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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE

MEETING

Friday, January 12, 2024
1:00 pm
28th Floor Committee room, 4515 Central Boulevard, Burnaby, British Columbia
Webstream available at https://www.metrovancouver.org

A G E N D A[1]

A. ADOPTION OF THE AGENDA

1. January 12, 2024 Meeting Agenda
That the Regional Planning Committee adopt the agenda for its meeting scheduled for January 12, 2024 as circulated.

B. ADOPTION OF THE MINUTES

pg. 4

1. November 3, 2023 Meeting Minutes
That the Regional Planning Committee adopt the minutes of its regular meeting held November 3, 2023 as circulated.

C. DELEGATIONS

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

D. INVITED PRESENTATIONS

E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER

[1] *Note: Recommendation is shown under each item, where applicable.*

1. 2024 Regional Planning Committee Meeting Schedule and Work Plan *pg. 9*

That the Regional Planning Committee:

a) receive for information the Regional Planning Committee Terms of Reference and the 2024 Annual Meeting Schedule, as presented in the report dated January 3, 2024, titled "2024 Regional Planning Committee Meeting Schedule and Work Plan"; and

b) endorse the 2024 Work Plan, as presented in the report dated January 3, 2024, titled "2024 Regional Planning Committee Meeting Schedule and Work Plan".

2. Metro 2050 Type 2 Proposed Amendment – City of Maple Ridge (Yennadon Lands) *pg. 23*

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. Metro 2050 Implementation Guideline – Industrial and Employment Lands *pg. 136*

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. Metro Vancouver Resident and Immigrant Behaviour Model: Phase One and Two Report *pg. 159*

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".

5. Metro Vancouver Housing Data Book 2023 *pg. 249*

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

pg. 446

6. Commercial Truck Parking on Agricultural Lands

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 agriculture land.

pg. 445

7. Manager's Report

That the Regional Planning Committee receive for information the report dated January 3, 2024, titled "Manager's Report".

F. INFORMATION ITEMS

G. OTHER BUSINESS

H. RESOLUTION TO CLOSE MEETING

Note: The Committee 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.

I. ADJOURNMENT OR CONCLUSION

That the Regional Planning Committee adjourn/conclude its meeting of January 12, 2024.

Membership:

Woodward, Eric (C) – Langley Township
Kruger, Dylan (VC) – Delta
Bligh, Rebecca – Vancouver
Girard, Angela – North Vancouver City
Hodge, Craig – Coquitlam
Hurley, Mike – Burnaby
Johnstone, Patrick – New Westminster
Knight, Megan – White Rock
Lahti, Meghan – Port Moody
Lambur, Peter – West Vancouver
Locke, Brenda - Surrey
McEwen, John – Anmore
West, Brad – Port Coquitlam

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Planning Committee held at 9:00 am on Friday, November 3, 2023 in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:
Chair, Mayor Eric Woodward*, Langley Township
Vice Chair, Councillor Dylan Kruger*, Delta (departed at 9:56 am)
Councillor Paul Albrecht*, Langley
Councillor Judy Dueck*, Maple Ridge
Councillor Angela Girard*, North Vancouver City
Councillor Craig Hodge*, Coquitlam
Mayor Mike Hurley*, Burnaby (arrived at 9:02 am)
Mayor Megan Knight*, White Rock
Mayor Meghan Lahti*, Port Moody
Councillor Peter Lambur*, West Vancouver
Mayor John McEwen*, Anmore
Mayor Brad West*, Port Coquitlam (departed at 9:57 am)

MEMBERS ABSENT:
Mayor Brenda Locke, Surrey

STAFF PRESENT:
Jonathan Coté, Deputy General Manager, Regional Planning and Housing
Rapinder Khaira, Legislative Services Coordinator, Board and Information Services

1. ADOPTION OF THE AGENDA

1.1 November 3, 2023 Meeting Agenda

It was MOVED and SECONDED
That the Regional Planning Committee adopt the agenda for its meeting scheduled for November 3, 2023 as circulated.

CARRIED

*denotes electronic meeting participation as authorized by section 3.6.2 of the *Procedure Bylaw*

2. ADOPTION OF THE MINUTES

2.1 October 6, 2023 Meeting Minutes

It was MOVED and SECONDED
That the Regional Planning Committee adopt the minutes of its meeting held October 6, 2023 as circulated.

CARRIED

3. DELEGATIONS

No items presented.

4. INVITED PRESENTATIONS

4.1 David van Hemmen, Vice President, GVBOT; Doris Mak, Vice President, InterVISTAS; and Jason Kiselbach, Executive Vice-President and Managing Director, CBRE and Director, NAIOP Vancouver

David van Hemmen, Vice President, GVBOT; Doris Mak, Vice President, InterVISTAS; Jason Kiselbach, Executive Vice-President and Managing Director, CBRE and Director, NAIOP Vancouver provided an overview of the Economic Impact Study of the Critical Shortage of Industrial Land in Metro Vancouver.

9:02 am Mayor Hurley arrived at the meeting.

Presentation material titled "Economic Impact Study of the Critical Shortage of Industrial Land in Metro Vancouver" is retained with the November 3, 2023 Regional Planning Committee agenda.

5. REPORTS FROM COMMITTEE OR STAFF

5.1 Metro 2050 Implementation Guideline - Regional Growth Strategy Amendments

Report dated October 15, 2023, from Jessica Jiang, Regional Planning and Housing Services, providing the MVRD Board with the opportunity to consider and endorse the *Metro 2050* Implementation Guideline – Regional Growth Strategy Amendments.

Members were provided with an overview of the *Metro 2050* Implementation Guideline and amendments to the Regional Growth Strategy.

Presentation material titled "Metro 2050 Implementation Guideline: Regional Growth Strategy Amendments" is retained with the November 3, 2023 Regional Planning Committee agenda.

It was MOVED and SECONDED
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".

CARRIED

5.2 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 buildings located at 14500 Silver Valley Road, in the City of Maple Ridge, is generally consistent with *Metro 2050.*

It was MOVED and SECONDED
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.

CARRIED

5.3 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.

It was MOVED and SECONDED
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.

CARRIED

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

5.5 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.

Members were provided with an overview of the scope of work and findings of the Costs of Providing Infrastructure and Services to Different Residential Densities Study.

9:56 am Councillor Kruger departed the meeting.
9:57 am Mayor West departed the meeting.

Presentation material titled "Study Findings – Density Impacts on Infrastructure Costs" is retained with the November 3, 2023 Regional Planning Committee agenda.

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".

CARRIED

5.6 Manager's Report

Report dated October 16, 2023, from Jonathan Coté, Deputy General Manager Regional Planning and Housing Development, Regional Planning and Housing Services, providing the Regional Planning Committee with an update on the Regional Planning Committee 2023 Work Plan, and the alignment of the province's housing target orders with *Metro 2050*.

It was MOVED and SECONDED
That the Regional Planning Committee receive for information the report dated October 16, 2023, titled "Manager's Report".

CARRIED

6. INFORMATION ITEMS

No items presented.

7. OTHER BUSINESS

No items presented.

8. BUSINESS ARISING FROM DELEGATIONS

No items presented.

9. RESOLUTION TO CLOSE MEETING

No items presented.

10. ADJOURNMENT/CONCLUSION

It was MOVED and SECONDED

That the Regional Planning Committee conclude its meeting of November 3, 2023.

CARRIED

(Time: 10:15 am)

Rapinder Khaira,
Legislative Services Coordinator

Eric Woodward,
Chair

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To: Regional Planning Committee

From: Jonathan Coté, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services

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

Subject: **2024 Regional Planning Committee Meeting Schedule and Work Plan**

RECOMMENDATION

That the Regional Planning Committee:

a) receive for information the Regional Planning Committee Terms of Reference and the 2024 Annual Meeting Schedule, as presented in the report dated January 3, 2024, titled "2024 Regional Planning Committee Meeting Schedule and Work Plan"; and

b) endorse the 2024 Work Plan, as presented in the report dated January 3, 2024, titled "2024 Regional Planning Committee Meeting Schedule and Work Plan".

EXECUTIVE SUMMARY

This report conveys the 2024 priorities and terms of reference for the Regional Planning Committee, and aligns with the 2024 Budget and Business Plan for the Regional Planning function, approved by the MVRD Board. The Terms of Reference for the Regional Planning Committee set out the committee responsibilities in the areas of providing advice and recommendations on work related to Metro Vancouver's Regional Planning service, which provides guidance and oversight on the implementation of the annual work plan. Work plan priorities for 2024 include the monitoring and implementation of *Metro 2050*, with the larger projects highlighted below, and the complete project list noted later in the report.

1. *Metro 2050* Climate Policy Enhancement Project
2. *Metro 2050* Urban Centres and Corridors Targets Update
3. Regional Affordable Housing Strategy Update
4. Inclusionary Housing Policy Review – Final Report and Regional Policy Models
5. Housing + Transportation Cost Burden Study Update
6. Regional Food Systems Strategy

Pursuant to the Terms of Reference, the meeting schedule proposes 10 meetings.

PURPOSE

To provide the Regional Planning Committee with the 2024 Work Plan, Terms of Reference, and the Annual Meeting Schedule.

BACKGROUND

Annually, following the Board Inaugural meeting in November, the Board Chair establishes the committee structure and the terms of reference for each committee for the new year. To support

the Committee in its work, this report brings forward the committee's Work Plan and the Schedule of Meetings for 2024.

2024 WORK PLAN

The Annual Work Plans for the Regional Planning function are based on the 2024 Budget approved by the MVRD Board on October 27, 2023, which include a list of key actions that were used to develop the Regional Planning Committee's Work Plan presented in this report (Attachment 1).

The Work Plan presented in this report is consistent with the Regional Planning Committee's Terms of Reference (Attachment 2) and with the Board Strategic Plan and is being brought forward for the Committee's information, review and endorsement.

Key actions in the 2024 Work Plan for the Committee are described below and listed according to the Committee responsibilities in its Terms of Reference.

Regional Land Use Policy

- Complete Child Care Inventory Report
- Complete *Metro 2050* Climate Policy Enhancement Project
- Complete Regional Multi-Hazard Mapping Project
- Update Tree Canopy Cover and Impervious Surfaces Study
- Undertake Industrial Lands Bring to Market Initiative Study
- Update *Metro 2050* Urban Centres and Corridors Targets
- Undertake Regional Food Systems Strategy
- Complete Housing + Transportation Cost Burden Study Update
- Undertake Regional Green Infrastructure Network Planning
- Update Economic Value of Industrial Lands Report
- Complete Regional Parking Strategy

Housing Policy

- Complete Inclusionary Housing Policy Review
- Undertake Regional Affordable Housing Strategy Update
- Update Municipal Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing Report
- Undertake Streamlining Delivery of Rental Housing Project
- Support member jurisdictions with Provincial Housing Legislation(Bill 44,46, & 47)

Implementation Services

- Continue to build strong and collaborative relationships with member jurisdictions, regional agencies, and local First Nations
- Update and prepare new Metro 2050 implementation tools and guidelines
- Process proposed Metro 2050 Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)

Planning Analytics

- Complete Regional Population and Employment Projections Update

- Update Walkability Index
- Update Performance Measures Dashboard
- Undertake Extended Reality Modelling Project

The committee will be updated on the status of the actions and projects in this Work Plan on a quarterly basis per the Committee's schedule.

2024 COMMITTEE MEETING SCHEDULE

The *Procedure Bylaw* requires the Corporate Officer to provide the Committee with an Annual Meeting Schedule for the upcoming year, including the date, time, and place of the meetings (Attachment 3).

Meeting Place

Committee meetings will be held at Metro Vancouver Committee Room, 28th Floor, 4515 Central Blvd, Burnaby, BC, at 9:00 am/1:00 pm, unless otherwise specified on the Metro Vancouver public notice board, the Metro Vancouver website, and the respective agenda.

ALTERNATIVES

1. That the Regional Planning Committee:
   a) receive for information the Regional Planning Committee Terms of Reference and the 2024 Annual Meeting Schedule, as presented in the report dated January 3, 2023, titled "2024 Regional Planning Committee Meeting Schedule and Work Plan"; and
   b) endorse the 2024 Work Plan, as presented in the report dated January 3, 2024, titled "2024 Regional Planning Committee Meeting Schedule and Work Plan".

2. That the Regional Planning Committee:
   a) receive for information the Regional Planning Committee Terms of Reference and the 2024 Annual Meeting Schedule, as presented in the report dated January 3, 2024, titled "2024 Regional Planning Committee Meeting Schedule and Work Plan"; and
   b) endorse the 2024 Work Plan, as presented in the report dated January 3, 2024, titled "2024 Regional Planning Committee Meeting Schedule and Work Plan", incorporating the requested changes from the Regional Planning Committee.

FINANCIAL IMPLICATIONS

The priorities in the 2024 Work Plan of the Regional Planning Committee are consistent with the 2024 Budget approved by the MVRD Board on October 27, 2023, and with key actions included in the Annual Work Plans. Committee meeting expenses and remuneration associated with meeting attendance have been allocated in the annual budget.

CONCLUSION

The Work Plan presented in this report identifies the priorities for the Regional Planning Committee in 2024 and is consistent with its Terms of Reference and the 2024 Budget approved by the MVRD Board. To assist the Committee, the 2024 Annual Meeting Schedule has been established to guide the Committee's success in completing the business of the Work Plan. Staff recommends that Alternative 1 be approved.

ATTACHMENTS

1. Regional Planning Committee 2024 Work Plan
2. Regional Planning Committee Terms of Reference
3. Regional Planning Committee 2024 Annual Meeting Schedule
4. Presentation re: 2024 Regional Planning Committee Meeting Schedule and Work Plan

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Regional Planning Committee 2024 Work Plan

Report Date: January 3, 2024

Priorities

1st Quarter	Status
Where Matters II - Final Report	Pending
Childcare Inventory Report - Update	Pending
Metro 2050 Climate Policy Enhancement Project - Report	Pending
Regional Multi-Hazard Mapping Project – Final Report	Pending
Tree Canopy Cover and Impervious Surfaces Update – Final Report	Pending
Industrial Lands Bring to Market Initiative – Scope of Work	Pending
Metro 2050 Urban Centres and Corridors Target Update – Scope of Work	Pending
Regional Food Systems Strategy Update – Scope of Work	Pending
Inclusionary Housing Policy Review – Final Report and Regional Policy Models	Pending
What Works: Municipal Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing Update	Pending
Matrix of Municipal Measures for Housing Affordability and Diversity - Update	Pending
Regional Affordable Housing Strategy Update (Housing 2050) – Scope of Work	Pending
Metro 2050 Implementation Guideline Industrial & Employment Lands	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
Housing Data Book update – Presentation	Pending
2nd Quarter	**Status**
Housing + Transportation Cost Burden Study Update – Final Report	Pending
Agriculture Data Book - Presentation	Pending
Agricultural Land Use Inventory - Update	Pending
Economic Value of Industrial Lands Update – Scope of Work	Pending
Hazard Risk and Vulnerability Blueprint – Scope of Work	Pending
Regional Green Infrastructure Network - Update	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
Projections Update (population, dwelling units and employment) - Report	Pending
3rd Quarter	**Status**
Payment for Ecosystem Services on Agricultural Lands - White Paper	Pending
Ecological Health Framework Progress Report	Pending
The Walkability Index Update - Presentation	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
4th Quarter	**Status**
Regional Food Systems Strategy Engagement - Update	Pending
Economic Value of Industrial Lands Update – Final Report	Pending
Regional Parking Strategy – Final Report	Pending
Regional Affordable Housing Strategy Update (Housing 2050) – Issues and Options Discussion Paper	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
Performance measures dashboard - Presentation	Pending
MV extended reality modelling project update – Update	Pending

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Regional Planning Committee
Terms of Reference

The Regional Planning Committee is the standing committee of the Metro Vancouver Board that provides advice and recommendations on plans, policies, programs, budgets and issues related to Metro Vancouver's Regional Planning service.

Committee Responsibilities
Within the scope of the *Board Strategic Plan*, *Metro 2050: Regional Growth Strategy,* and the *Metro Vancouver Financial Plan*, the Committee provides guidance and oversight to staff on the implementation of the annual work plans and business plans that govern the Regional Planning service. Specific Committee responsibilities include:

- **Regional Growth Strategy** – Guiding the development and implementation of the regional growth strategy: *Metro 2050;* providing an annual report on progress made in achieving the goals of *Metro 2050*. Reviewing regional context statements submitted to the Board by member jurisdictions, sewerage extension application alignment with *Metro 2050* and all requested amendments to *Metro 2050*;
- **Shaping Growth** – Guiding the implementation of the region's growth management framework for the region based on containing growth within an Urban Containment Boundary and focusing growth into a network of Urban Centres and along transit corridors, with an aim to supporting the development of complete communities, the protection of important agricultural, industrial and ecologically important lands and the efficient provision of utilities and transit;
- **Housing Policy** – Guiding regional housing policy and monitoring performance measures to help facilitate the increase supply of all forms and tenures to support a diverse and affordable housing stock in the region in order to meet the objectives laid out in Goal 4 in *Metro 2050*;
- **Complete Communities** – Initiating and facilitating coordination and dialogue between Metro Vancouver and agencies within the region that develop land use, housing and transportation plans and policies, and that make investments in the broader transportation network. Land use, housing and transportation plans, policies, investments and actions made or taken by other agencies must be carefully coordinated with the regional growth strategy in order to meet the objectives laid out in *Metro 2050*;
- **Agriculture –** Guiding policy analysis undertaken to develop strategies and actions aimed at protecting and enhancing agricultural lands throughout the region. Overseeing the implementation and updating of the *Regional Food System Strategy*, and considering input provided by the Board's Agricultural Advisory Committee (which reports to the Regional Planning Committee); and
- **Environment** – Guiding policy analysis and monitoring to develop strategies and actions aimed at protecting and enhancing ecologically important lands throughout the region. Implementing and guiding the environmental policy actions in *Metro 2050*.

Committee Membership and Meetings

The Chair, Vice Chair and members are appointed annually by the Chair of the Metro Vancouver Board. The Committee meets monthly, except for August and December, and holds special meetings as required. A quorum of 50% plus one of the Committee membership is required to conduct Committee business.

Committee Management

The Committee Chair, or in the absence of the Chair the Vice Chair, is the chief spokesperson on matters of public interest within the Committee's purview. For high profile issues the role of spokesperson rests with the Metro Vancouver Board Chair or Vice Chair. On technical matters or in cases where an initiative is still at the staff proposal level, the Chief Administrative Officer or designate is the appropriate spokesperson. Where necessary and practical, the Board Chair, Committee Chair and Chief Administrative Officer will confer to determine the most appropriate representative to speak.

The Chief Administrative Officer assigns a Committee Manager for the Committee. The Committee Manager is responsible for coordinating agendas and is the principal point of contact for Committee members.

Regional Planning Committee 2024 Annual Meeting Schedule

- **Friday, January 12, 2024 at 1:00 pm**
- **Friday, February 9, 2024 at 1:00 pm**
- **Friday, March 8, 2024 at 1:00 pm**
- **Friday, April 5, 2024 at 1:00 pm**
- **Friday, May 10, 2024 at 1:00 pm**
- **Friday, June 14, 2024 at 1:00 pm**
- **Friday, July 5, 2024 at 1:00 pm**
- **Friday, September 6, 2024 at 1:00 pm**
- **Friday, October 4, 2024 at 1:00 pm**
- **Friday, November 1, 2024 at 1:00 pm**

** Committee Meetings are subject to change.*

E1 ATTACHMENT 4



2024 Priorities and Work Plan

REGIONAL PLANNING COMMITTEE

Jonathan Cote

Deputy General Manager, Regional Planning and Housing Development
Regional Planning Committee – January 12, 2024

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Regional Planning

- Provide a strategic, long-range, cross-boundary, interdisciplinary lens
- Responsible for developing, implementing and stewarding the regional growth strategy

Regional Planning Teams

- Regional Land Use Policy
- Housing Policy
- Data & Analytics
- Implementation

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WHY PLAN FOR THE LONG TERM, TOGETHER?



- Coordinate across municipal boundaries, avoid duplication
- Protect what we value
- Support infrastructure planning (utilities, transit)
- Cost efficiencies
- Respond to climate change and other shared challenges

Purpose of a Regional Growth Strategy



A strategic plan that shapes long-term planning for regional districts and municipal OCPs.

Designed to promote human settlement that is:

- socially, economically & environmentally sustainable
- makes efficient use of utilities, land & other resources
- supports and enhances regional sustainability & resilience

SHARED REGIONAL 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



Committee Terms of Reference

Purpose

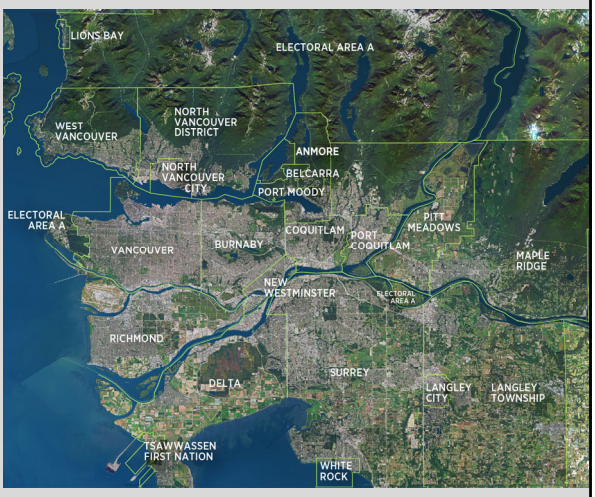
The Regional Planning Committee is the standing committee that provides advice and recommendations to the MVRD Board on policies, bylaws, plans, programs, budgets and issues related to:

- Regional Growth Strategy
- Shaping Growth
- Housing Policy
- Industrial and Employment Lands
- Complete Communities
- Agriculture
- Environment

2024 Work Plan Priorities

Regional Land Use Policy

- Metro 2050 Climate Policy Enhancement
- Child Care Inventory
- Regional Multi Hazard Mapping
- Industrial Lands Bring to Market
- M2050 Urban Centres & Corridors Target
- Regional Food System Strategy
- Housing + Transportation Cost Study
- Regional Parking Strategy
- Economic Value of Industrial Land



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2024 Work Plan Priorities

Housing Policy

- Inclusionary Housing Policy Review
- Regional Affordable Housing Strategy
- Updating Municipal Measures for Purpose Build Rental
- Support members jurisdictions with Provincial Housing Legislation(Bill 44,46, & 47)
- Streamlining Delivery of Rental Housing project

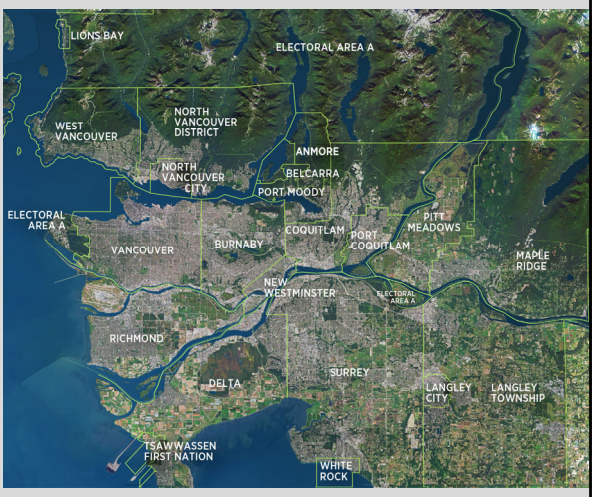


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2024 Work Plan Priorities

Implementation Services

- Update and prepare new regional growth strategy implementation tools and guidelines
- Work on Regional Growth Strategy Amendments, Regional Context Statements, & Sewerage Area Amendments(as applicable)

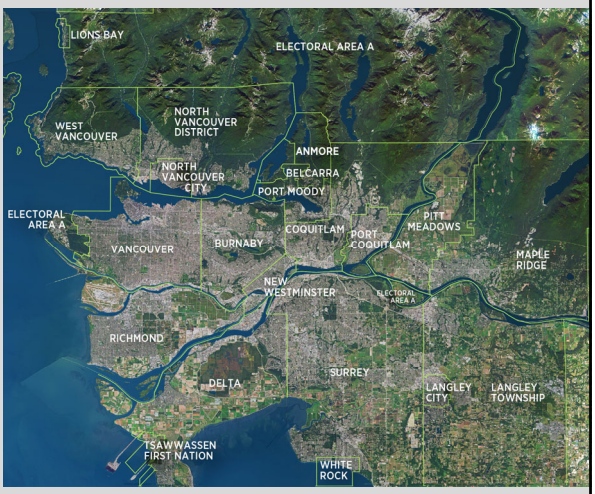


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2024 Work Plan Priorities

Planning Analytics

- Population and Employment Projections Update
- Walkability Index
- Performance Measures Dashboard
- Extended Reality Modelling Platform



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TOGETHER
WE MAKE OUR REGION
STRONG
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11

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.

