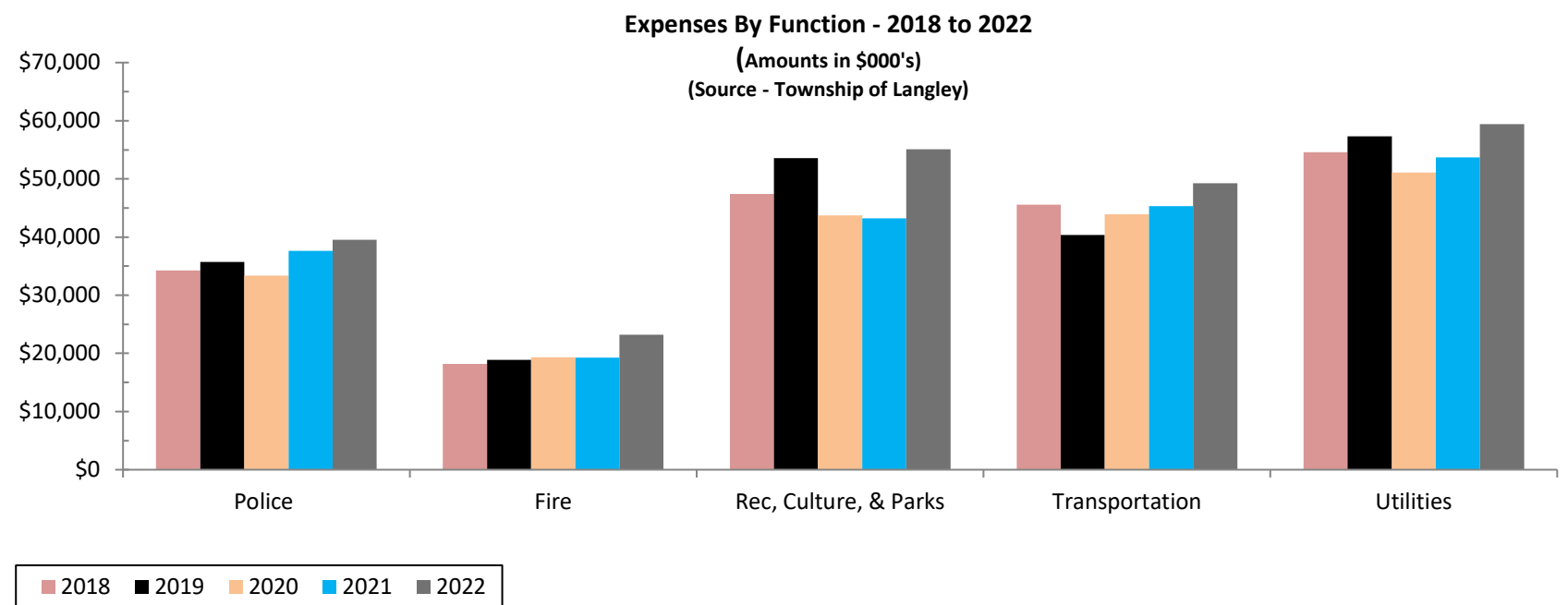
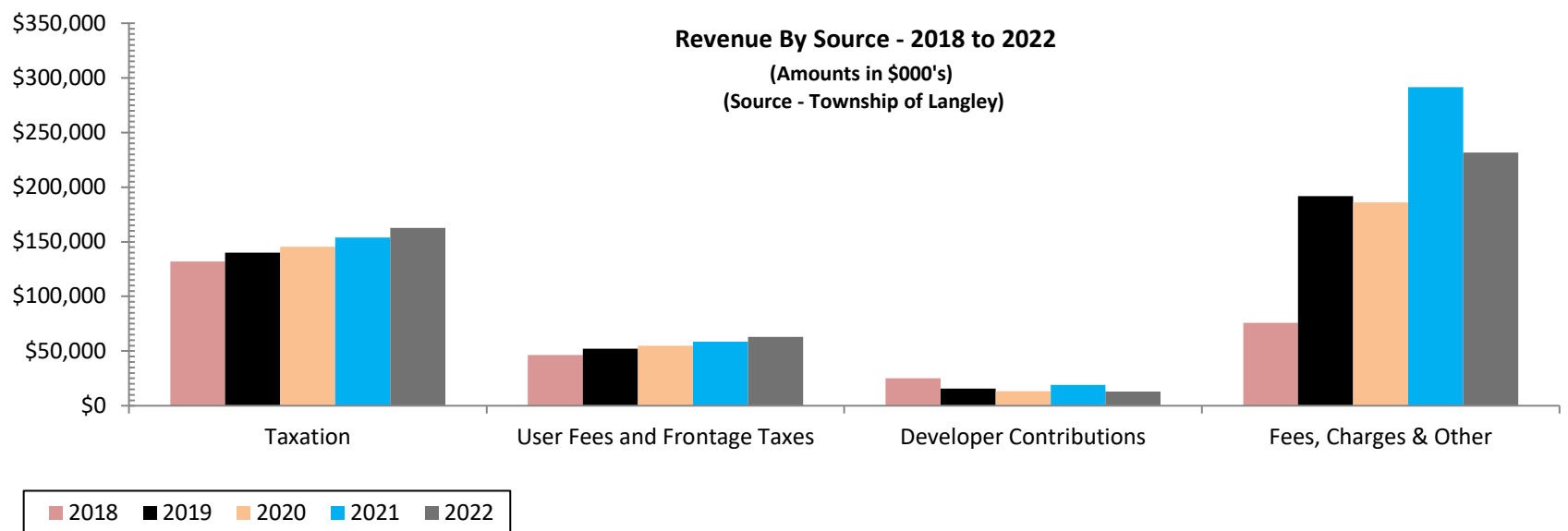
Schedule 2**Langley Centennial Museum****Statement of Financial Activities****For the year ended December 31, 2022** *(in thousands of dollars)*