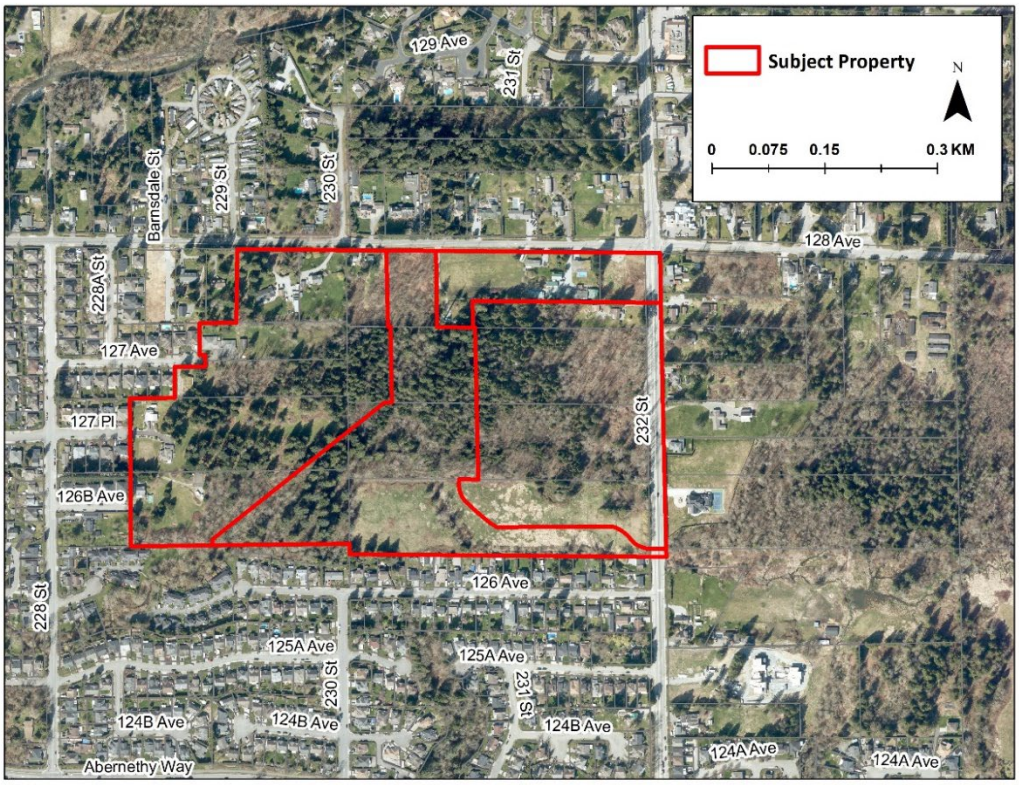
Table 1. Existing Site Description

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

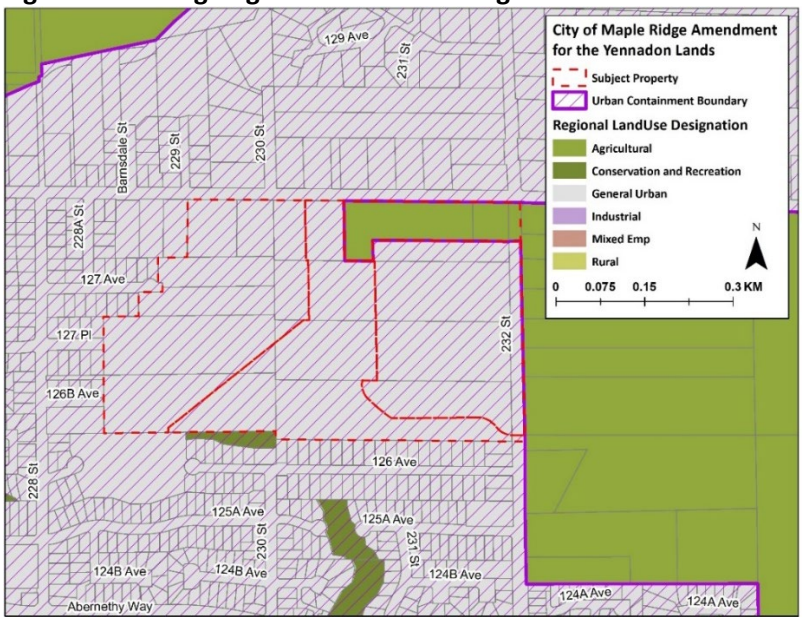
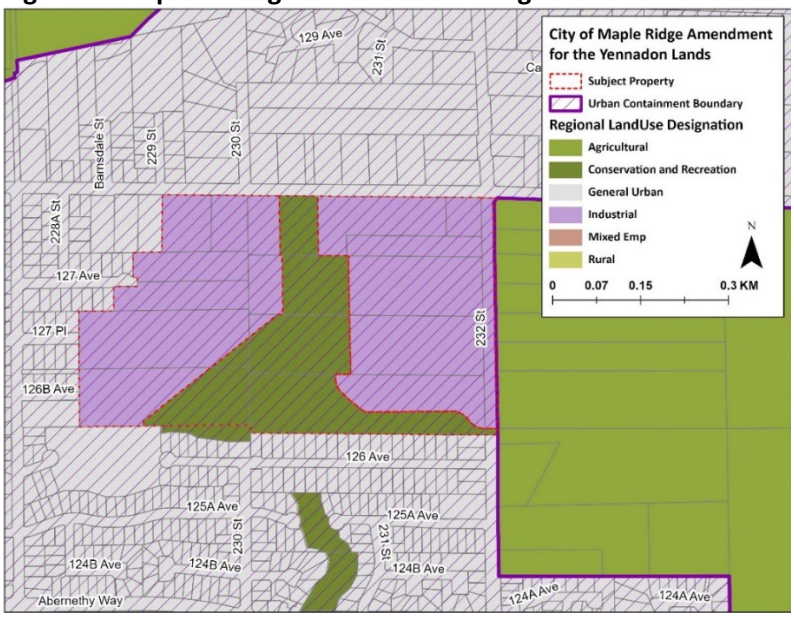


Figure 3. Proposed Regional Land Use Designations



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

MAPLE RIDGE
British Columbia

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@metrovancouver.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@metrovancouver.org
Heather McNell, Deputy CAO, Policy & Planning, Metro Vancouver, Heather.McNell@metrovancouver.org
Jonathan Cote, Deputy GM, Regional Planning and Housing Development, Metro Vancouver, Jonathan.Cote@metrovancouver.org

Attachment A

MAPLE RIDGE British Columbia
mapleridge.ca

City of Maple Ridge

TO:	His Worship Mayor Michael Morden and Members of Council	**MEETING DATE:**	April 5, 2022
		FILE NO:	2016-195-CP
FROM:	Chief Administrative Officer	**MEETING:**	C o W

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)

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 expeditated 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

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

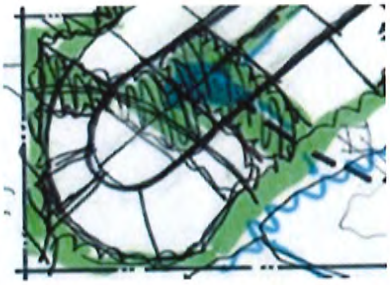
d) Development must align with the Yennadon Lands Employment Park Development Permit Area Guidelines found in Chapter 8 of the City's Official Community Plan.

YENNADON LANDS EMPLOYMENT PARK

DESIGN GUIDELINES















MAPLE RIDGE
British Columbia

Draft: v4 April 5, 2022

ACKNOWLEDGEMENTS

The City of Maple Ridge would like to sincerely thank the following contributors who helped shape these design guidelines to help ensure that what is planned and developed for the Yennadon Lands Employment Park is sensitive to the adjoining residential neighbourhoods and the natural environment.

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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

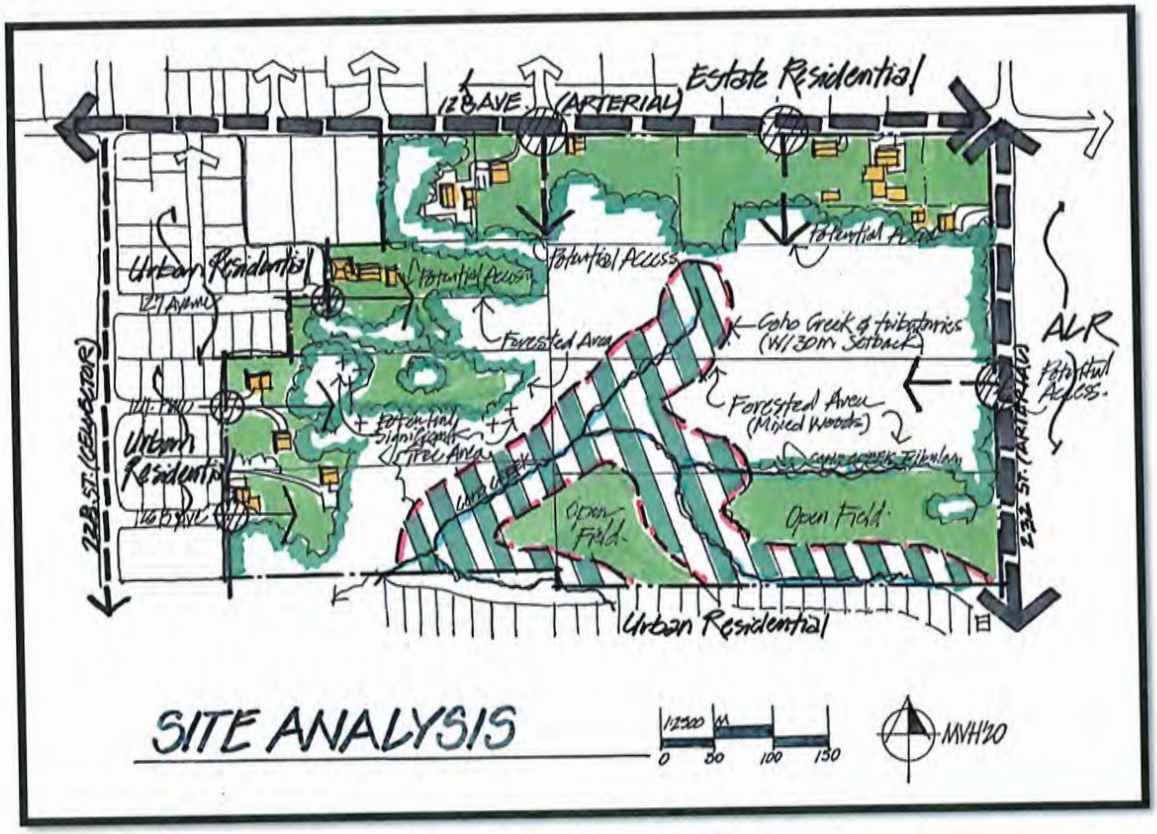
1.5 Watercourses and Natural Features

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.

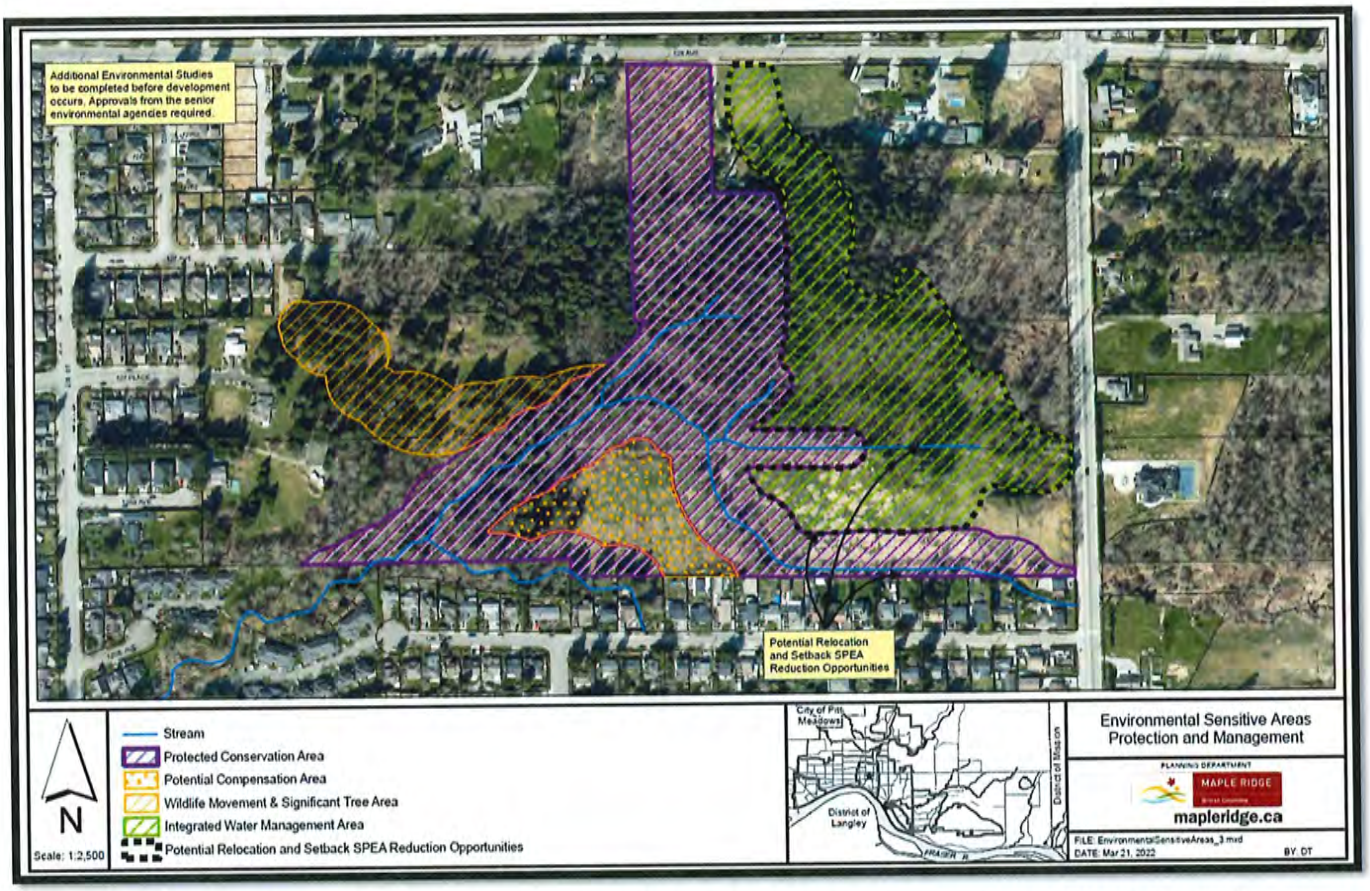


Summary site analysis and core Coho Creek Conservation Area

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.

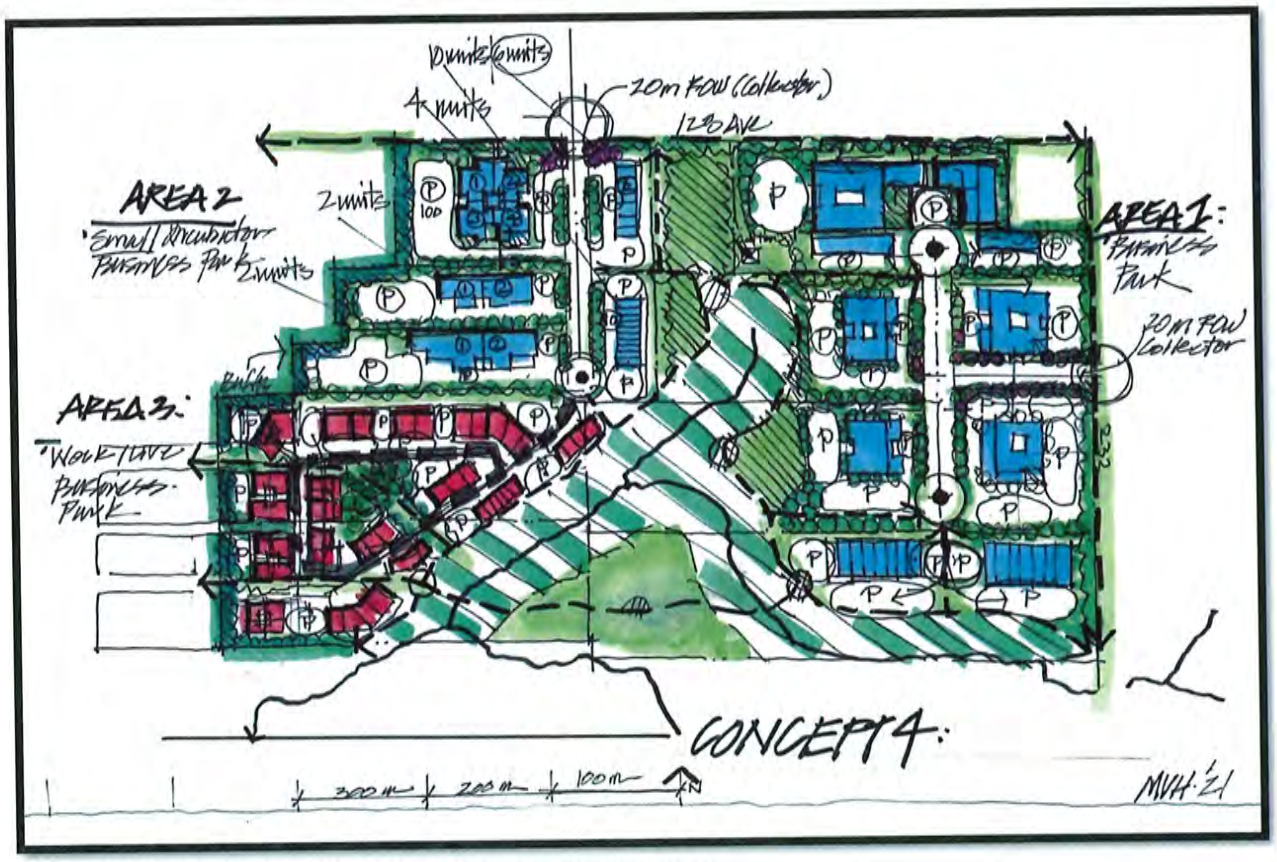
1.8.6 For fish-bearing water courses, any stormwater flow shall be filtered and scrubbed via biofiltration and exfiltration on developable portions of the site before it enters into protected sensitive areas.

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.

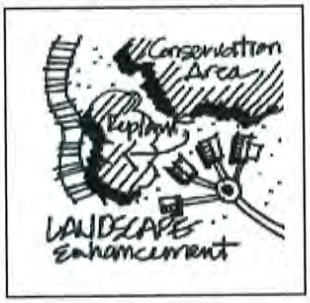
2.2.6 **Resilience and Adaptability:** This employment neighbourhood will be designed and planned so that there is diversity and choice of business parcels and units so they can adopt and consolidate or expand over time.

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.

3.1 General Guidelines: Site Planning Essentials

The following are requirements for each Development Permit Application:



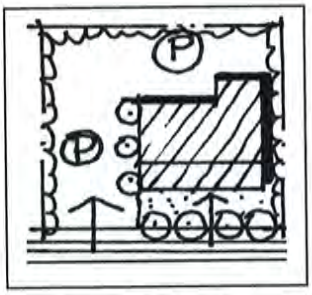


3.1.1 **Minimize site disturbance and enhance natural features**
The site is sensitive to any alterations of the landscape, especially those areas adjoining Coho Creek. There shall be no disturbance within the stream setback area. Other areas with significant trees will be retained where possible and 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.

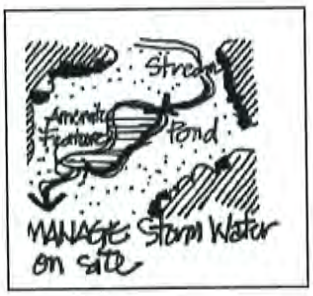
3.1.4 **Create adequate building weather protection and passive solar gain**
Broad overhangs and other methods to protect the building and pedestrians shall be required as part of a genuine west coast approach to design of the buildings and landscape.



Parking to the side and rear of the building; visitor parking may be in front.

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 year 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.



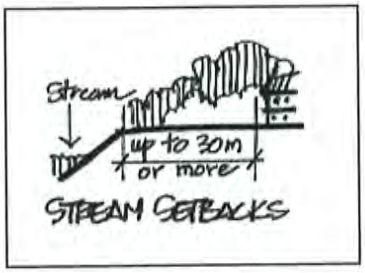
3.1.7 **Manage stormwater on site**
Rainwater management will be important so that Coho Creek will receive unpolluted water and nurture the local fish population. No excess runoff will be permitted from any site and will be retained on site in the event of a storm or other rain event in accordance with 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.*

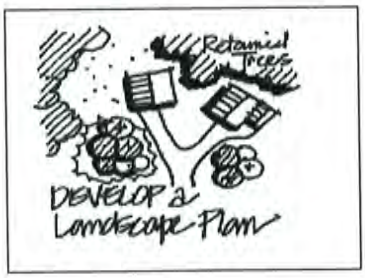
3.2.1.2 The undeveloped portion of the lot shall have all erosion and sediment control mitigation measures in place and be in compliance with the Maple Ridge *Watercourse Protection Bylaw No. 6410-2006,* or as amended.



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

3.2.3.1 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.



3.0 metre landscape screen in the side and rear yards

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.

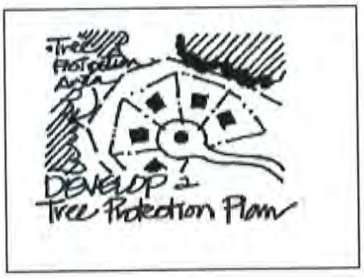
3.2.3.5 It is recommended that Building Owners and Tenants maintain the planting media and plant material in accordance with generally accepted landscape maintenance practices, and replacing each as necessary.

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.



Chain-link fencing integrated with evergreen hedge

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.*

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.



Trail with 2.5 metre with and 250 mm shoulder

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).

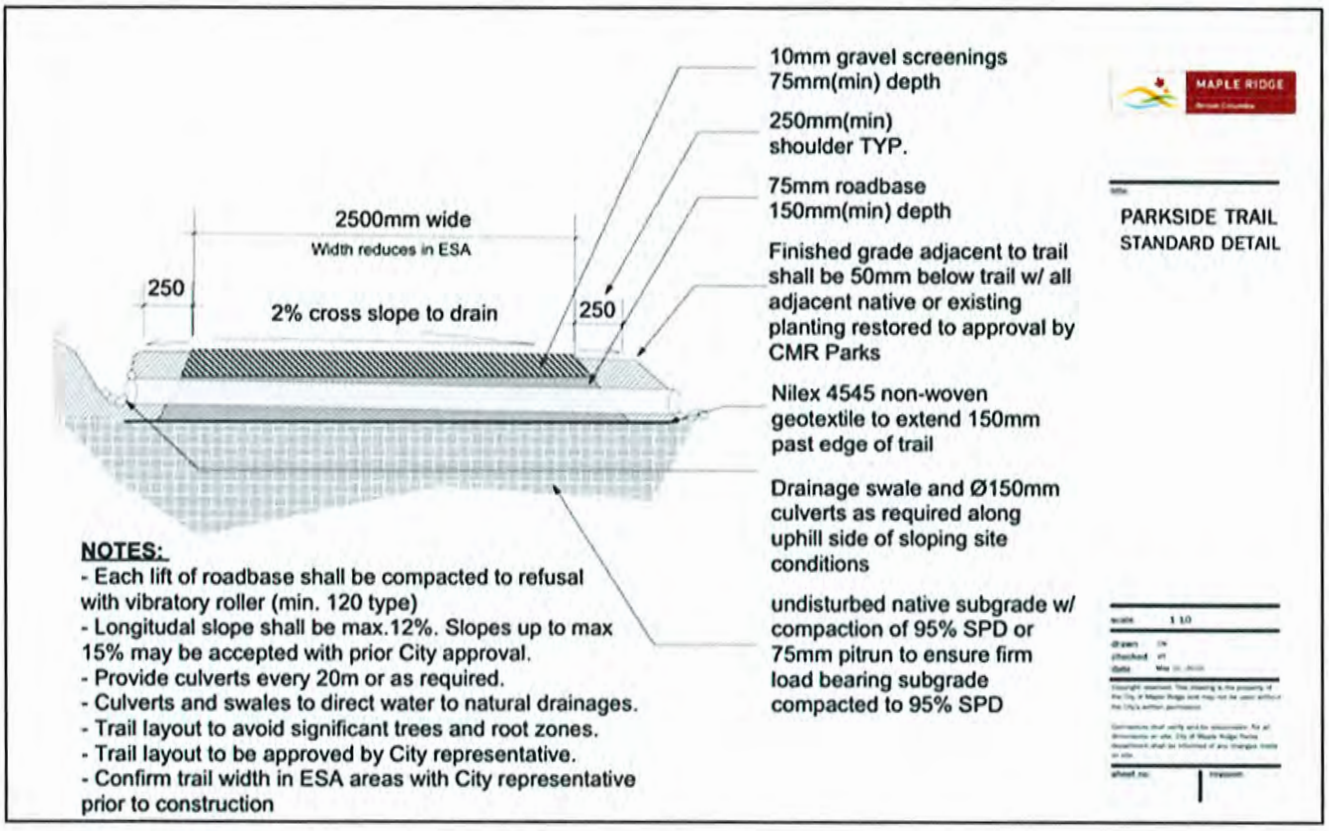


Figure 2: PARKSIDE TRAIL Standard Detail

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

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.



Pedestrian access from street to front entrance of building

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

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.



Screening of service and loading areas

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



3.2.10.1 The front of the building will face the street.

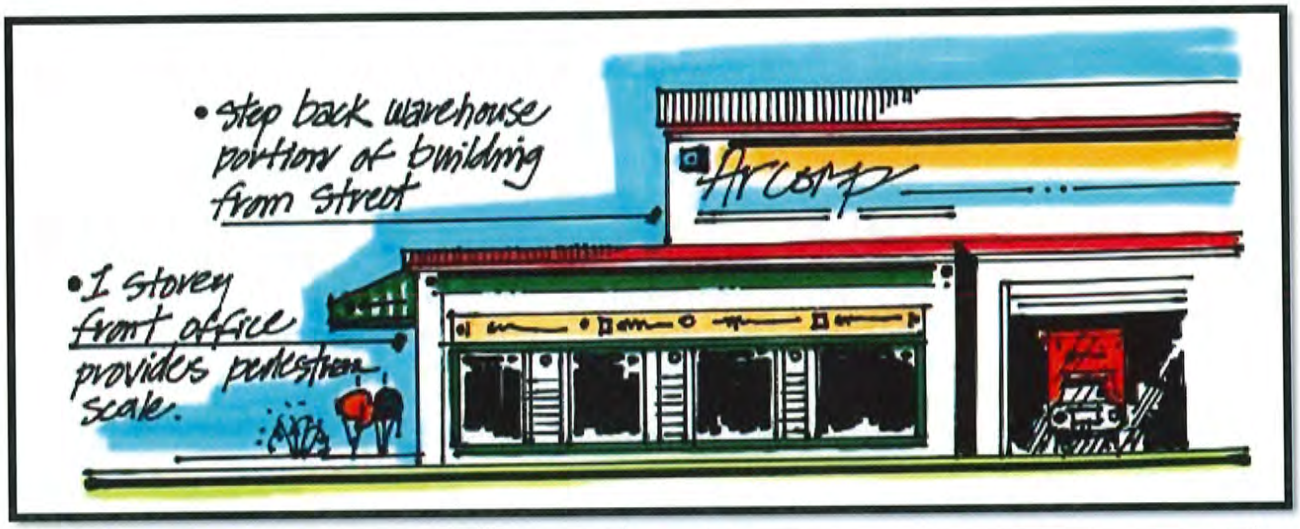
3.2.10.2 It is recommended that the front of the building be articulated with wall divisions, building setbacks/protrusions or punched windows to break up long wall surfaces and create interest and scale along the street front.

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.



Buildings shall be scaled appropriately and front 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.



Each building shall have an employee amenity area

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

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.

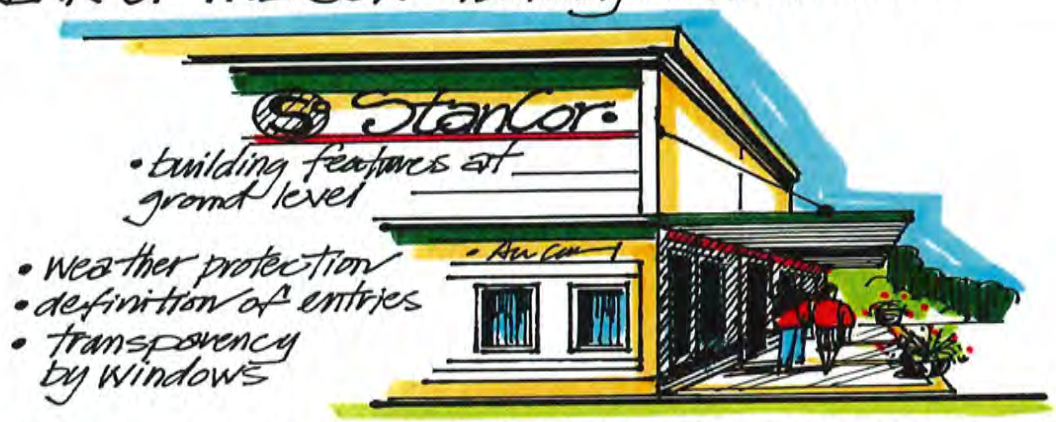
3.2.11.19 Canopy and awning systems depth should be maximized to provide greater weather protection, as well as reduce the scale impact of larger buildings.

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.



Signage should complement building design and placement

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.



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.

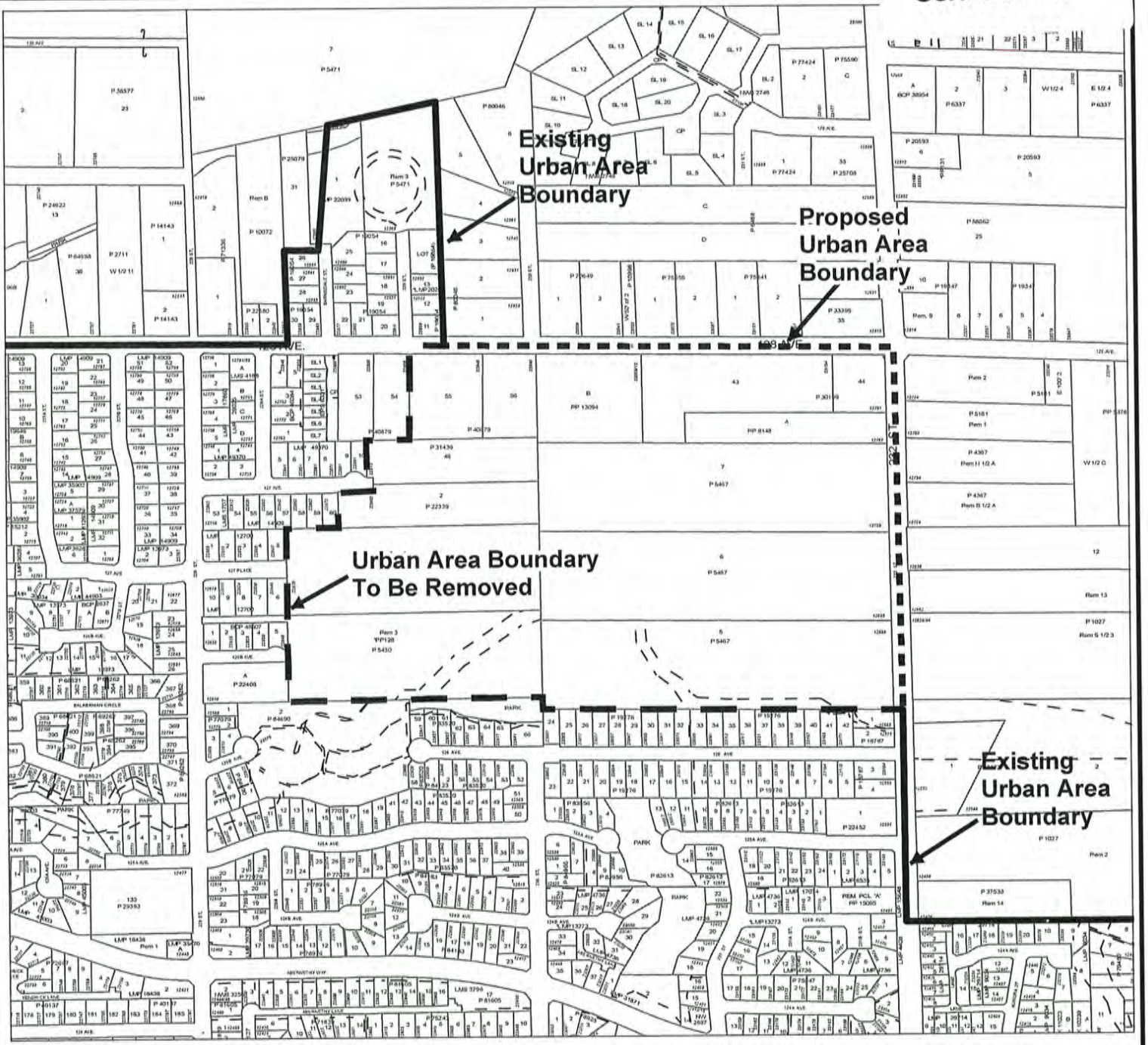
READ a third time the day of , 202X.

ADOPTED, the day of , 202X.

PRESIDING MEMBER

CORPORATE OFFICER

SCHEDULE 1



MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7735-2021

Map No. 1037

Purpose: To Amend the Urban Area Boundary as shown

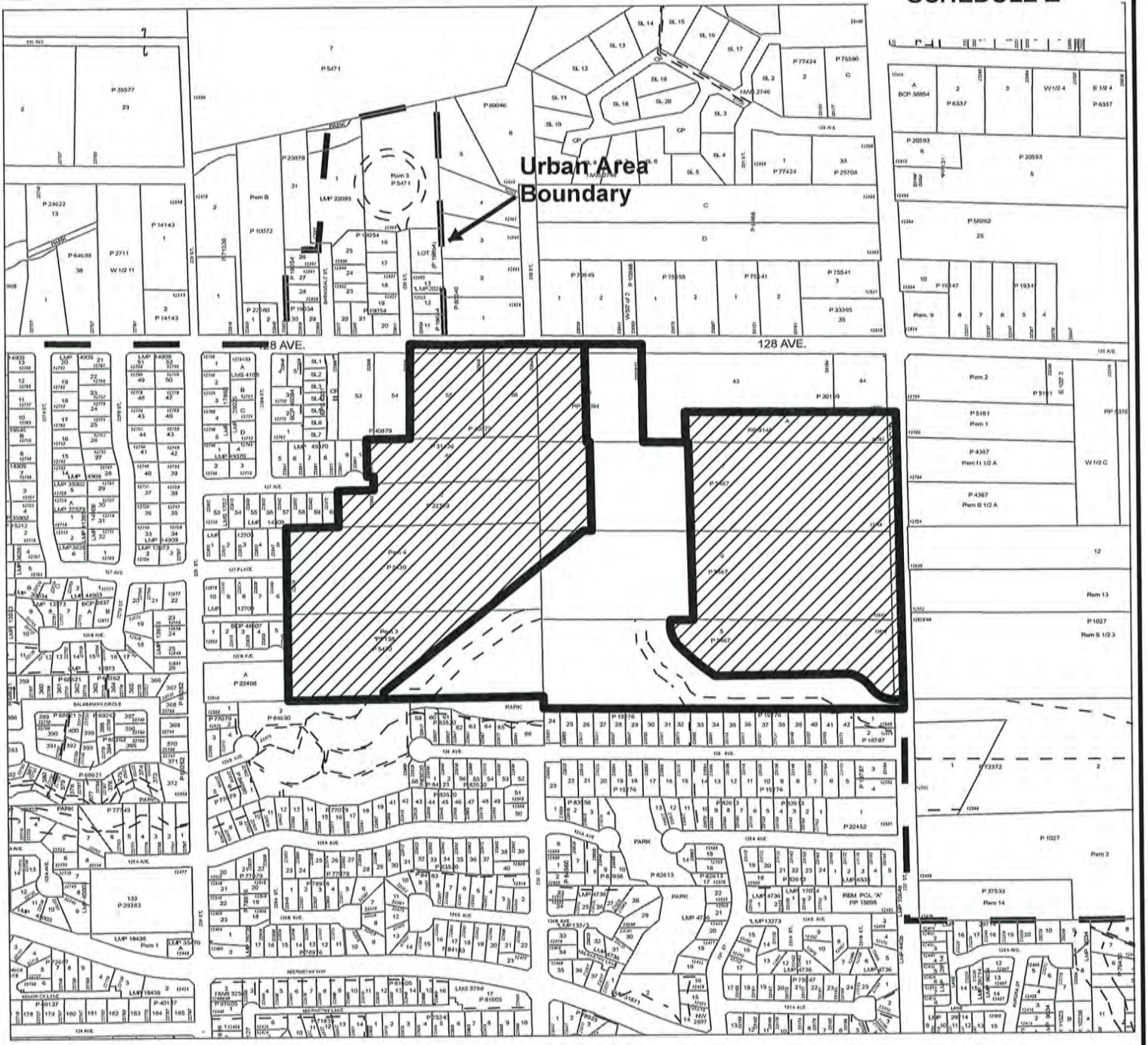
– – Remove Existing Boundary ▪▪▪▪ Add Proposed Boundary

MAPLE RIDGE
British Columbia

N

SCALE 1:6,500

SCHEDULE 2



MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7735-2021
Map No. 1038
From: Agricultural

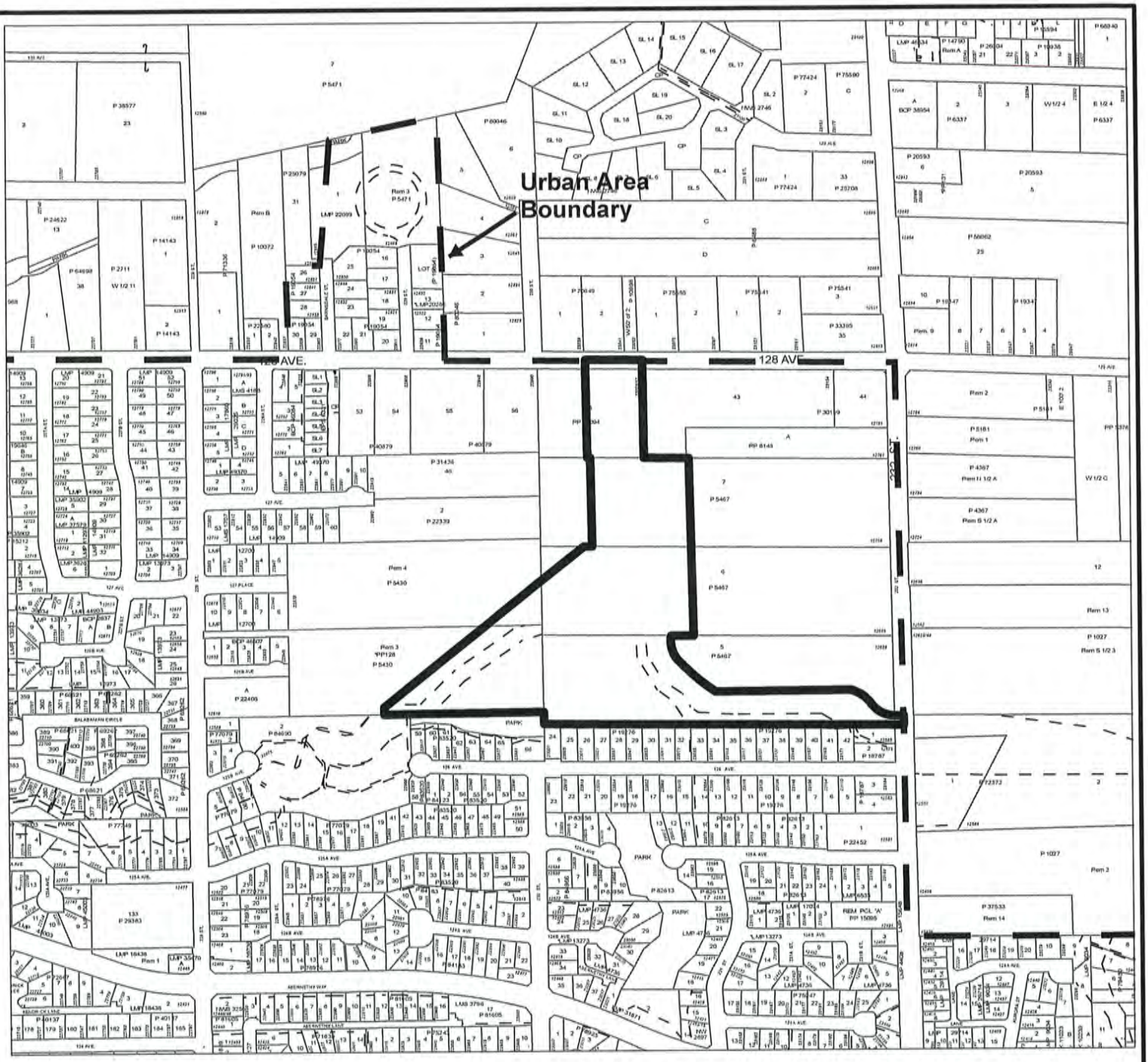
To: Industrial Conservation

MAPLE RIDGE
British Columbia

Urban Area Boundary

N

SCALE 1:6,500



MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7735-2021

Map No. 1039

Purpose: To Amend Schedule C as shown

From:

To: To Add To Conservation

MAPLE RIDGE
British Columbia

Urban Area Boundary

N

SCALE 1:6,500

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.

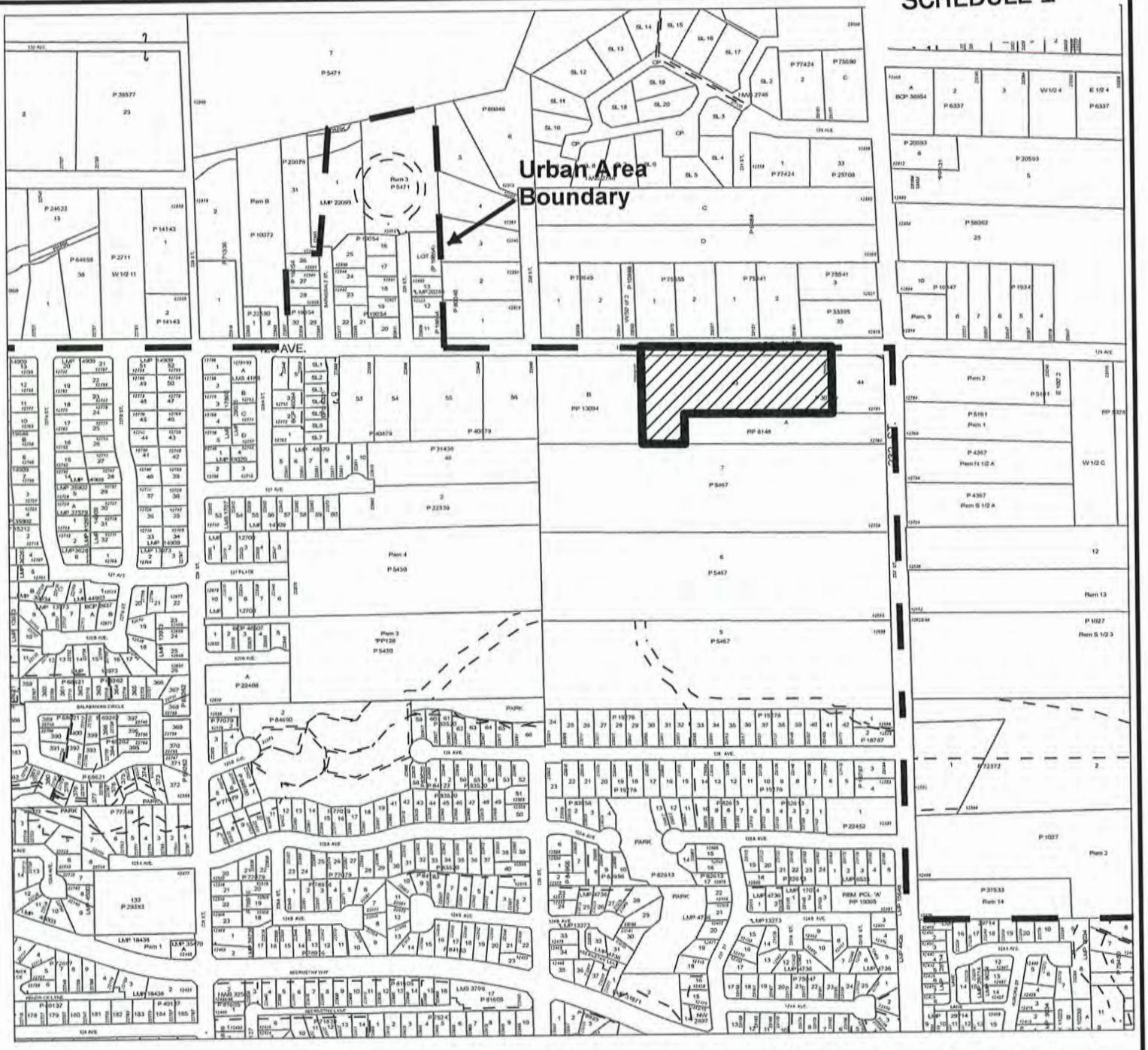
READ a third time the day of , 202X.