	2022	2021
REVENUE		
Donations, sales and programs	\$ 79	\$ 182
BC Arts Council grant	106	154
Transfer from Reserve	60	-
Federal grants - other	38	94
Provincial grants - other	12	-
Other grants	-	3
Township of Langley funding	592	473
	\$ 887	\$ 906
EXPENSE		
Salaries and benefits	592	458
Program and events	80	68
Exhibit maintenance	52	3
Insurance	15	15
Purchases for resale	2	2
Office supplies and sundry	13	10
Utilities	16	15
Telephone and internet	2	2
Amortization expense	12	10
Grounds maintenance	16	7
Advertising	5	3
Travel	1	2
Building maintenance	11	82
Artifact additions	-	1
Total operating expense	817	678
Transfer to Museum Reserve	70	228
	\$ 887	\$ 906
MUSEUM RESERVE		
Balance, beginning of year	\$ 831	\$ 592
Contribution from Museum operations	91	241
Operating expense funded by the Reserve Fund	(1)	(2)
Capital expenditure funded by the Reserve Fund	(514)	-
Balance, end of year	\$ 407	\$ 831

UNAUDITED

Statistical and Other Information

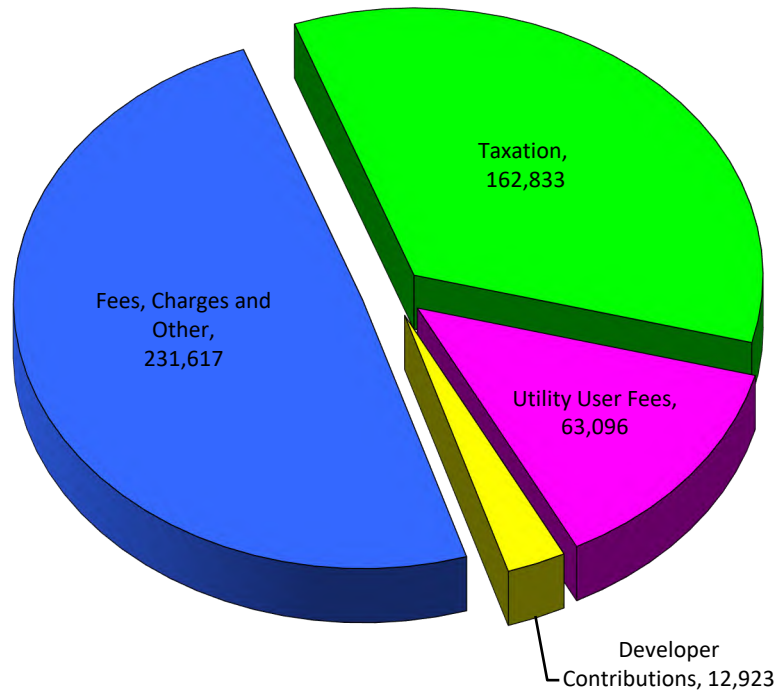
2022



2022 Total Township Revenue

(Amounts in \$000's)

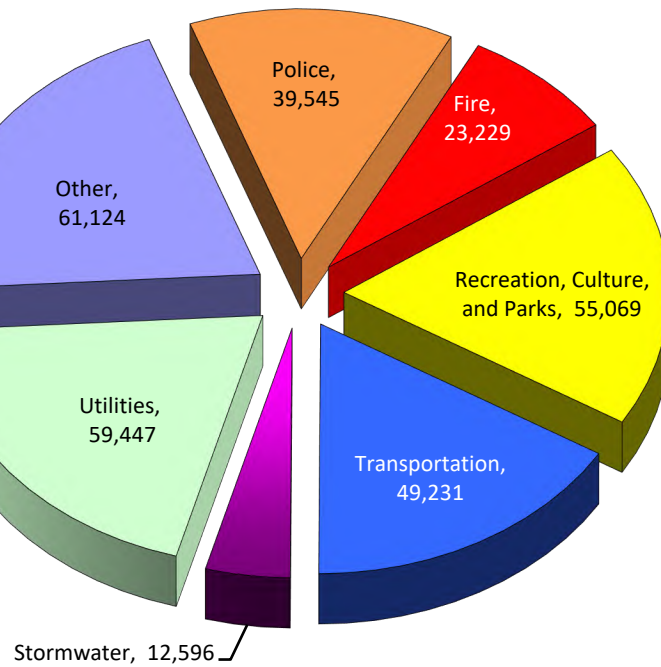
(Source - Township of Langley)



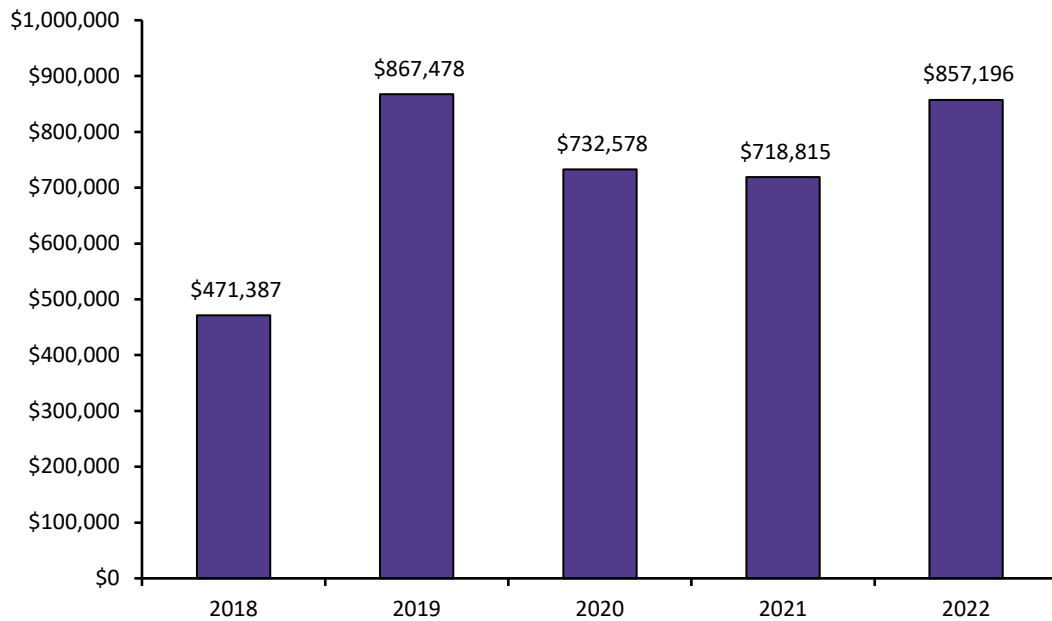
2022 Total Township Expenses

(Amounts in \$000's)