ADOPTED, the day of , 202X.

PRESIDING MEMBER

CORPORATE OFFICER

SCHEDULE 1



MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7838-2022

Map No. 1056

From: Agricultural

To: Industrial

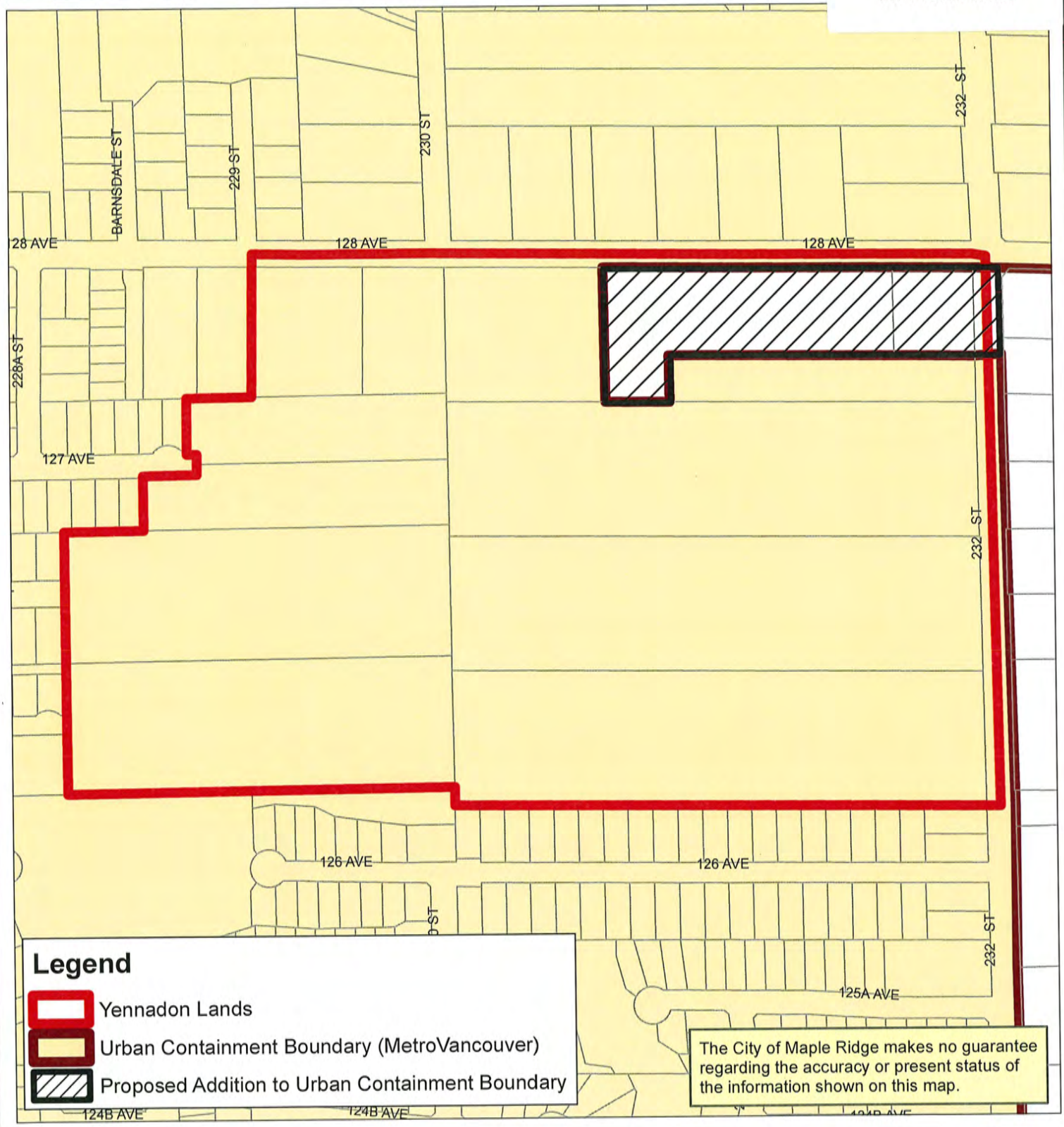
MAPLE RIDGE
British Columbia

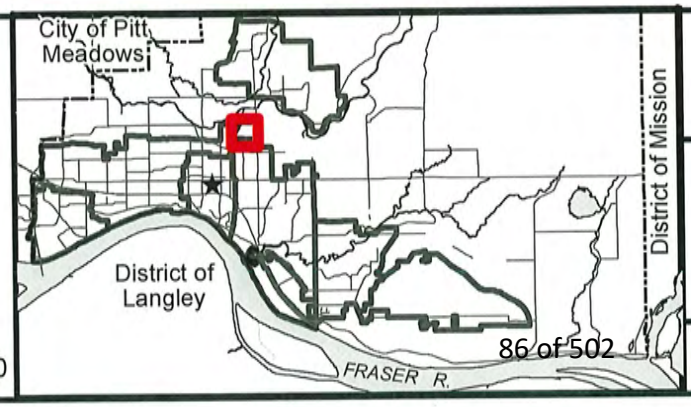
Urban Area Boundary

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SCALE 1:6,500

APPENDIX D





N

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
agrocowich@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

S. Lambie

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.

Regional Planning and Housing Services
Tel. 604 451-6635 or via Email
RPH-Regional Planning@metrovancouver.org

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
   - refering 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@metrovancouver.org.

Sincerely,

Carla Stewart, MCAHP, MCIP, RPP
Senior Planner, Regional Planning & Housing Services

JS/cs

48127578

BRITISH COLUMBIA

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

BRITISH COLUMBIA

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.

Ministry of Forests, Lands, Natural Resource Operations and Rural Development

Surface Water Authorizations
South Coast Natural Resource Region
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Suite 200, 10428 - 153 St
Surrey BC V3R 1E1
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Fax: (604) 586-4444

There is potential for flexibility by FLNROD 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. FLNRORD 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)
- 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.Elsliger@gov.bc.ca (with cc' to: WaterActReferrals.LowerMainland@gov.bc.ca)

Ministry of Forests, Lands, Natural Resource Operations and Rural Development

Surface Water Authorizations
South Coast Natural Resource Region
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School District 42
Maple Ridge & Pitt Meadows
Learning Today, Leading Tomorrow

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

School District No. 42 | Maple Ridge - Pitt Meadows
22225 Brown Avenue Maple Ridge, BC V2X 8N6
Phone: 604.463.4200 | Fax: 604.463.4181

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,

stefanieekeli

Stefanie Ekeli
Planner, Partner Planning

Attachments: TransLink's TDM Guidelines for New Developments in Metro Vancouver

MAPLE RIDGE
British Columbia
mapleridge.ca

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

MAPLE RIDGE
British Columbia
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 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

MAPLE RIDGE
British Columbia
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

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

MAPLE RIDGE
British Columbia
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

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,

Evans A. Frimpong

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



Ione Smith, Panel Chair

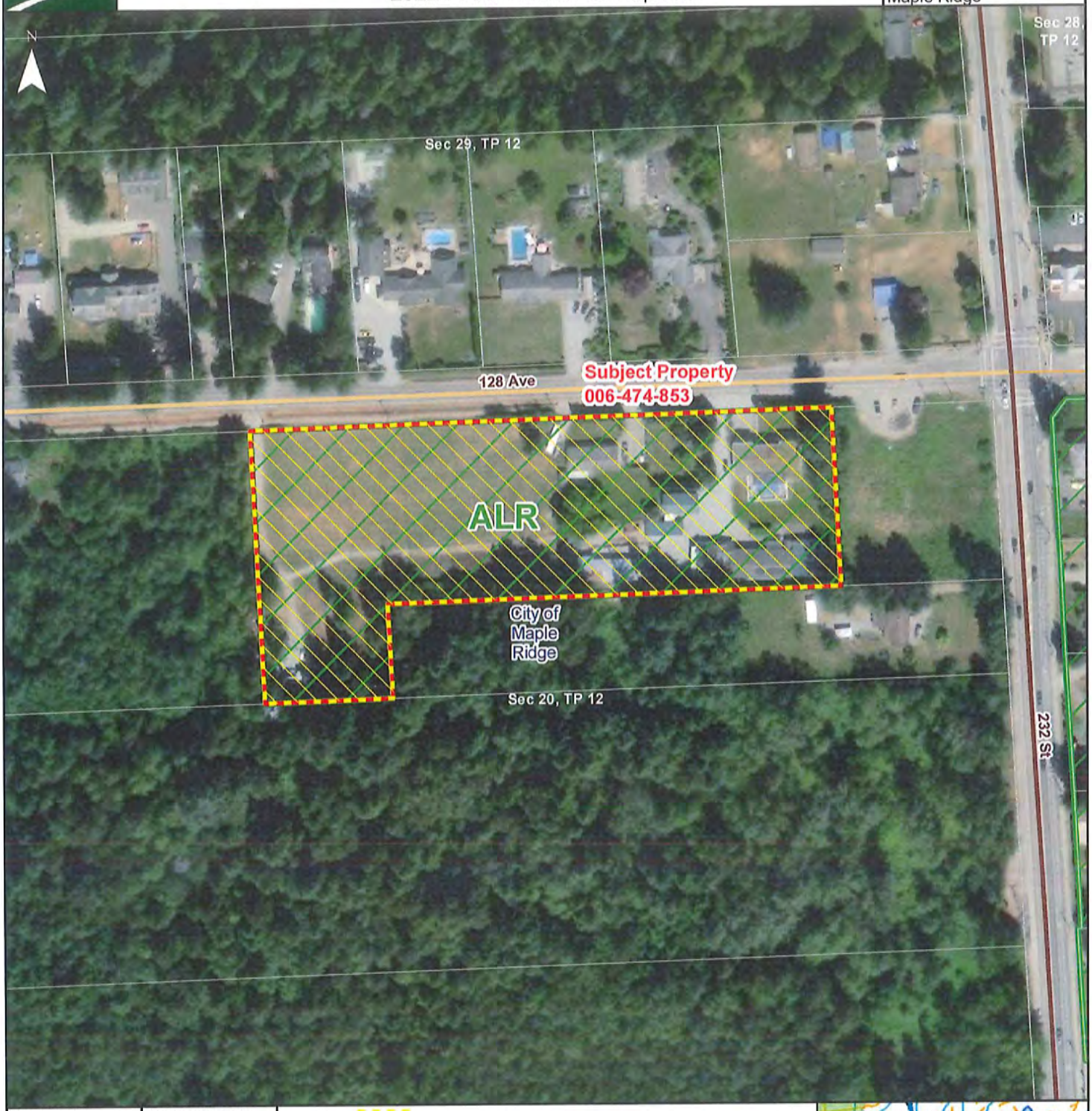
On behalf of the South Coast Panel

Schedule A: Decision Map

2022 ESRI / Maxar Orthophoto

MAPSHEET NO: 92G.028

LOCAL GOVERNMENT: Maple Ridge



ALC FILE NO:	RESOLUTION NO:
66390	307/2023

MAP PRODUCED: June 15, 2023

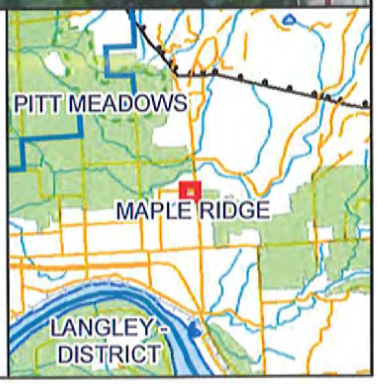
MAP SCALE: 1:2,000

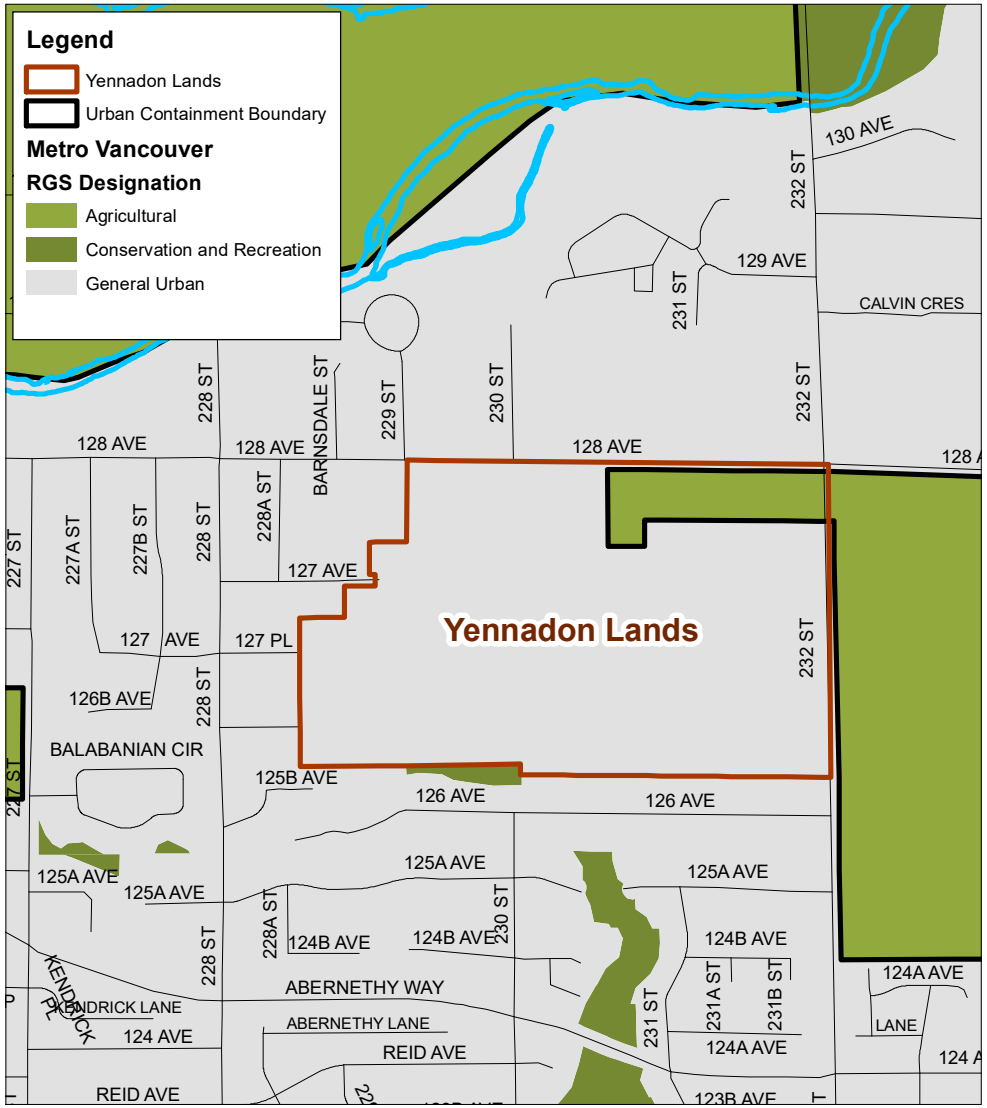
DATA SOURCES & NOTES:
ALC, BCGW & ESRI / Maxar.
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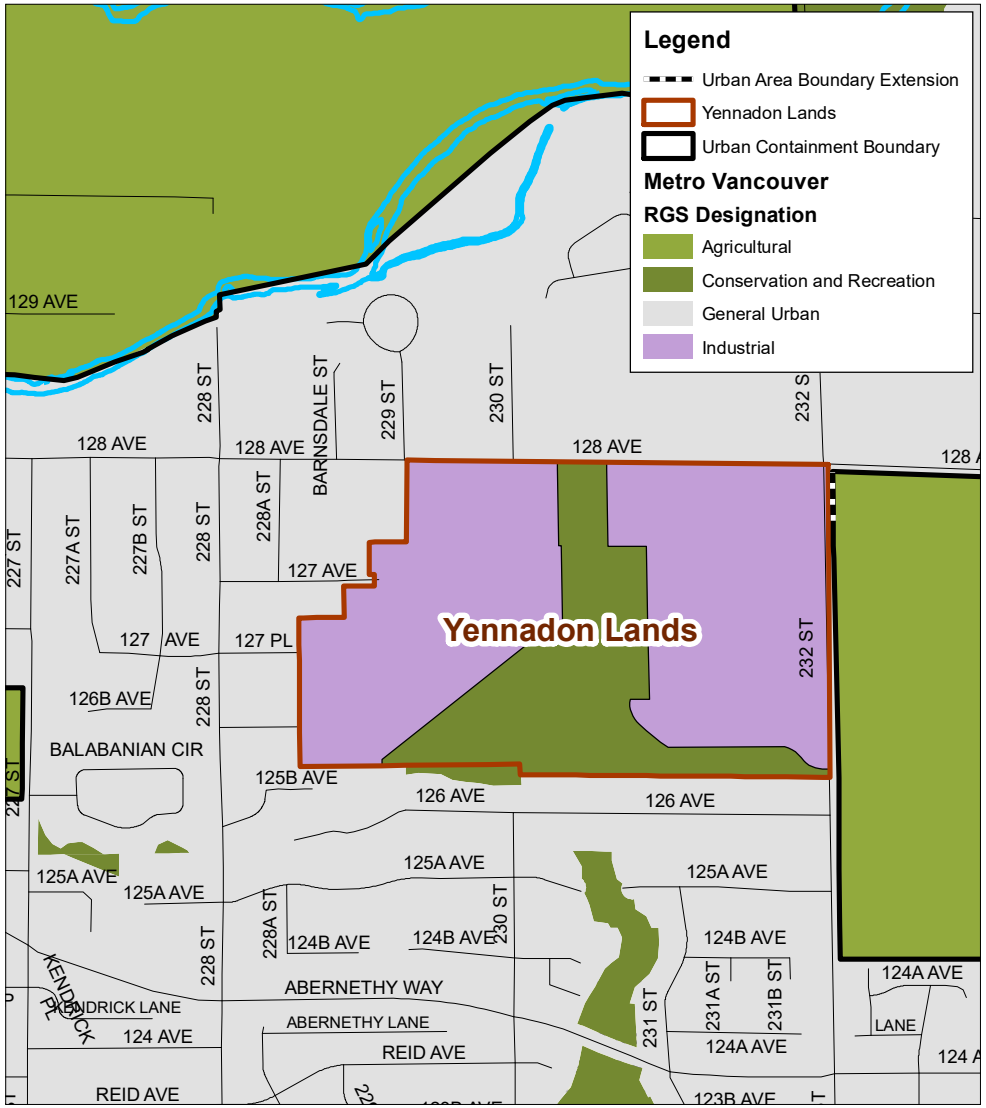
Map for reference only. Accuracy not guaranteed.

- Conditionally Approved Exclusion Area
- Subject Property
- Agricultural Land Reserve
- PMBC Parcel Cadastre

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Metres

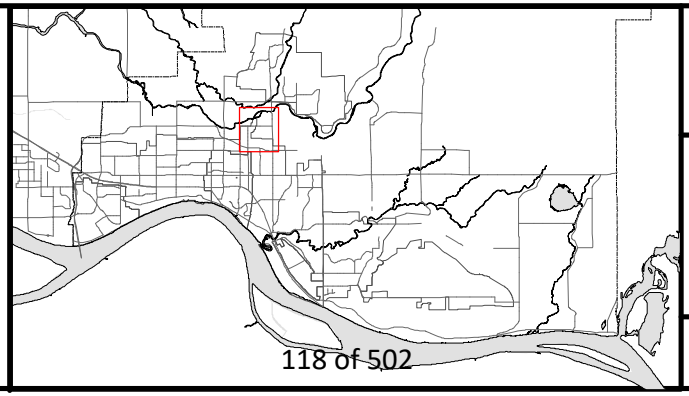






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Scale: 1:10,000



Proposed Urban Containment Boundary And RGS Designation Amendment

PLANNING DEPARTMENT

MAPLE RIDGE British Columbia

mapleridge.ca

FILE: MetroVanUCBAmendment.mxd

DATE: Aug 24, 2023 BY: DT

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.

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Please direct further correspondence with respect to this application to ALC.SouthCoast@gov.bc.ca

Yours truly,



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

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ANALYSIS AND FINDINGS

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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:

(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



Ione Smith, Panel Chair

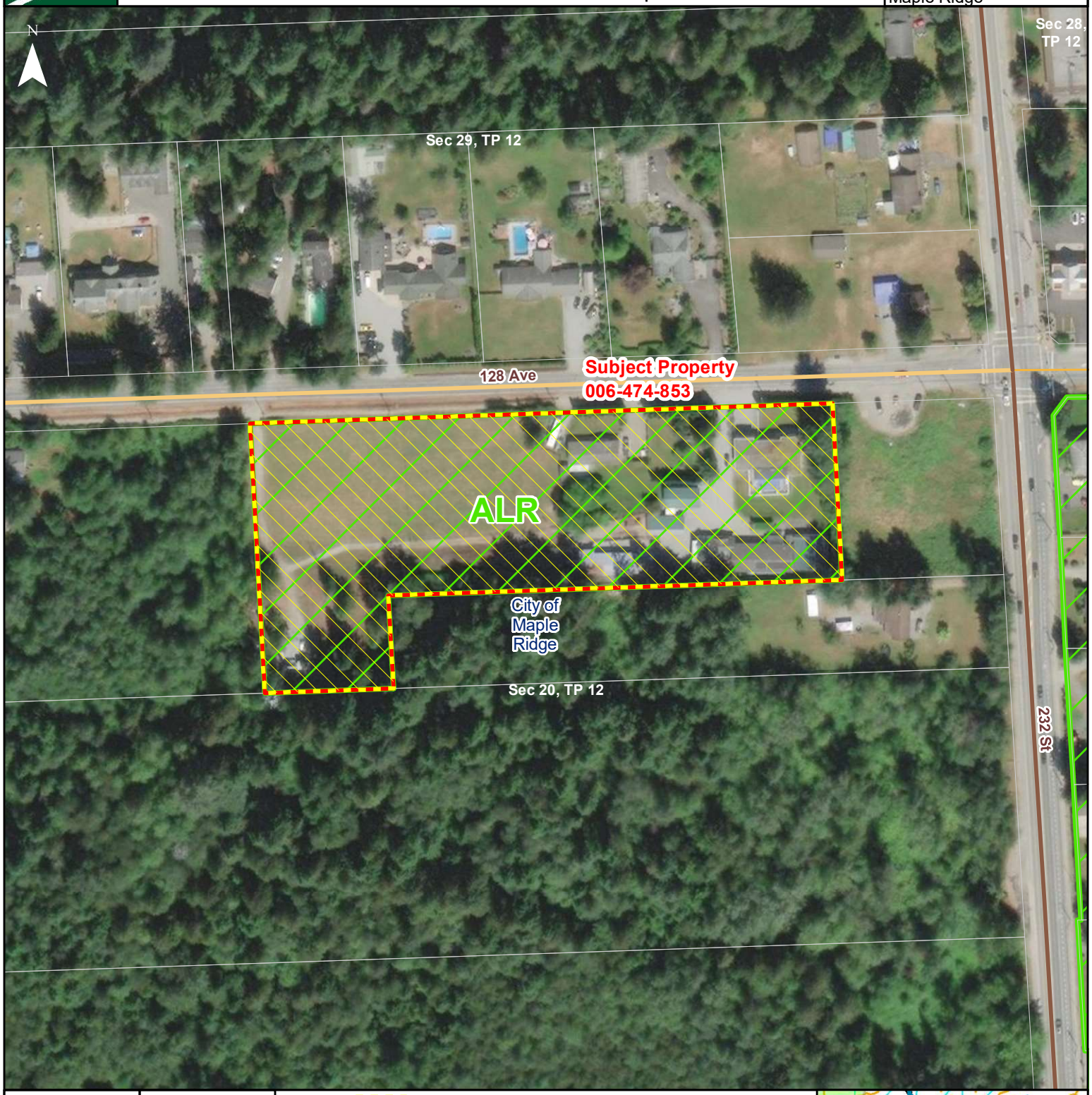
On behalf of the South Coast Panel

Schedule A: Decision Map

2022 ESRI / Maxar Orthophoto

MAPSHEET NO: 92G.028

LOCAL GOVERNMENT: Maple Ridge



ALC FILE NO:	RESOLUTION NO:
66390	307/2023

MAP PRODUCED: June 15, 2023

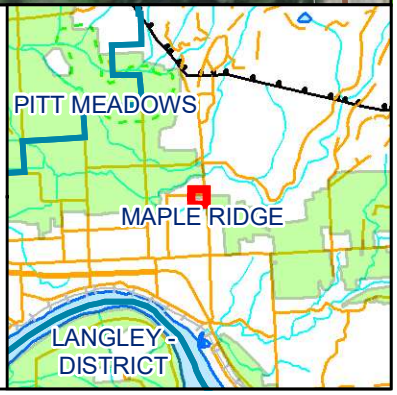
MAP SCALE: 1:2,000

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

0 20 40 60 80 100
Metres



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
002-061-651	LOT 4, PLAN NWP5430, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT, EXCEPT PLAN 23424, LMP12700
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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 '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 _____, _____.

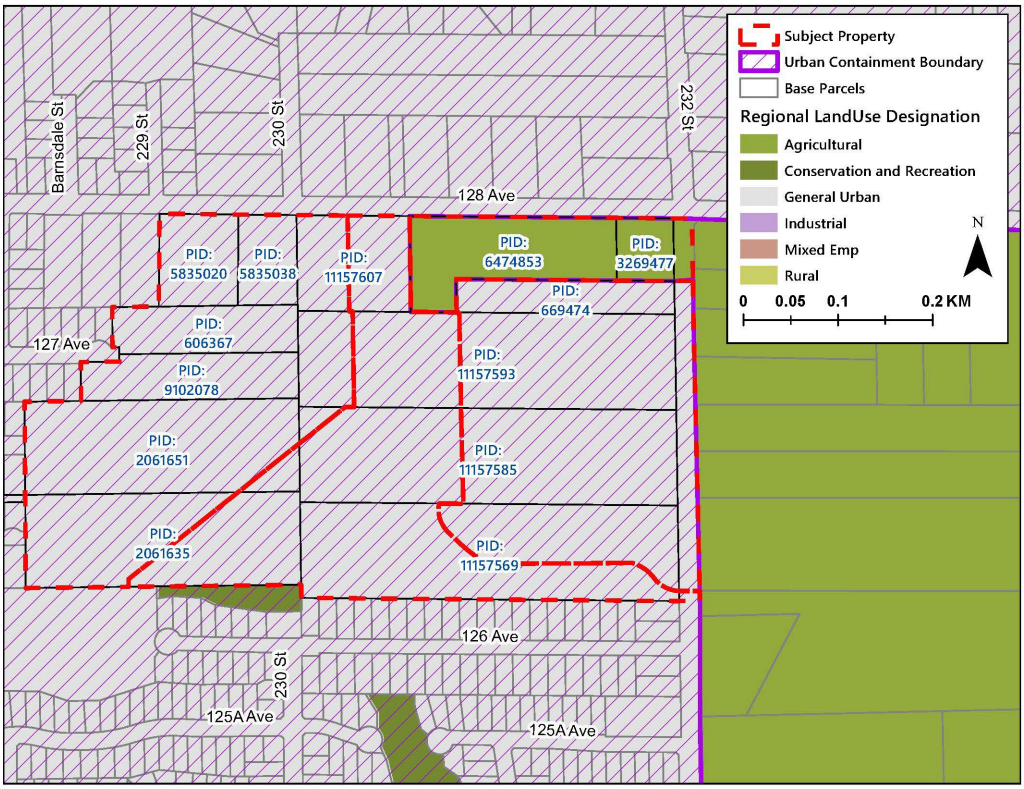
Adopted this _____ day of _____, _____.

George V. Harvie, Chair

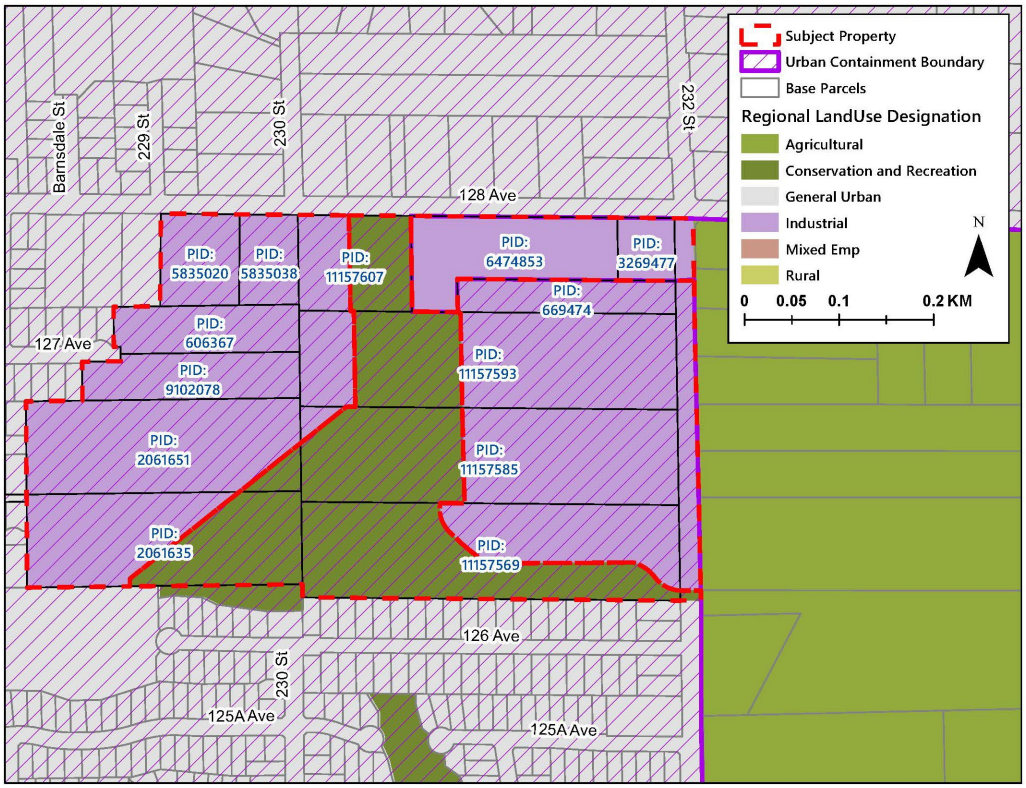
Dorothy Shermer, Corporate Officer

Schedule A
Subject Properties

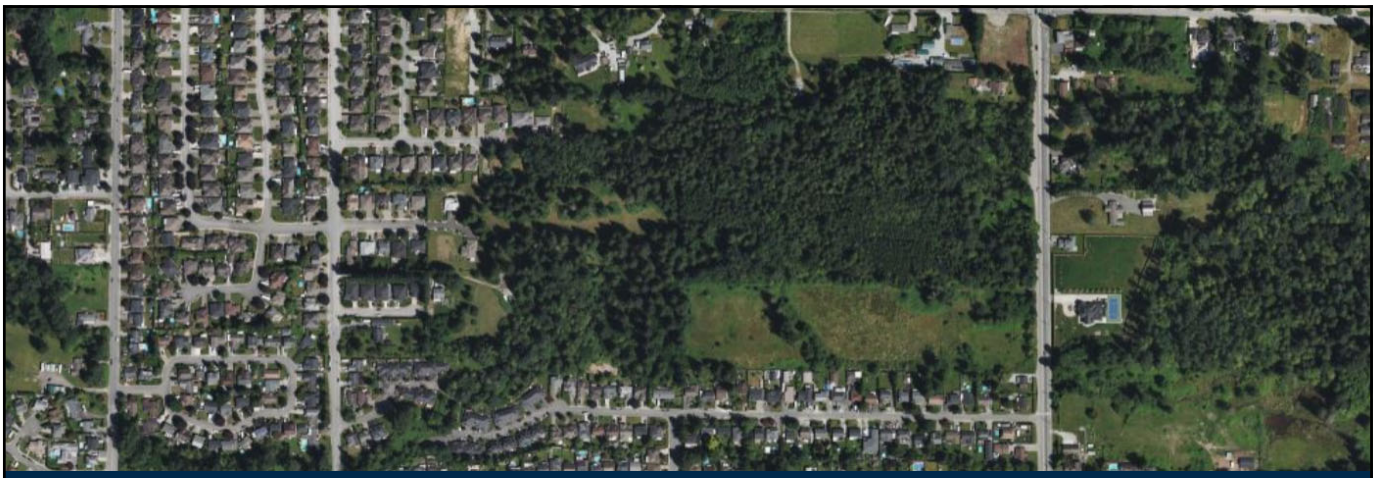
Prior to Amendment



Post Amendment



E2 ATTACHMENT 5



Metro 2050 Type 2 Proposed Regional Land Use Amendment

YENNADON LANDS

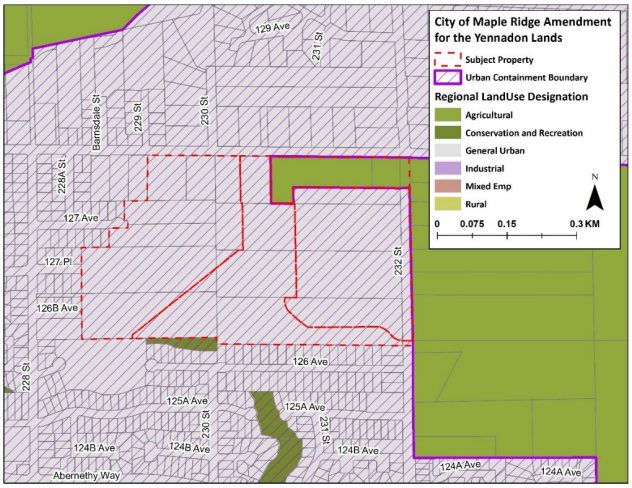
Victor Cheung
Senior Policy & Planning Analyst, Regional Planning and Housing Services

metrovancouver

Regional Planning Committee

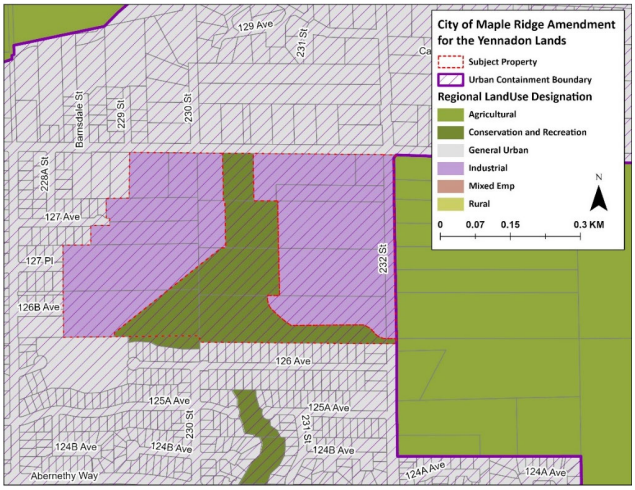
REGIONAL LAND USE DESIGNATIONS

- Designated General Urban and Agricultural in Metro 2050
- Lands to the north, west, and south are designated General Urban
- Lands east are designated Agricultural



PROPOSED AMENDMENT

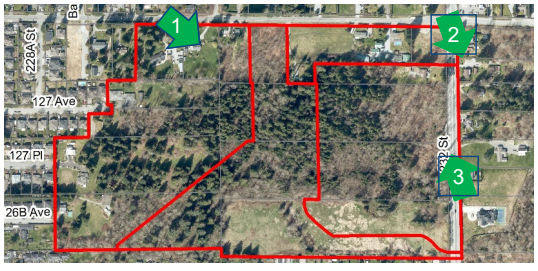
- From General Urban and Agricultural to Industrial and Conservation and Recreation
- Adjust the Urban Containment Boundary to include two properties (~2 ha)
- Type 2 amendment



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:

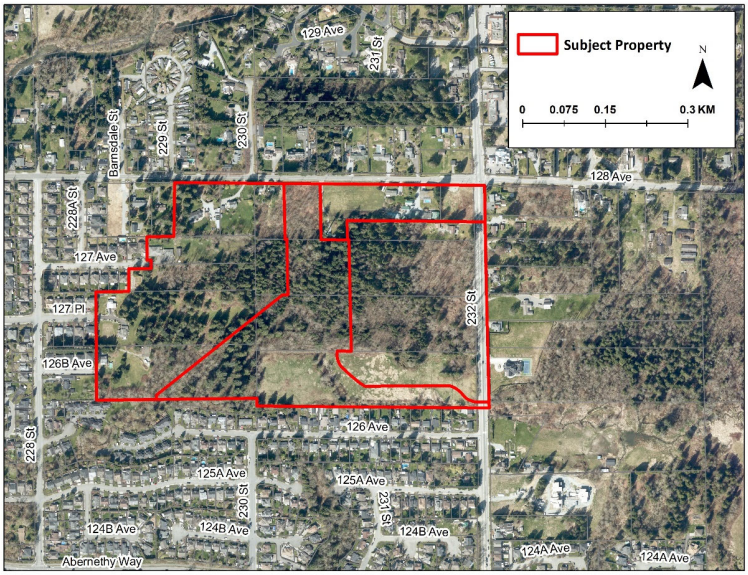
a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to General Urban for the lands located at 11420 – 157A Street ;

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: 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

62128611

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 jurisdictions[1] 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			
Policy 2.2.9	**Section**	**Policy Text**	**Guidance For Member Jurisdictions Responding to Applicable OCP Policies:**
	Adopt Regional Context Statements that:		
	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	*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.*
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	*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*
	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	*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.*

		those identified within the regional growth strategy (Table 5)	

FOR INDUSTRIAL LANDS

Strategy 2.2 Protect the supply and enhance the efficient use of industrial land			
Policy 2.2.9	**Section**	**Policy Text**	**Guidance For Member Jurisdictions Responding to Applicable OCP Policies:**
	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	*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.* *The types and definitions of industrial activities are evolving and becoming more diverse.* *Conventional industrial land uses are defined as:* • *Light and heavy industrial production (e.g. cement manufacturing, food and beverage manufacturing, furniture manufacturing, metalwork and fabrication, sawmills)* • *Distribution (e.g. warehousing, industrial storage, freight trucking, intermodal couriers)* • *Repair (e.g. autobody shops, truck and trailer repair, consumer goods repair)* • *Construction materials and equipment (e.g. building supplies and specialty trade contractors, heavy equipment rental and leasing)* • *Infrastructure (e.g. public utilities such as wastewater treatment facilities and pumping stations, works yards, rail / port terminals)* • *Outdoor storage activities (e.g. container storage)* • *Wholesale (e.g. merchant and logistics wholesalers)* *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*

			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.
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	*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.* *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.*
	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	*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.* *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.* *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.*

	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	*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.* *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.* *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.* *Actions to support industrial intensification / densification include:* • *removing any unnecessary restrictions to density or height limits, where contextually appropriate;* • *planning the space to accommodate new, smaller industrial uses when older, centrally located industrial areas densify;* • *allowing mixing of industrial with other employment uses so long as the industrial component is secured as a condition of redevelopment; and* • *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.*

	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	*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.* *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.*
	vi)	explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	*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.* *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.* *Land use plans and economic development strategies should be mutually supportive of the industrial economy and workforce.*
	vii)	provide infrastructure and services in support of existing and expanding industrial activities	*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.* *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,*

			while providing a roadmap to achieve economic goals for industrial lands. *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.* *Bring-to-market strategies for industrial lands can include:* • *assessing the strengths, weaknesses, opportunities and challenges facing the development of vacant industrial land;* • *identifying opportunities to encourage reinvestment and more intensive use of existing industrial lands;* • *whether municipal assembly and consolidation of fragmented parcels may be required, or is feasible, in order to bring the lands to market;* • *if environmental remediation is required and if current programs are sufficient to facilitate the required degree of site remediation; and* • *if local servicing and infrastructure improvements are required and can be accommodated through front-ending infrastructure investments or cost-sharing agreements.*
	viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses	*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.*
	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	*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.* *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*

			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. *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 transitionary 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.*

TRADE-ORIENTED LANDS OVERLAY ON INDUSTRIAL LANDS

Strategy 2.2 Protect the supply and enhance the efficient use of industrial land			
Policy 2.2.9	**Section**	**Policy Text**	**Guidance For Member Jurisdictions Responding to Applicable OCP Policies:**
	Adopt Regional Context Statements that:		
	b)	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	*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.* *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.* *The scope for this overlay is as follows:* • *Only applicable to lands designated 'Industrial' in the regional growth strategy, and municipally-designated 'Industrial' and/or municipally-zoned 'Industrial'.* • *Associated with transportation modes including ocean-shipping-, short-sea shipping, rail-, airport-, and truck-related.* • *'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.*

		subdivisions on these lands should not be permitted;	• *Can include lands that already have some strata tenure buildings, however no more stratification is intended.*
			• *Identify and protect both current and/or intended trade-oriented lands / uses.*
			More specifically, trade-oriented lands overlay is defined as follows:
			• *Generally meet the following criteria, either current or intended activities / routes (noting each has multiple aspects):*
			  ○ *Trade / Transportation Activity - import and/or export of goods*
			  ○ *Sources / Destinations - provincial, national, and international*
			• *Generally meet the following criteria, either current or intended facilities / infrastructure:*
			  ○ *Facilities / Infrastructure - terminals / transportation infrastructure, off-dock logistics, inter-modal, trans-loading / cross-docks, distribution centres, container handling, and accessory uses*
			• *With 'close' vicinity or 'good' accessibility of the following criteria (which may vary by location, destination, facility, travel mode, or a combination thereof):*
			  ○ *Location / Proximity - straight-line distance or trip travel time to port terminals, rail yards, airport, highway interchanges, inter-modal facilities*
			• *With consideration of site / area / district size that ensures reasonable functionality, operational scale, or critical mass for operations:*
			  ○ *Site / Area Size - minimum size, depending on situation*
			• *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:*
			  ○ *Land Attributes - topography, water-lot frontage, soil conditions, flood risks, ownership, surrounding uses*

	c)	include policies for Industrial lands that:	
	x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands.	*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.*

			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.

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	*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.*
ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy	*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.* *The official community plans and zoning bylaws should control uses accordingly.*
iii)	support the objective of concentrating larger- scale	*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*

	commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	*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.)* *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.*
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	*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.* *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.* *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.*

		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.

RESIDENTIAL USES ON EMPLOYMENT LANDS

Strategy 2.2 Protect the supply and enhance the efficient use of industrial land			
Policy 2.2.9	**Section**	**Policy Text**	**Guidance For Member Jurisdictions Responding to Applicable OCP Policies:**
	Adopt Regional Context Statements that:		
	d)	include policies for Employment lands that:	
	v)	do not permit residential uses, except for: • an accessory caretaker unit; or	*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.*
	v)	do not permit residential uses, except for: • 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	*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.* *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).*

		municipal objectives and local context.	*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.*

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
• Light and heavy industrial production • Distribution • Repair • Construction materials and equipment • Infrastructure • Outdoor storage • Wholesale
EMPLOYMENT
• 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
• 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
• 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	• Production/Distribution/Repair (PDR) • Warehousing/Logistics • Manufacturing • Port	Anywhere
	More shift workers	Throughput / Value of production	• PDR • Manufacturing • Warehousing/Logistics • Port	Anywhere
	Other efficiencies: Custom or purpose built for specific business	Dependent on sector and form of intensification	• PDR • Warehousing/Logistics • Port	Anywhere
Building Design Modifying design to intensify production 	Larger buildings	Building size / Site coverage	• Warehousing/Logistics	Highway / port / intermodal yard access
	Higher bay ceilings	Building height	• Warehousing/Logistics	Highway / port / intermodal yard access
	Parking above or below grade	Floor Area Ratio	• PDR • Warehousing/Logistics	High value land with frequent transit
	Multi-level industrial buildings	Floor Area Ratio	• PDR	High value land with frequent transit

Land Uses Modifying uses to increase efficiency 	Co-locating related industrial uses	Throughput / Value of production	• PDR • Manufacturing • Warehousing/Logistics	Anywhere
	Multi-level industrial buildings with additional related accessory uses (i.e. same business)	Throughput / Value added / Jobs per area	• 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	• 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 residents[1] 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 Westminster, 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.

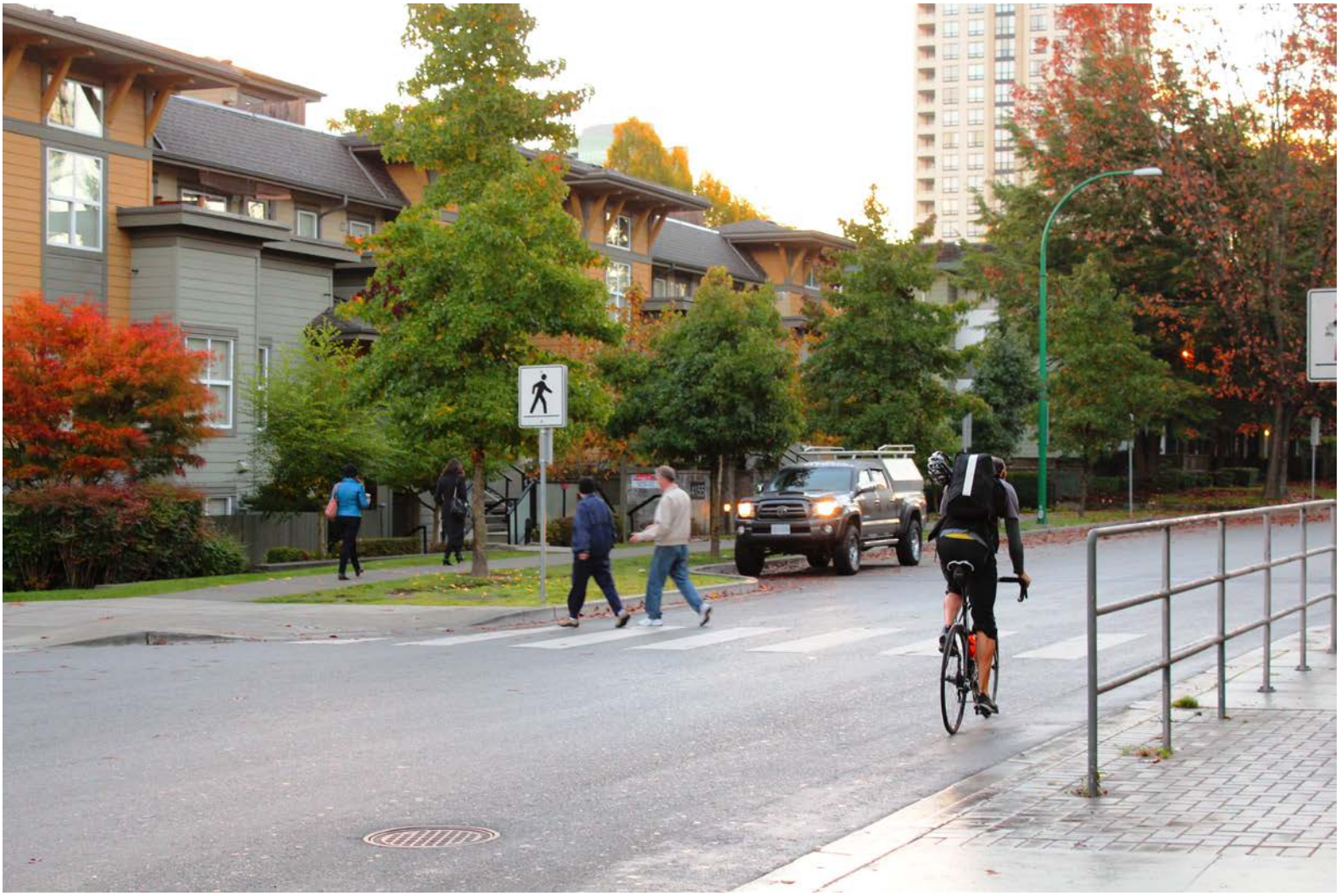
ATTACHMENTS

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

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Metro Vancouver Resident and Immigrant Behaviour Model

Phase One and Two Study Outcomes

January 3, 2024

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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 residents[5] 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

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[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 suburbs[8] 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 goals[10] — 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]

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[18] The Housing Crisis in Canada | Leger (leger360.com)
[19] Statistics Canada, 2021 Census of Population (statcan.gc.ca)
[20] Regional Planning Committee Agenda Package - February 7, 2020 (metrovancouver.org)
[21] Regional Planning Committee Presentation - February 7, 2020 (metrovancouver.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 residents[27] and immigrants[28] — 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] emigrant[32]) 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.