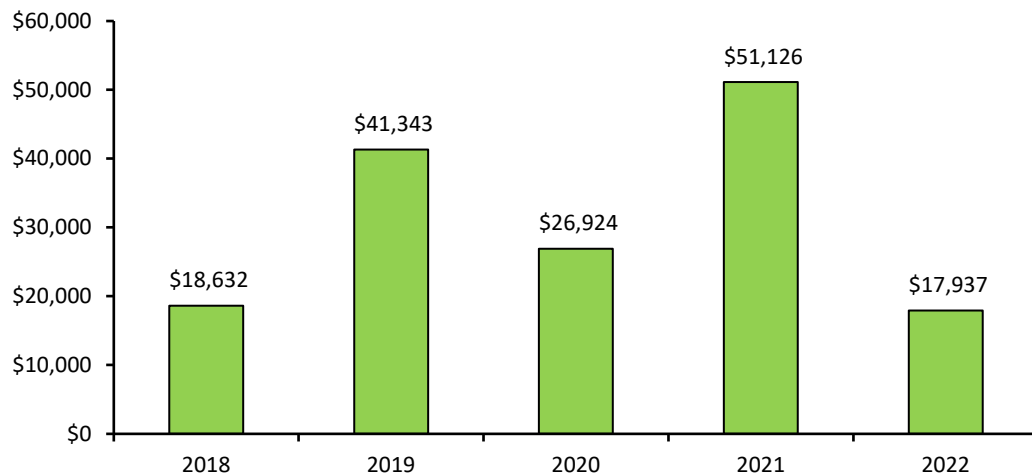
(Source - Township of Langley)



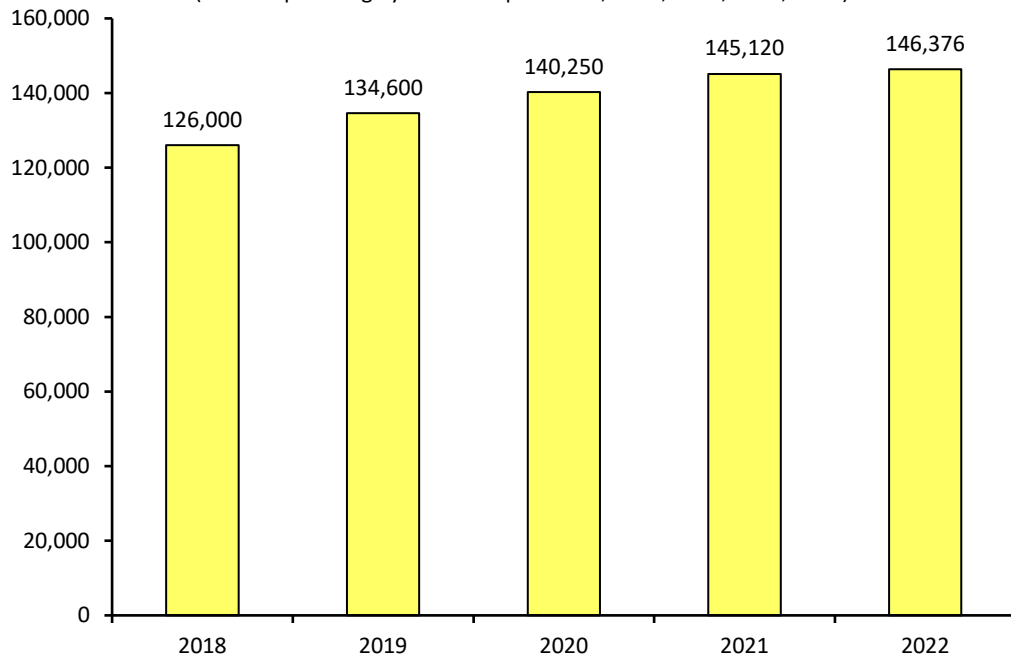
Building Permit Values - 2018 to 2022
(Amounts in \$000's)
(Source - Township of Langley)