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[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 income[36], 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]

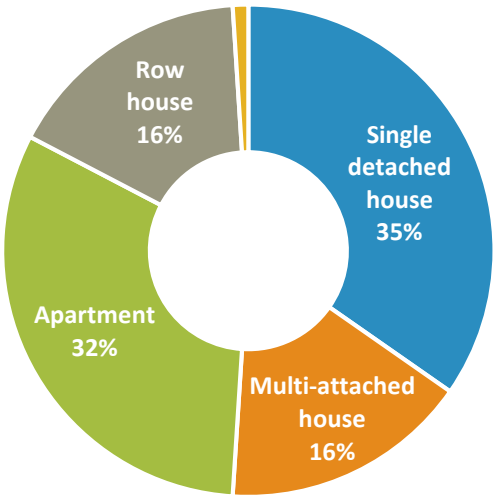


Figure 1. Distribution of preferred housing type (%) for resident survey respondents (Phase Two).

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

[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).

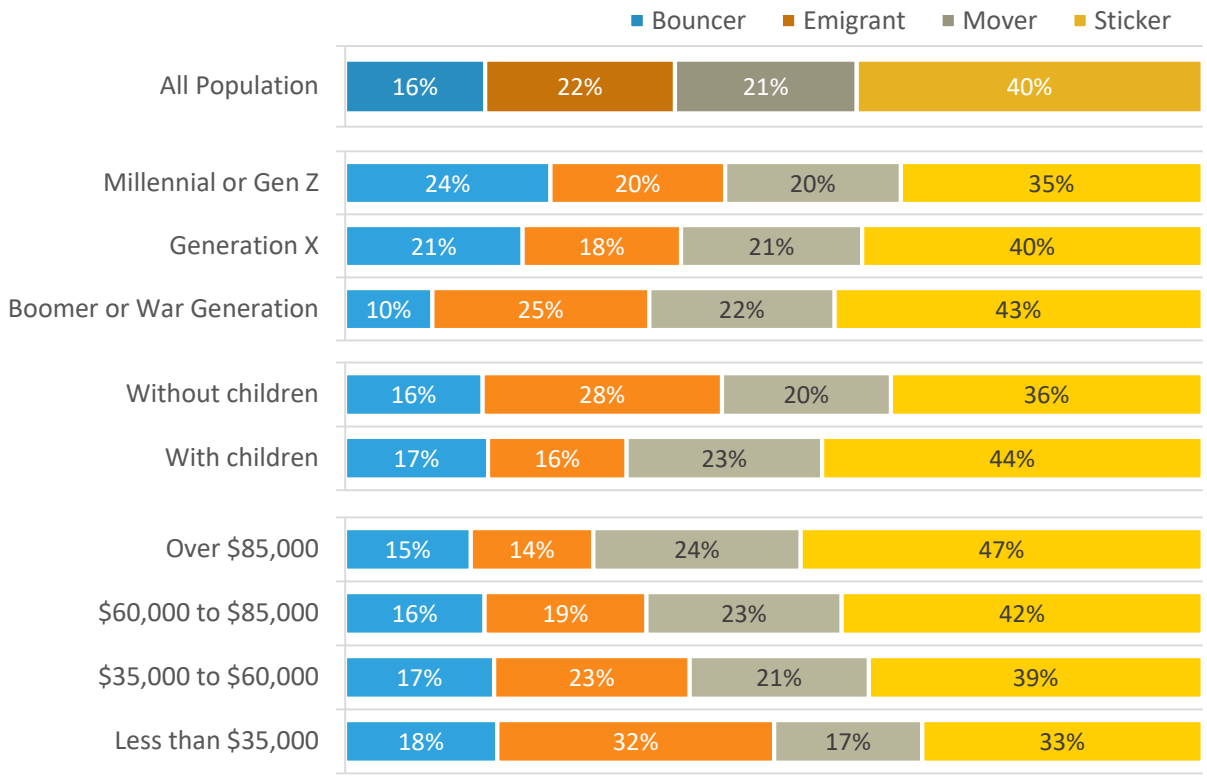


Figure 2. Distribution of Metro Vancouver residents of each behavior type (bouncer, emigrant, mover, sticker) per generation, household composition, and annual household income group. Based on Phase One analysis; income tax records as source data, for which multiple annual records may represent a single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

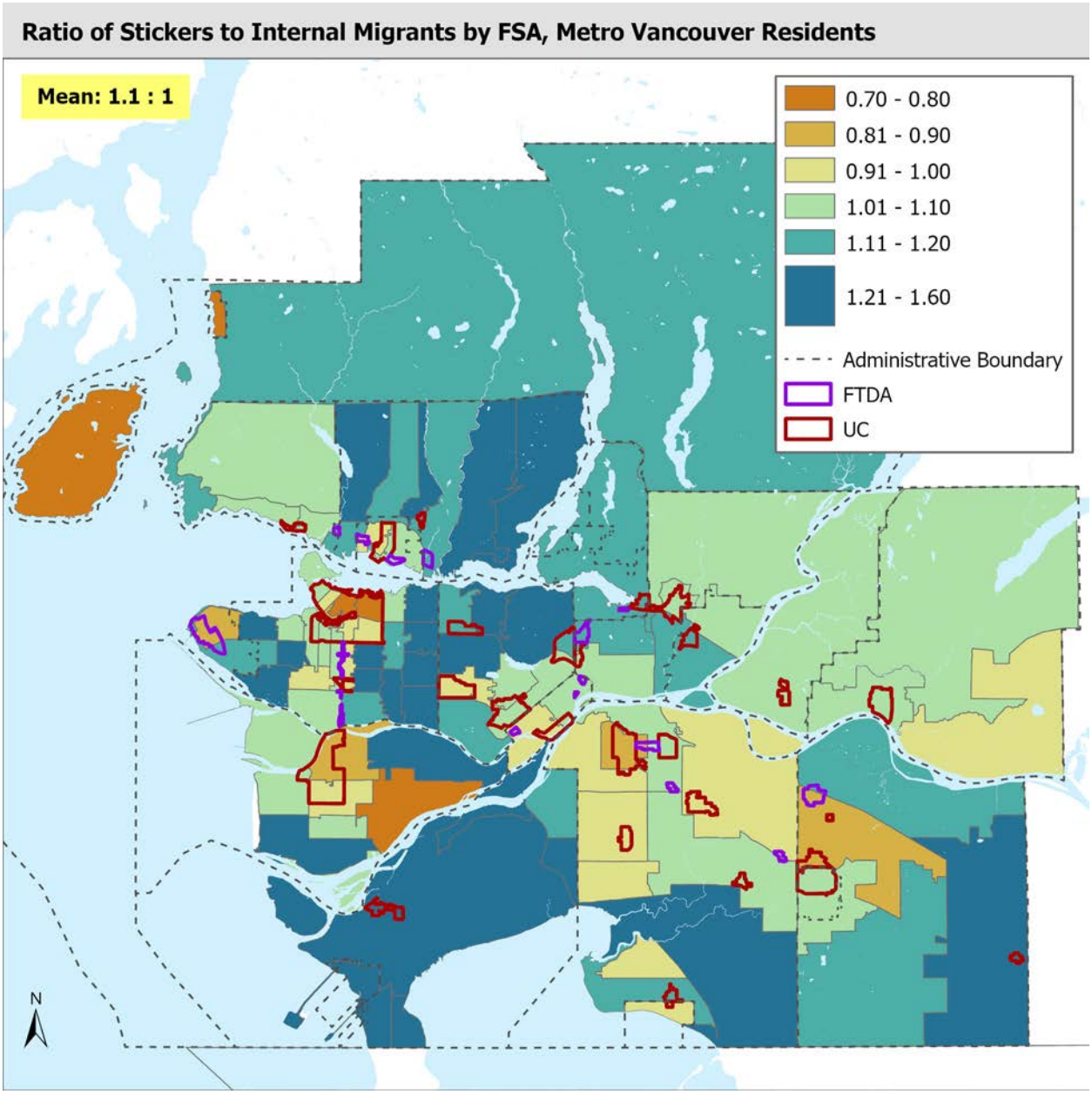


Figure 3. Map of the ratio of residents that stick to a single location (i.e., stickers) versus those that internally migrate within the region (i.e., internal migrants; movers and bouncers), per Forwarding Sortation Area (FSA), in Metro Vancouver, 2000-2018. FTDA refers to Frequent Transit Development 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.

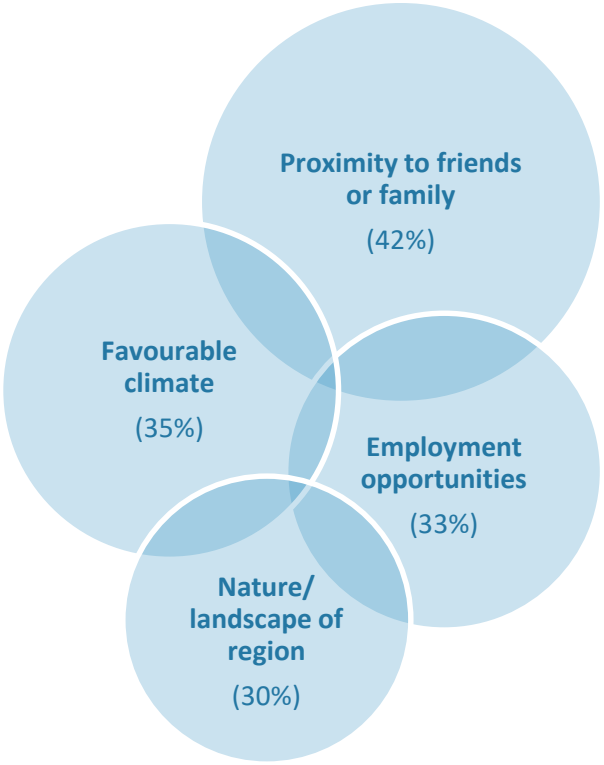


Figure 4. Key motivations to live in Metro Vancouver for resident survey respondents (Phase Two).

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

[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).

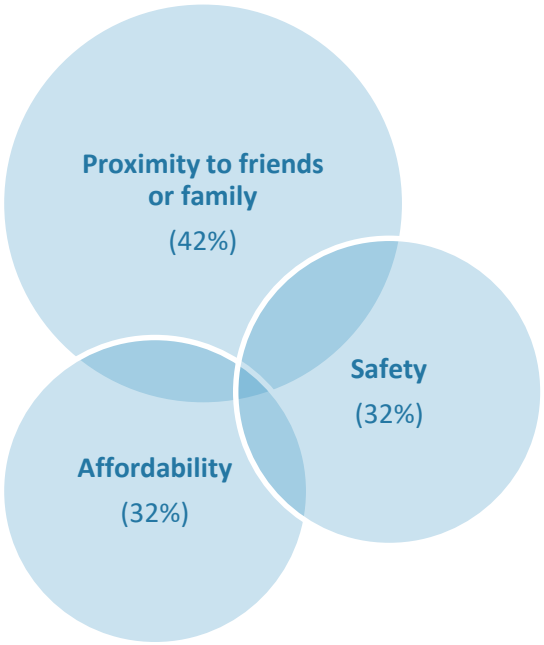


Figure 5. Key motivations to live in their current residence and neighbourhood for resident survey respondents (Phase Two).

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 Westminster — 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).

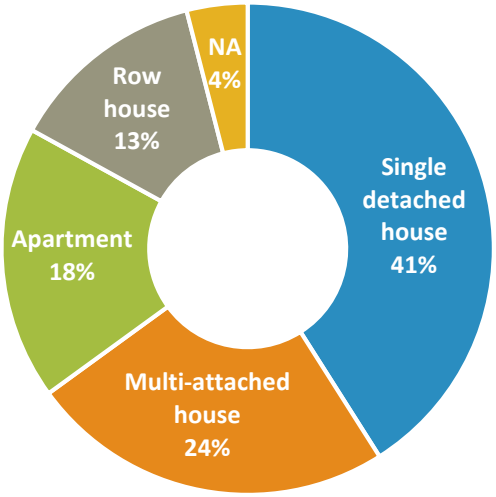


Figure 6. Distribution of preferred housing type (%) for resident survey respondents (Phase Two).

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.

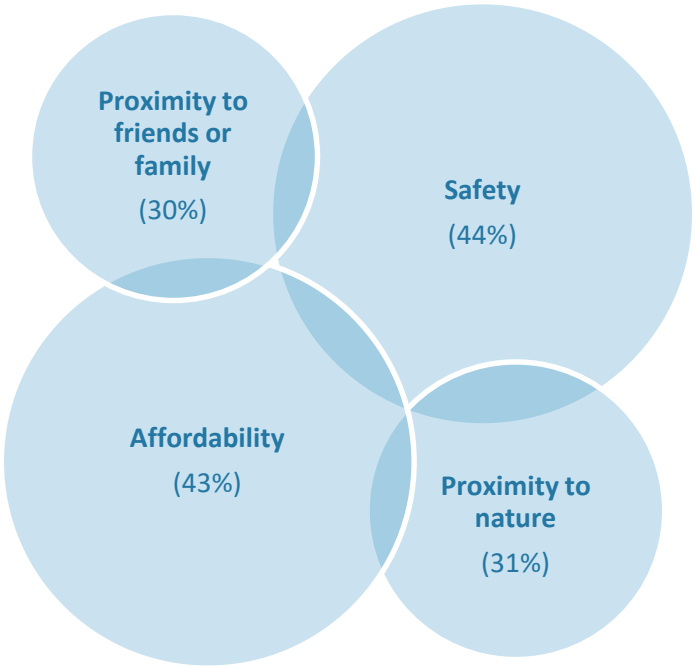


Figure 7. Key characteristics of an ideal residence and neighbourhood for resident survey respondents (Phase Two).

[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.

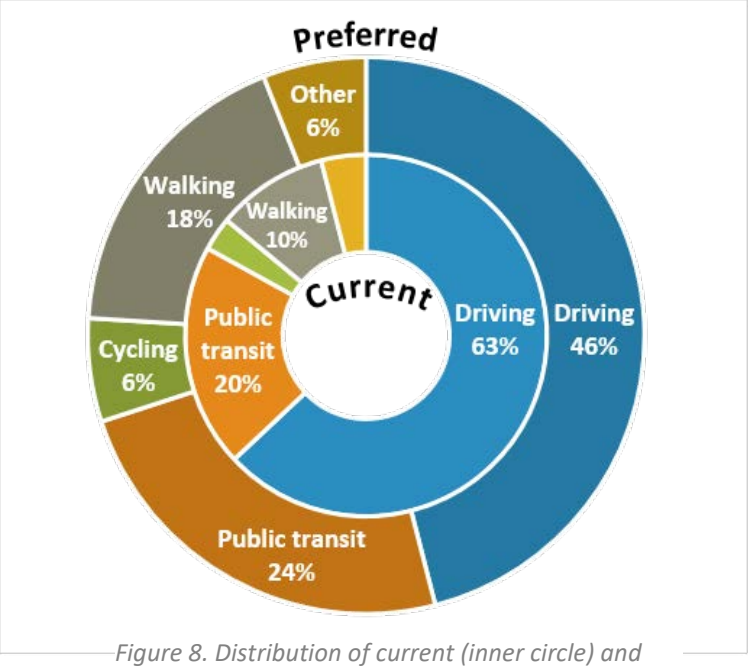


Figure 8. Distribution of current (inner circle) and preferred (outer circle) modes of transportation to work for resident survey respondents (Phase Two).

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)

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.

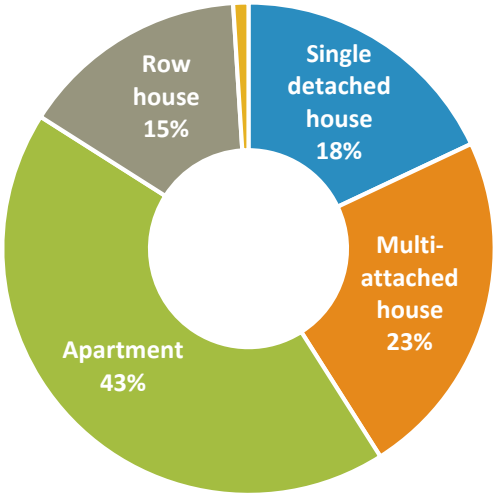


Figure 9. Distribution of preferred housing type (%) for resident survey respondents (Phase Two).

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

[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.

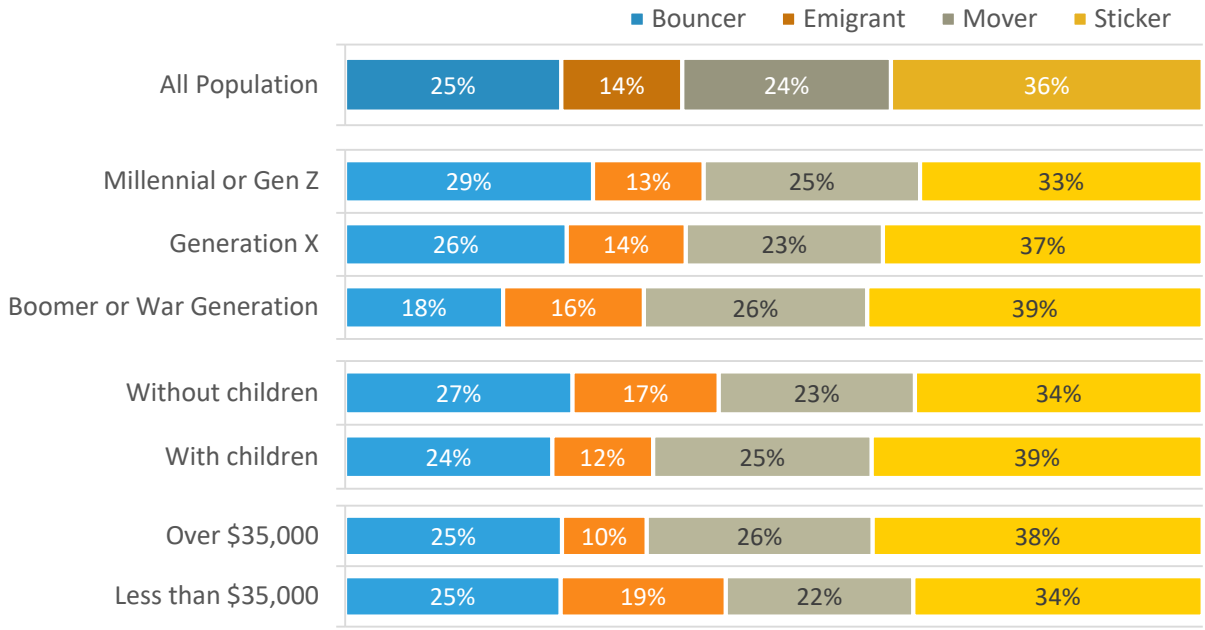


Figure 10. Distribution of Metro Vancouver immigrants of each behavior type (bouncer, emigrant, mover, sticker) per generation, household composition, and household income groups. Based on Phase One analysis; income tax records as source data, for which multiple annual records may represent a single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

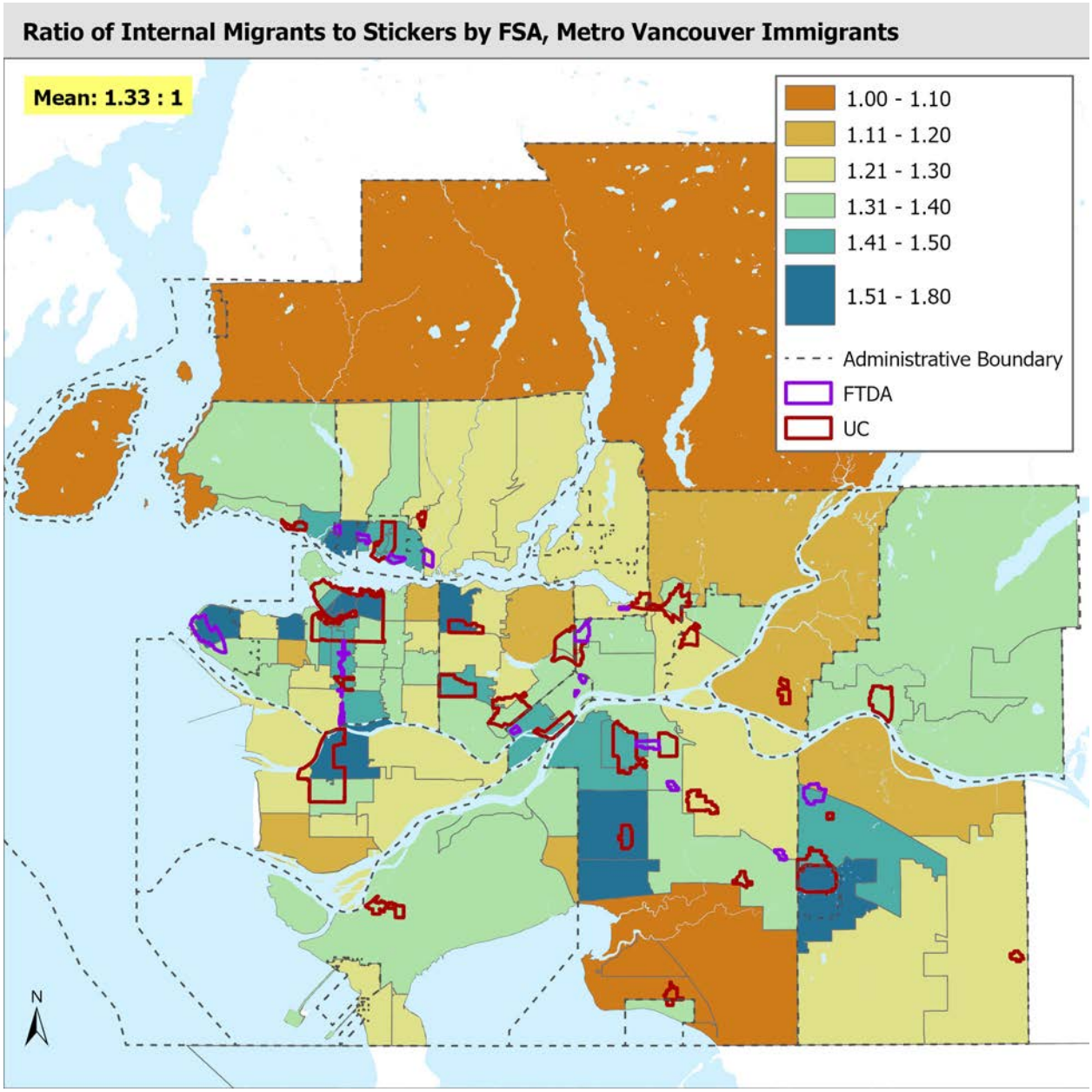


Figure 11. Map of the ratio of immigrants that stick to a single location (i.e., stickers) versus those that internally migrate within the region (i.e., internal migrants; movers and bouncers), per Forwarding Sortation Area (FSA), in Metro Vancouver, 2000-2018. FTDA refers to Frequent Transit Development 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.