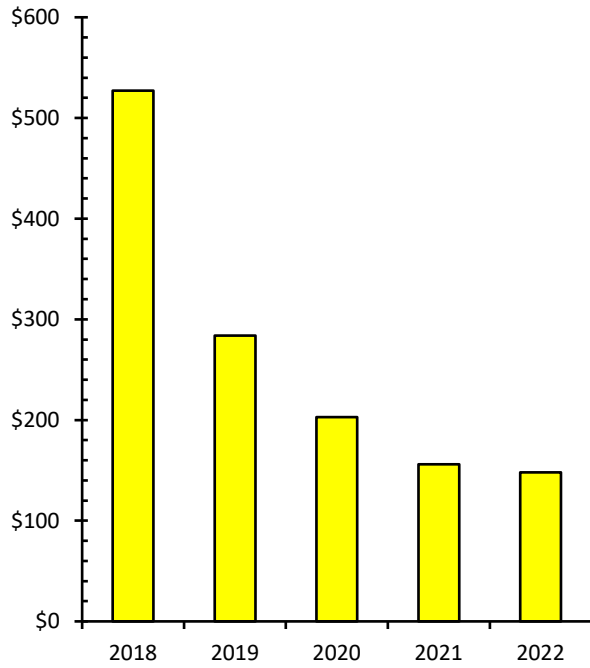
Net Development Cost Charge Receipts - 2018 to 2022
(Amounts in \$000's)
(Source - Township of Langley)



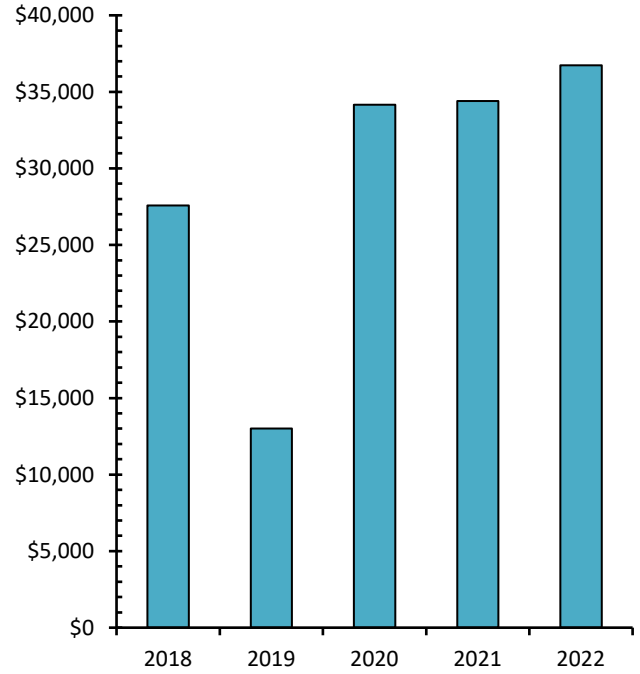
Population Estimates - 2018 to 2022
(Township of Langley Annual Report 2018, 2019, 2020, 2021, 2022)



General Capital Reserve
2018 to 2022
(Amounts in \$000's)



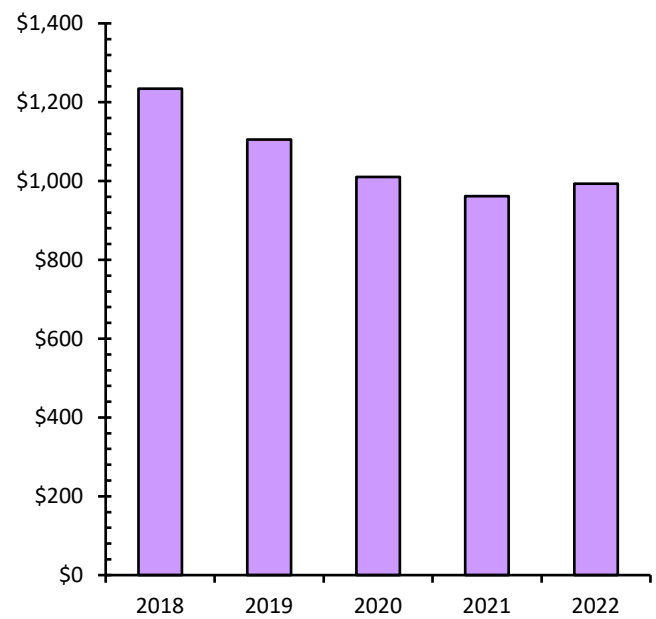
Water Capital Reserve
2018 to 2022
(Amounts in \$000's)



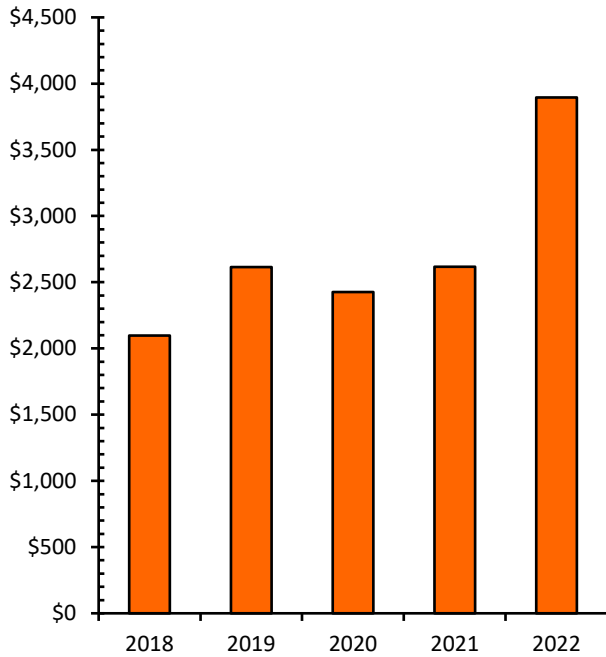
Sewer Capital Reserve
2018 to 2022
(Amounts in \$000's)



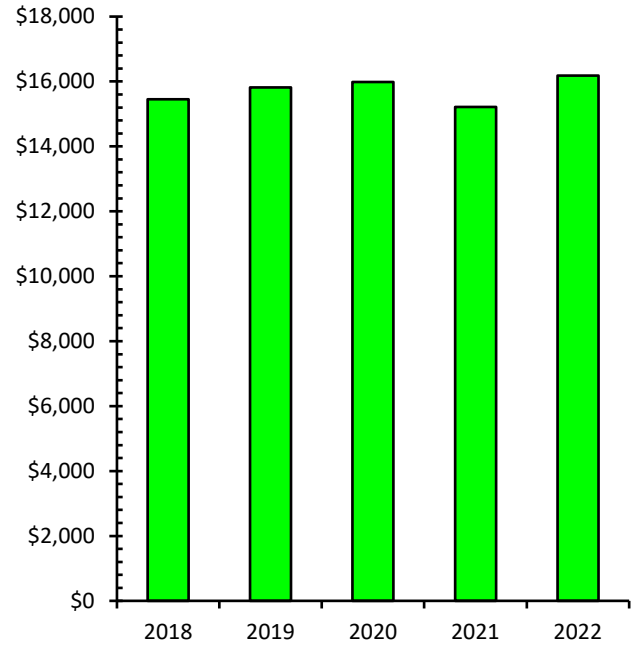
Stormwater Capital Reserve
2018 to 2022
(Amounts in \$000's)



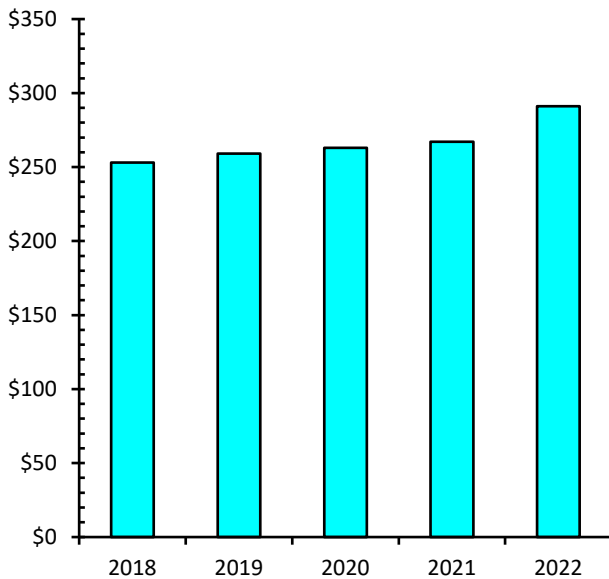
Fire Capital Reserve
2018 to 2022
(Amounts in \$000's)