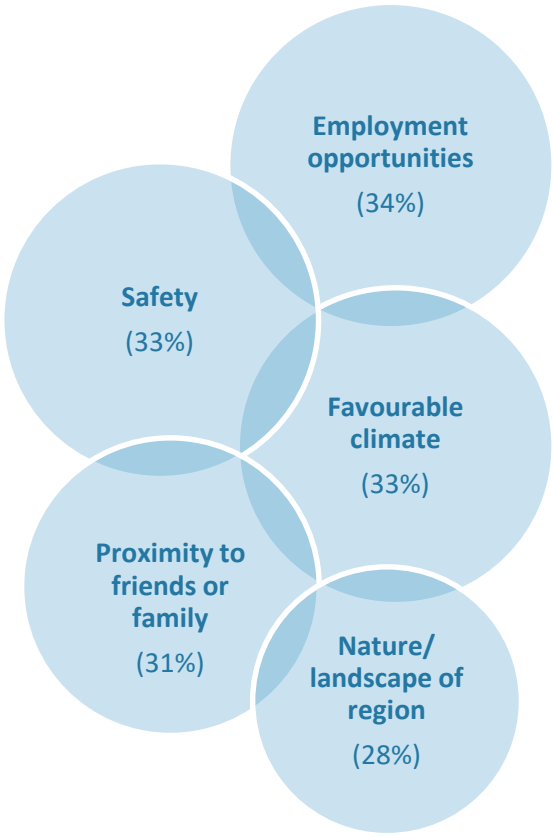


Figure 12. Key motivations to live in Metro Vancouver for immigrant survey respondents (Phase Two).

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

[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 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]

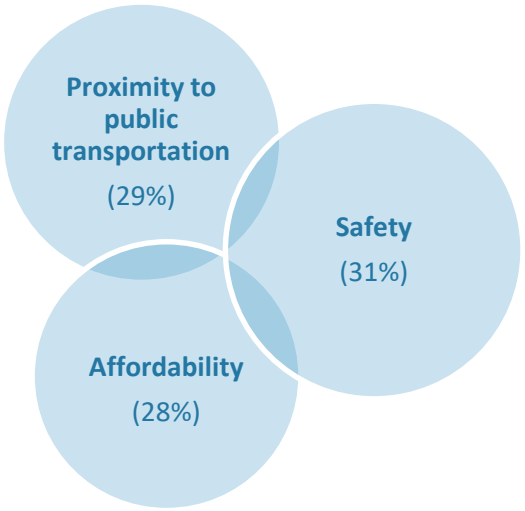


Figure 13. Key motivations (and percentage of immigrant survey respondents) to live in their current residence and neighbourhood for

[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.

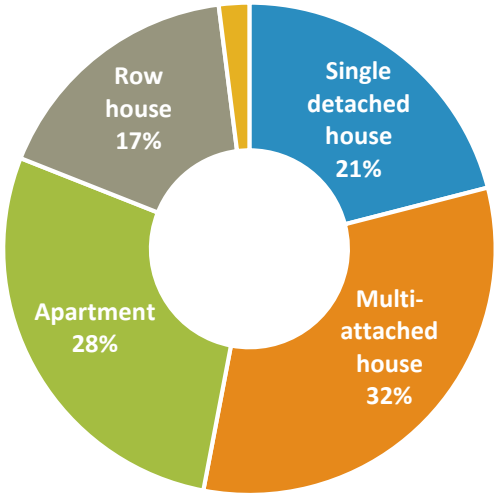


Figure 14. Distribution of preferred housing type (%) for immigrant survey respondents (Phase Two).

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

[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.

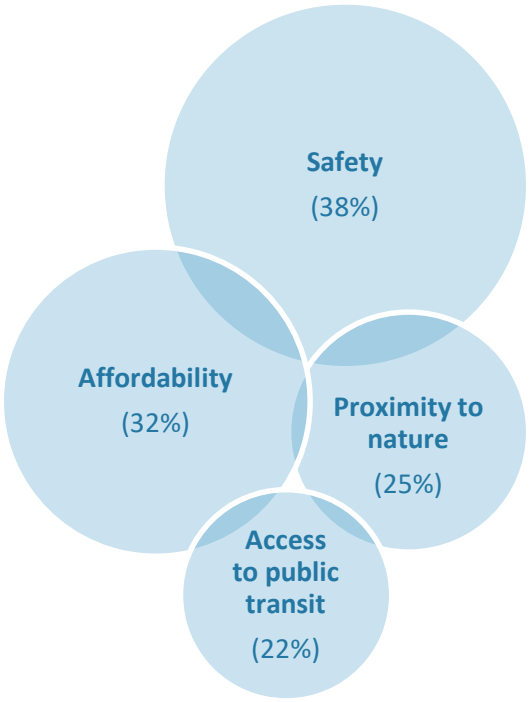


Figure 15. Key characteristics of an ideal residence and neighbourhood for immigrant survey respondents (Phase Two).

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.

[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.

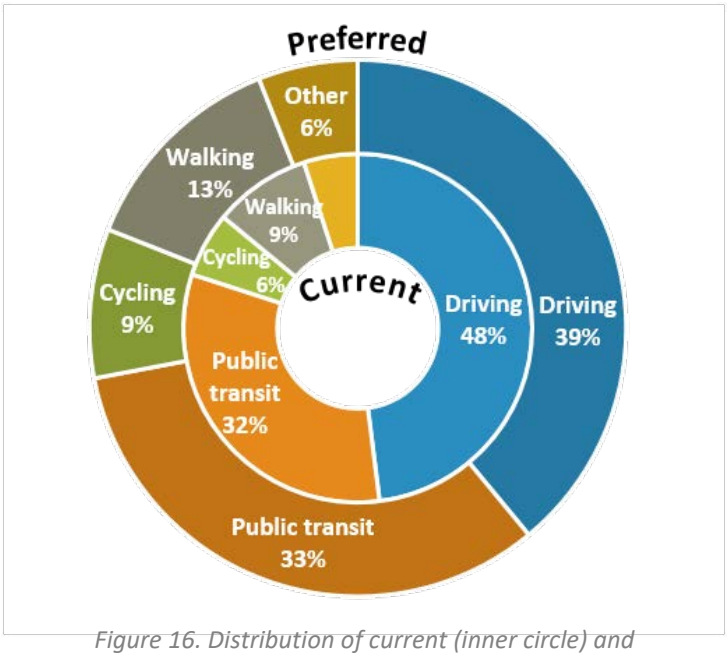


Figure 16. Distribution of current (inner circle) and preferred (outer circle) modes of transportation to work for immigrant survey respondents (Phase Two).

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 Caucassian 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)

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.

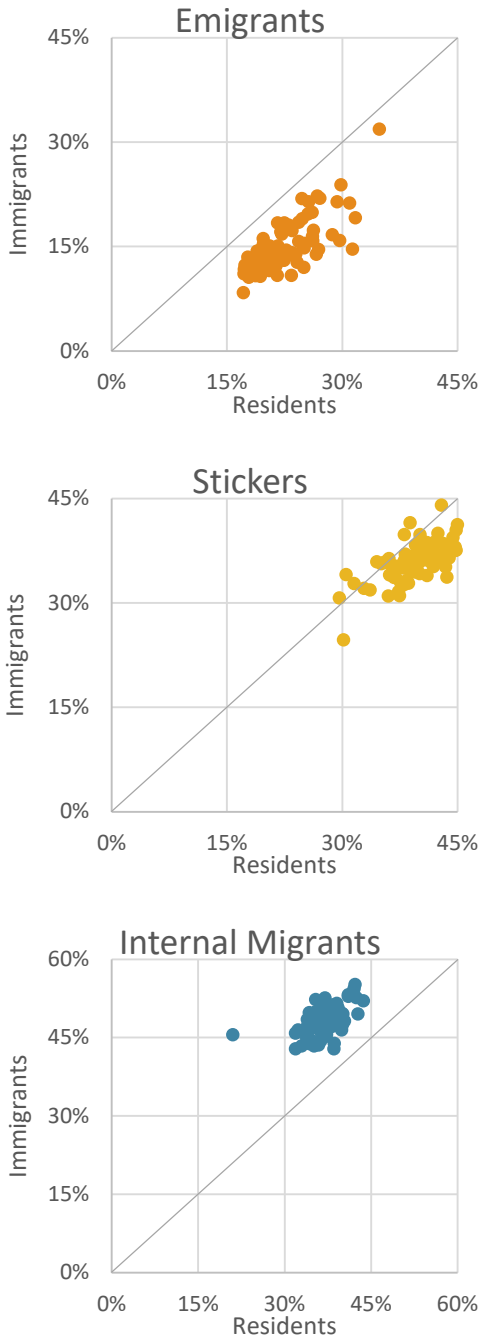


Figure 17. Proportion of residents to immigrants, per movement behaviour group. Unit is FSA. Based on Phase One analysis.

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).

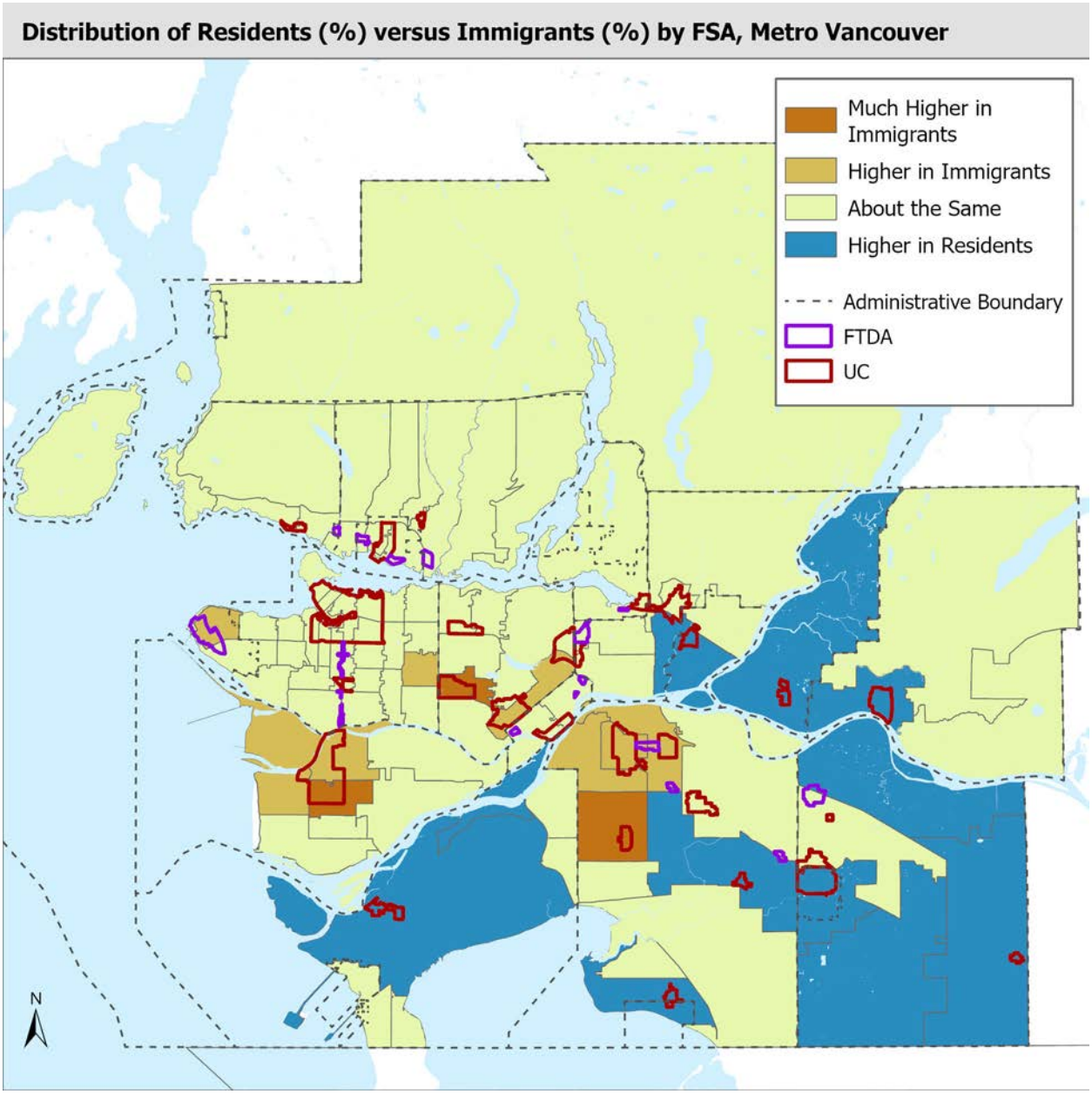


Figure 18. Map of the level of residents to immigrants, per Forwarding Sortation Area (FSA), in Metro Vancouver, 2000-2018. FTDA refers to Frequent Transit Development Area, and UC refers to Urban Centre. The relative amount of residents to immigrants was calculated using the difference between residents (%) 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.

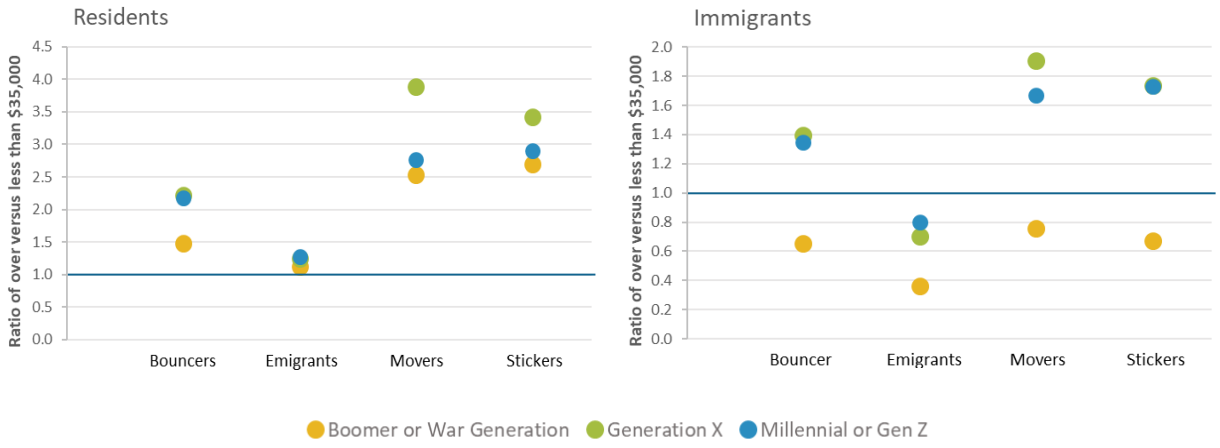


Figure 19. Ratio of moderate/high income (over or equal to $35,000) to low income (less than $35,000) for residents and immigrants per movement behaviour and generation subgroups. A ratio of 1.0 (indicated by the thick blue line) indicates the same proportion of incomes over/equal to and less than $35,000; 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://metrovancouver.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).

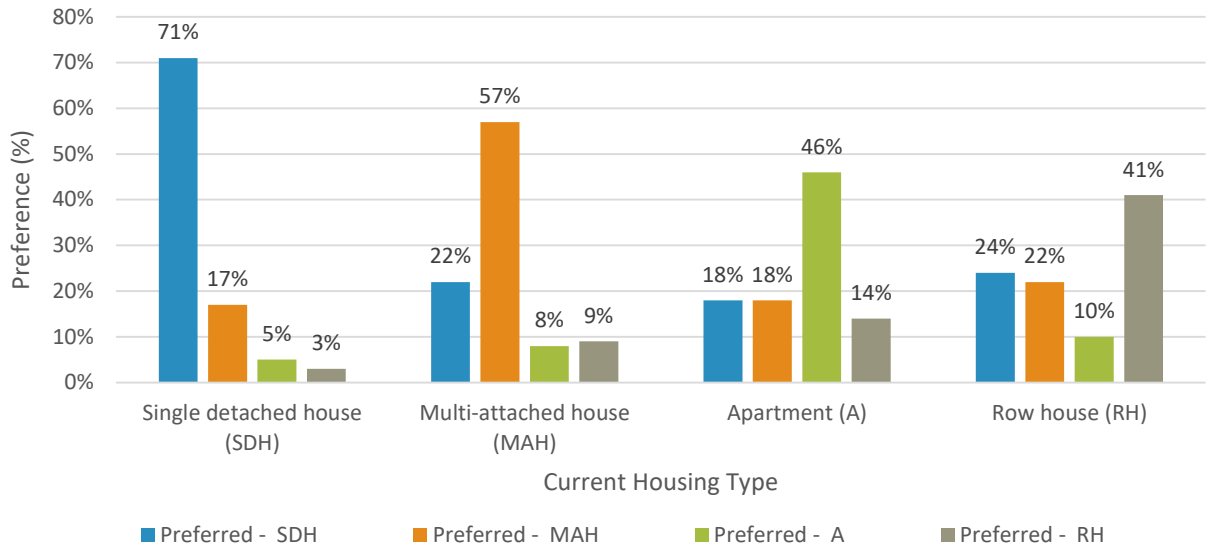


Figure 20. Percentage of preferred housing type (total – residents and immigrants) per current housing type. Housing types include: single detached house (SDH), multi-attached house (MAH), apartment (A), and row house (RH). Percentages indicate the percentage per current housing type; some do not sum 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 risk[85] 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 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

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[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 Area[93] 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

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[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 percent), 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]

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[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 unmeet 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]

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[108] Profile table, Census Profile, 2021 Census of Population - Vancouver [Census metropolitan area], British Columbia (statcan.gc.ca)
[109] Statistics Canada, 2021 Census of Population, Housing Indicators
[110] Statistics Canada, 2021 Census of Population, Housing Indicators (updated May 10, 2023; available from Housing indicators, 2021 Census (statcan.gc.ca)
[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.

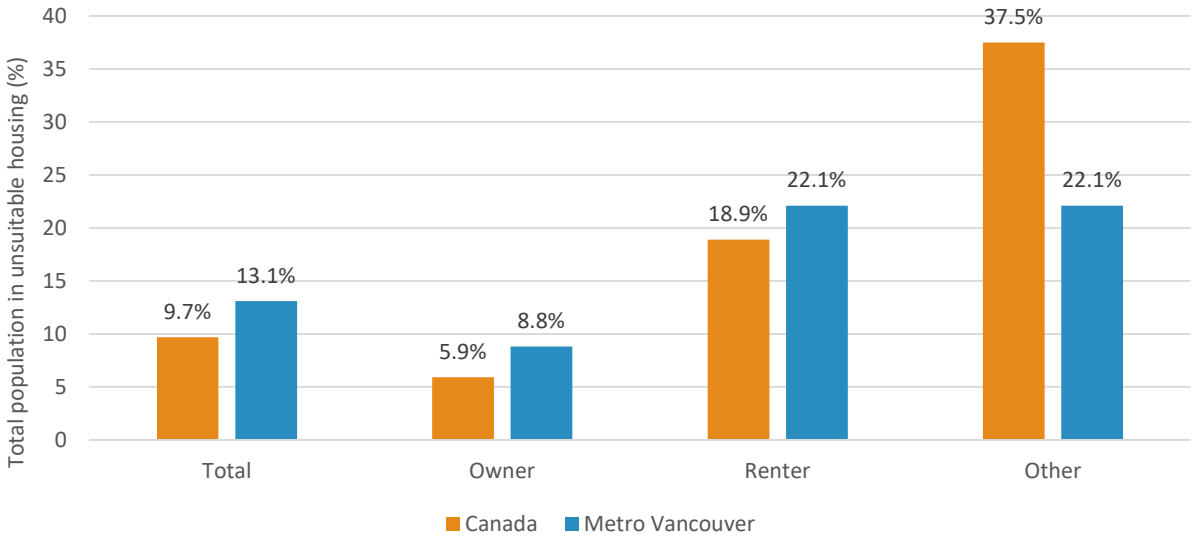


Figure 21. 2021 population (%), per household tenure, in Canada and Metro Vancouver. Other refers to dwellings provided by local government, First Nation or Indian band. Source: Statistics Canada, 2021 Census of Population, Housing Indicators (updated May 10, 2023; available from statcan.gc.ca).

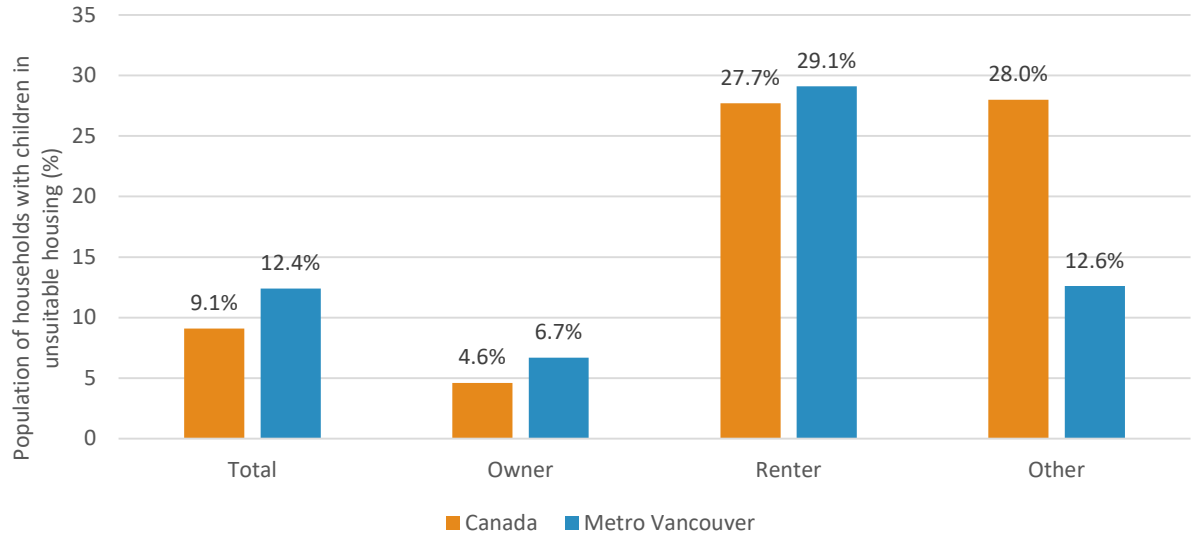


Figure 22. 2021 population (%) of households with children, per household tenure, in Canada and Metro Vancouver. Other refers to dwellings provided by local government, First Nation or Indian band. Source: Statistics Canada, 2021 Census of Population, Housing Indicators (updated May 10, 2023; available from statcan.gc.ca).