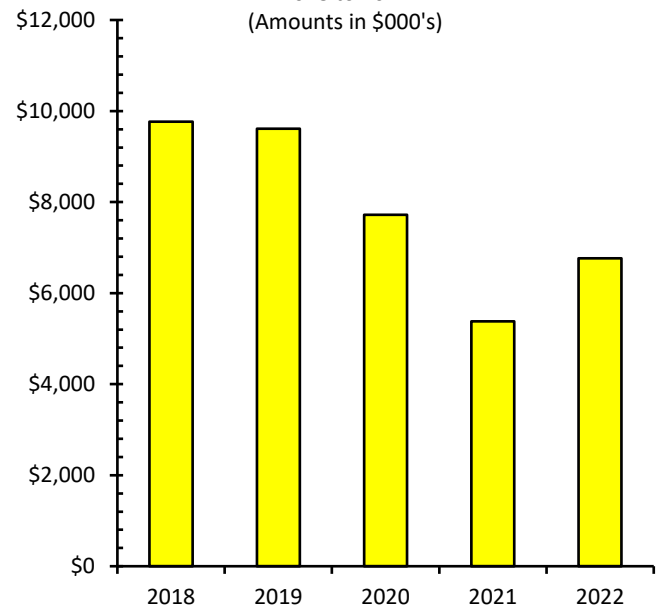
Local Area Service Reserve
2018 to 2022
(Amounts in \$000's)



Tax Sale Reserve
2018 to 2022
(Amounts in \$000's)



Debt Reserve
2018 to 2022
(Amounts in \$000's)



COVID-19 Safe Restart Grant

For the year ended December 31, 2022 (in thousands of dollars)

The Township received a grant of \$7,608 under the COVID-19 Safe Restart Grant for Local Governments in November, 2020. The grant was fully drawn by the end of 2022 as shown in the schedule below:

	<u>2022</u>
Opening Balance	\$ 7,445
Less Operating Costs:	
Communication and public safety	129
Cleaning supplies and services	247
Modification to workplace and facilities	1,626
Payroll costs	320
Staff pandemic response	156
	<u>2,478</u>
Less Facility and Technology Capital Costs:	
IT applications and equipment	306
	<u>306</u>
Less Revenue not Collected:	
Investment income loss	1,189
Recreation revenue decline	3,472
	<u>4,661</u>
Ending Balance	\$ <u><u>-</u></u>



Patrick Johnstone
Mayor

December 18, 2023

Metro Vancouver Board
Chair George V. Harvie

Via Email: chair@metrovancover.ca

Dear Chair Harvie,

Re: Motion Fair Wage and Living Wage Policies

At a meeting on September 11, 2023, New Westminster Council passed the following motion:

Fair Wage and Living Wage Policies

MOVED AND SECONDED

BE IT RESOLVED THAT Mayor Johnstone take a motion to the Board of Metro Vancouver on behalf of New Westminster Council requesting that Fair Wage and Living Wage policies be developed and adopted by the Regional Government.

Carried.

All members present voted in favour of the motion.

As this is the first time this Council has brought a motion to Metro Vancouver Board, I seek your guidance in the best way to present the matter to the Board or an appropriate Committee for consideration. Thank you for your consideration of this matter.

Sincerely,

Patrick Johnstone
Mayor

Office of the Mayor

Corporation of the City of New Westminster

511 Royal Avenue, New Westminster, BC • Canada V3L 1H9 T (604) 527 4522 F (604) 527 4594

www.cityofnewwestminster.ca

COMMITTEE INFORMATION ITEMS AND DELEGATION SUMMARIES

Metro Vancouver Regional District

Board Meeting Date – Friday, January 26, 2024

This information item, listing recent information received by committee, is provided for the MVRD Board's information. Please access a complete PDF package [here](#).

Climate Action Committee – January 11, 2024

Delegation Summaries:

- 3.1 Melina Scholefield, Executive Director, Zero Emissions Innovation Centre
Subject: Climate Action in Metro Vancouver – Retrofit Accelerator for Existing Large Buildings
Executive summary provided

Regional Planning Committee – January 12, 2024

Delegation Summaries:

- 3.1 Marlene Best, Interim Director of Planning and Amanda Grochowich, Manager of Community Planning, Planning Department, City of Maple Ridge
Subject: Urban Containment Boundary Extension and Re-designation
Executive summary provided

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