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 revaluated.

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[114] The Housing Crisis in Canada | Leger (leger360.com)
[115] Housing Affordability in Canada: 2022 RE/MAX Report (remax.ca)
[116] Metro Elects: Exploring the Region's Top Issues and Opportunities | Mustel Group (mustelgroup.com)
[117] The Housing Crisis in Canada | Leger (leger360.com)
[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
[120] Prohibition on the Purchase of Residential Property by Non-Canadians Act | CMHC (cmhc-schl.gc.ca)
[121] Canada's housing ban on foreign buyers: What to know | CTV News
[122] Canada's ban on foreign property buyers won't apply to many workers, international students | CBC News

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 Westminster (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 Westminster, 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 dive 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 Westminster) would prefer to drive to work even if other options are available.

[123] Statistics Canada, 2021 Census of Population (statcan.gc.ca).
[124] Statistics Canada, 2021 Census of Population (statcan.gc.ca).

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]

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[125] Statistics Canada, 2021 Census of Population (statcan.gc.ca).
[126] Regional Planning Committee Agenda Package - February 7, 2020 (metrovancouver.org)
[127] Regional Planning Committee Presentation - February 7, 2020 (metrovancouver.org)
[128] Statistics Canada, 2021 Census of Population (statcan.gc.ca).
[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	• Value living close to nature • More likely to prefer four or more bedrooms • More likely to prefer taking public transit to work	• 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	• 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)	• 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	• Motivated to live in the region largely due to proximity to friends/family, favourable climate, & nature and landscape	• 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.

	• 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	• 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	• 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	• 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	• 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	• Motivated to live in current residence largely due to affordability • Want ideal neighbourhood to be affordable	NA

	• 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	• 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)	• 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	• 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)	• 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	• 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

		• 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	• 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	• 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	• 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	• 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	• 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	• Want ideal neighbourhood to be affordable & close to friends/family	• Motivated to live in the region largely due to proximity to friends/family

	• Value living close to nature • More likely to prefer single detached homes • More likely to prefer driving to work, even if other options available	• 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	• 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	• 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)	• 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

	• More likely to prefer single detached homes • More likely to prefer three bedrooms	
White Rock	• 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

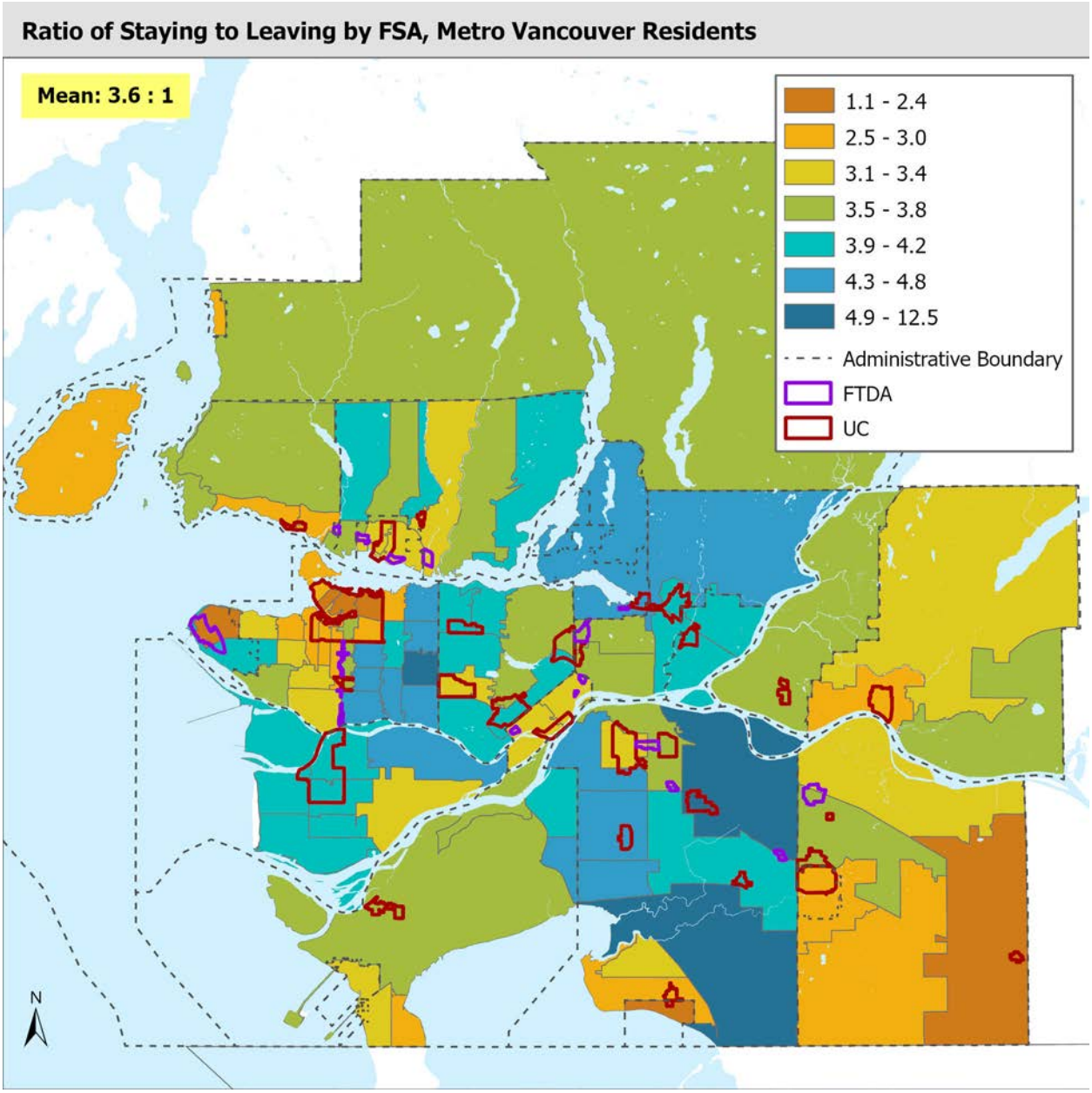


Figure A1. Map of the ratio of residents that stay (i.e., stickers, movers, bouncers) versus leave (i.e., emigrants), per Forwarding Sortation Area (FSA), in Metro Vancouver, 2000-2018. FTDA refers to Frequent Transit Development Area, and UC refers to Urban Centre. Mean (i.e., average) indicates the 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	Percentage of respondents per jurisdiction: 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	Percentage of respondents per jurisdiction: 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%). Percentage of respondents per ethnicity: **Caucasian (48%)**, **Indigenous/First Nations/ Métis (49%)**, Latin American (35%), South Asian (47%), **Chinese (54%)**, **Japanese (51%)**, Southeast Asian (41%), Other (32%) Percentage of respondents per household composition: Without children (45%), **With children (53%)**, Other (50%) Percentage of respondents per total annual household income group: Below $35,000 (40%), $35,000-59,999 (45%), $60,0000-84,999 (45%), **$85,000 or over (50%)** Percentage of respondents per home ownership: Own (50%), Rent (42%), **Other family member owns/rents (60%)**, **Co-op housing (53%)** Percentage of respondents per car ownership: **Yes (49%)**, No (38%)
Top three reason for living in Metro Vancouver – Favourable climate	Percentage of respondents per jurisdiction: 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%)**. Percentage of respondents per ethnicity: **Caucasian (36%)**, Indigenous/First Nations/ Métis (26%), Latin American (29%), South Asian (25%), **Chinese (36%)**, Japanese (32%), Southeast Asian (31%), Other (41%) Percentage of respondents per generation: **Boomer/War (44%)**, Gen X (33%), Millennial or Gen Z (27%) Percentage of respondents per household composition: **Without children (38%)**, With children (30%), Other (32%) Percentage of respondents per current housing type: Single detached house (33%), Multi-attached house (30%), **Row house (37%)**, **Apartment (38%)** Percentage of respondents per current accessibility needs: **Yes (40%)**, No (33%)
Top three reason for living in Metro Vancouver – Employment opportunities	Percentage of respondents per jurisdiction: 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.

	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%) Percentage of respondents per total annual household income group: Below $35,000 (25%), $35,000-59,999 (27%), $**60,0000-84,999 (34%)**, **$85,000 or over (38%)** Percentage of respondents per education level: High school or lower (25%), **Post secondary or trade school (32%)**, **University (35%)** Percentage of respondents per sex/gender (self-identified): **Male/Man (37%)**, Female/Woman (30%) Percentage of respondents per preferred number of bedrooms: One (25%), Two (33%), **Three (38%)**, Four (32%) Percentage of respondents per preference to downsize: **Yes (30%)**, No (38%)
Top three reason for living in Metro Vancouver – Nature and landscape of the region	Percentage of respondents per jurisdiction: Burnaby (25%), Coquitlam (28%), **Delta (42%)**, Langley City (26%), **Langley Township (34%)**, **Maple Ridge (36%)**, New Westminster (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%)**. 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%) Percentage of respondents per total annual household income group: Below $35,000 (24%), $35,000-59,999 (25%), **$60,0000-84,999 (31%)**, **$85,000 or over (32%)** Percentage of respondents per education level: High school or lower (22%), **Post secondary or trade school (28%)**, **University (32%)** Percentage of respondents per generation: **Boomer/War (38%)**, Gen X (28%), Millennial or Gen Z (24%) Percentage of respondents per household composition: **Without children (33%)**, With children (26%), Other (26%) Percentage of respondents per home ownership: **Own (33%)**, Rent (26%), Other family member owns/rents (20%), **Co-op housing (42%)** Percentage of respondents per car ownership: **Yes (30%)**, No (25%)
Top three reasons to living in current residence/ neighbourhood – Proximity to friends or family	Percentage of respondents per jurisdiction: Burnaby (35%), **Coquitlam (43%)**, **Delta (42%)**, **Langley City (41%)**, Langley Township (32%), Maple Ridge (31%), New Westminster (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%). 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%) Percentage of respondents per household composition: Without children (31%), **With children (38%)**, **Other (39%)** Percentage of respondents per home ownership: Own (33%), Rent (32%), **Other family member owns/rents (48%)**, **Co-op housing (39%)**
Top three reasons to living in current residence/	Percentage of respondents per jurisdiction: Burnaby (35%), Coquitlam (37%), **Delta (51%)**, Langley City (22%), Langley Township (36%), Maple Ridge (32%), New Westminster (24%), City of North Vancouver (44%), District of North Vancouver (46%),

neighbourhood – Safety	Port Coquitlam (39%), **Port Moody (51%)**, Richmond (38%), Surrey (24%), Vancouver (25%), **West Vancouver (including Horseshoe Bay; 52%)**, **White Rock (51%)**. Percentage of respondents per ethnicity: Caucasian (30%), **Indigenous/First Nations/ Métis (37%)**, Latin American (19%), South Asian (34%), **Chinese (37%)**, **Japanese (36%)**, Southeast Asian (28%), Other (39%) Percentage of respondents per household composition: Without children (30%), **With children (36%)**, Other (31%) Percentage of respondents per current accessibility needs: Yes (29%), **No (35%)** Percentage of respondents per car ownership: **Yes (33%)**, No (26%)
Top three reasons to living in current residence/ neighbourhood – Affordability	Percentage of respondents per jurisdiction: 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%). Percentage of respondents per ethnicity: Caucasian (35%), **Indigenous/First Nations/ Métis (49%)**, Latin American (23%), South Asian (26%), Chinese (24%), Japanese (29%), Southeast Asian (33%), Other (49%) Percentage of respondents per total annual household income group: **Below $35,000 (43%)**, **$35,000-59,999 (39%)**, $60,0000-84,999 (33%), $85,000 or over (27%) Percentage of respondents per generation: **Boomer/War (41%)**, Gen X (30%), Millennial or Gen Z (26%) Percentage of respondents per home ownership: Own (30%), **Rent (41%)**, Other family member owns/rents (21%), **Co-op housing (79%)**
Preference for living in more residential neighbourhoods in "the city"	Percentage of respondents per jurisdiction: 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%).
Preference for living in the downtown of "the city"	Percentage of respondents per jurisdiction: 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%).
Preference for living in the suburbs (mix of housing and commercial)	Percentage of respondents per jurisdiction: 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%)**.
Preference for living in a single detached house	Percentage of respondents per jurisdiction: 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%). Percentage of respondents per behaviour type: **Sticker (43%)**, Mover (36%), Bouncer (33%)

	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%) Percentage of respondents per total annual household income group: Below $35,000 (32%), $35,000-59,999 (33%), $60,0000-84,999 (33%), **$85,000 or over (47%)** Percentage of respondents per generation: **Boomer/War (44%)**, **Gen X (45%)**, Millennial or Gen Z (35%) Percentage of respondents per household composition: Without children (39%), **With children (45%)**, Other (41%) Percentage of respondents per home ownership: **Own (47%)**, Rent (31%), Other family member owns/rents (28%), Co-op housing (17%) Percentage of respondents per current housing type: **Single detached house (74%)**, Multi-attached house (24%), Row house (27%), Apartment (21%)
Preference for living in a multi-attached house	Percentage of respondents per jurisdiction: Burnaby (31%), Coquitlam (26%), Delta (18%), Langley City (29%), Langley Township (20%), Maple Ridge (27%), New Westminster (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%). 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%) Percentage of respondents per total annual household income group: Below $35,000 (15%), **$35,000-59,999 (23%)**, **$60,0000-84,999 (23%)**, **$85,000 or over (26%)** Percentage of respondents per generation: Boomer/War (15%), **Gen X (26%)**, **Millennial or Gen Z (30%)** Percentage of respondents per household composition: Without children (17%), **With children (32%)**, **Other (30%)** Percentage of respondents per home ownership: Own (22%), Rent (23%), **Other family member owns/rents (33%)**, **Co-op housing (30%)** Percentage of respondents per current accessibility needs: **Yes (30%)**, No (21%) Percentage of respondents per current housing type: Single detached house (15%), **Multi-attached house (58%)**, Row house (19%), Apartment (17%)
Preferred number of bedrooms – Two bedrooms	Percentage of respondents per jurisdiction: Burnaby (23%), Coquitlam (27%), Delta (22%), **Langley City (38%)**, Langley Township (19%), Maple Ridge (14%), New Westminster (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%)** Percentage of respondents per current housing type: Single detached house (11%), Multi-attached house (16%), Row house (25%), **Apartment (41%)** Percentage of respondents per total annual household income group: **Below $35,000 (38%)**, **$35,000-59,999 (35%)**, **$60,0000-84,999 (28%)**, $85,000 or over (17%) Percentage of respondents per home ownership: Own (20%), **Rent (36%)**, Other family member owns/rents (18%), **Co-op housing (34%)**
Preferred number of bedrooms – Three bedrooms	Percentage of respondents per jurisdiction: Burnaby (29%), Coquitlam (30%), Delta (42%), Langley City (36%), Langley Township (33%), Maple Ridge (36%), New Westminster (27%), City of North Vancouver (29%), District of North Vancouver (31%),

	Port Coquitlam (38%), **Port Moody (48%)**, **Richmond (42%)**, Surrey (40%), Vancouver (25%), **West Vancouver (including Horseshoe Bay; 41%)**, **White Rock (41%)** Percentage of respondents per current housing type: **Single detached house (37%)**, Multi-attached house (29%), **Row house (41%)**, Apartment (32%) Percentage of respondents per total annual household income group: Below $35,000 (22%), $35,000-59,999 (30%), **$60,0000-84,999 (38%)**, **$85,000 or over (37%)** Percentage of respondents per home ownership: **Own (38%)**, Rent (29%), Other family member owns/rents (24%), **Co-op housing (39%)**
Preferred number of bedrooms – Four or more bedrooms	Percentage of respondents per jurisdiction: **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%) Percentage of respondents per current housing type: **Single detached house (41%)**, **Multi-attached house (42%)**, Row house (29%), Apartment (13%) Percentage of respondents per total annual household income group: Below $35,000 (19%), $35,000-59,999 (20%), $60,0000-84,999 (22%), **$85,000 or over (40%)** Percentage of respondents per home ownership: **Own (34%)**, Rent (19%), **Other family member owns/rents (35%)**, Co-op housing (16%) Percentage of respondents per preference to downsize: Yes (41%), **No (53%)**
Preference for home ownership – Yes	Percentage of respondents per jurisdiction: Burnaby (57%), Coquitlam (68%), Delta (55%), Langley Township (59%), **City of North Vancouver (70%)**, **Richmond (72%)**, Surrey (66%), Vancouver (57%) Percentage of respondents per ethnicity: Caucasian (59%), Indigenous/First Nations/ Métis (51%), South Asian (68%), Chinese (68%), **Southeast Asian (75%)** Percentage of respondents per total annual household income group: Below $35,000 (54%), $35,000-59,999 (59%), $60,0000-84,999 (65%), **$85,000 or over (73%)** Percentage of respondents per generation: Boomer/War (35%), Gen X (60%), **Millennial or Gen Z (74%)** Percentage of respondents per household composition: Without children (54%), **With children (75%)**, **Other (71%)** Percentage of respondents per preferred housing type: **Single detached house (74%)**, **Multi-attached house (73%)**, Row house (64%), Apartment (49%) Percentage of respondents per preferring living location: City - downtown (61%), City – residential (63%), Suburbs - mix (66%), **Suburbs - residential (75%)**, **Rural (75%)**
Preference for home ownership – No	Percentage of respondents per jurisdiction: Burnaby (22%), Coquitlam (21%), Delta (33%), **Langley Township (27%)**, City of North Vancouver (22%), Richmond (21%), Surrey (20%), **Vancouver (26%)** Percentage of respondents per ethnicity: **Caucasian (27%)**, Indigenous/First Nations/ Métis (24%), South Asian (20%), Chinese (15%), Southeast Asian (19%) Percentage of respondents per total annual household income group: **Below $35,000 (31%)**, **$35,000-59,999 (30%)**, $60,0000-84,999 (22%), $85,000 or over (15%) Percentage of respondents per generation: **Boomer/War (46%)**, Gen X (22%), Millennial or Gen Z (14%)

	Percentage of respondents per household composition: **Without children (30%)**, With children (12%), Other (17%) Percentage of respondents per preferred housing type: Single detached house (13%), Multi-attached house (17%), Row house (20%), **Apartment (40%)** Percentage of respondents per preferring living location: City - downtown (25%), City – residential (25%), Suburbs - mix (22%), Suburbs - residential (17%), Rural (13%)
Top three preferences in choosing an ideal residence/ neighbourhood – Safety	Percentage of respondents per jurisdiction: 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%) Percentage of respondents per ethnicity: Caucasian (41%), Indigenous/First Nations/ Métis (42%), Latin American (31%), South Asian (45%), **Chinese (52%)**, Japanese (38%), **Southeast Asian (51%)**, Other (54%) Percentage of respondents per total annual household income group: Below $35,000 (43%), $35,000-59,999 (39%), $60,0000-84,999 (44%), $85,000 or over (44%) Percentage of respondents per education level: High school or lower (49%), Post secondary or trade school (47%), University (42%) Percentage of respondents per generation: Boomer/War (48%), Gen X (49%), Millennial or Gen Z (37%) Percentage of respondents per household composition: Without children (42%), With children (47%), Other (43%) Percentage of respondents per home ownership: Own (46%), Rent (38%), Other family member owns/rents (47%), Co-op housing (48%) Percentage of respondents per preferred housing type: Single detached house (48%), Multi-attached house (45%), Row house (40%), Apartment (37%) Percentage of respondents per preferred living location: City - downtown (29%), City – residential (45%), Suburbs - mix (47%), **Suburbs - residential (62%)**, Rural (42%)
Top three preferences in choosing an ideal residence/ neighbourhood – Affordability	Percentage of respondents per jurisdiction: 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%)** Percentage of respondents per ethnicity: Caucasian (44%), **Indigenous/First Nations/ Métis (59%)**, Latin American (22%), South Asian (40%), Chinese (38%), Japanese (41%), Southeast Asian (42%), Other (53%) Percentage of respondents per total annual household income group: **Below $35,000 (57%)**, **$35,000-59,999 (53%)**, $60,0000-84,999 (44%), $85,000 or over (36%) Percentage of respondents per education level: **High school or lower (55%)**, **Post secondary or trade school (50%)**, University (37%) Percentage of respondents per generation: Boomer/War (47%), Gen X (41%), Millennial or Gen Z (40%) Percentage of respondents per household composition: Without children (44%), With children (38%), Other (45%) Percentage of respondents per home ownership: Own (36%), **Rent (56%)**, **Other family member owns/rents (48%)**, **Co-op housing (82%)**

	Percentage of respondents per preferred housing type: Single detached house (40%), Multi-attached house (45%), Row house (41%), Apartment (42%) Percentage of respondents per preferred living location: City - downtown (35%), City – residential (41%), **Suburbs - mix (47%)**, **Suburbs - residential (42%)**, **Rural (55%)**
Top three preferences in choosing an ideal residence/ neighbourhood – Proximity to nature	Percentage of respondents per jurisdiction: 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%) Percentage of respondents per behaviour type: Sticker (32%), Mover (32%), Bouncer (28%) Percentage of respondents per ethnicity: **Caucasian (36%)**, **Indigenous/First Nations/ Métis (31%)**, Latin American (27%), South Asian (22%), Chinese (21%), **Japanese (42%)**, Southeast Asian (16%), Other (35%) Percentage of respondents per total annual household income group: Below $35,000 (27%), $35,000-59,999 (31%), $60,0000-84,999 (31%), $85,000 or over (33%) Percentage of respondents per education level: High school or lower (28%), Post secondary or trade school (33%), University (31%) Percentage of respondents per generation: **Boomer/War (38%)**, Gen X (32%), Millennial or Gen Z (25%) Percentage of respondents per household composition: **Without children (34%)**, With children (28%), Other (27%) Percentage of respondents per home ownership: Own (32%), Rent (33%), Other family member owns/rents (23%), Co-op housing (28%) Percentage of respondents per preferred housing type: **Single detached house (35%)**, Multi-attached house (29%), Row house (26%), Apartment (32%) Percentage of respondents per preferred living location: City - downtown (24%), City – residential (27%), **Suburbs - mix (33%)**, **Suburbs - residential (40%)**, **Rural (62%)**
Level of agreement – “Living near nature is very important to me”	Percentage of respondents per jurisdiction: **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%)** Percentage of respondents per ethnicity: **Caucasian (79%)**, **Indigenous/First Nations/ Métis (72%)**, **Latin American (81%)**, **South Asian (69%)**, Chinese (55%), **Japanese (69%)**, **Southeast Asian (65%)**, Other (78%) Percentage of respondents per total annual household income group: Below $35,000 (69%), $35,000-59,999 (69%), $60,0000-84,999 (69%), **$85,000 or over (76%)** Percentage of respondents per home ownership: Own (73%), Rent (73%), Other family member owns/rents (63%), Co-op housing (67%) Percentage of respondents per car ownership: **Yes (73%)**, No (66%)
Top three preferences in choosing an ideal residence/ neighbourhood –	Percentage of respondents per jurisdiction: 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%)

Proximity to friends or family	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%) Percentage of respondents per total annual household income group: Below $35,000 (32%), $35,000-59,999 (31%), $60,0000-84,999 (29%), $85,000 or over (30%) Percentage of respondents per education level: High school or lower (32%), Post secondary or trade school (35%), University (28%) Percentage of respondents per generation: **Boomer/War (35%)**, Gen X (30%), Millennial or Gen Z (27%) Percentage of respondents per household composition: Without children (30%), With children (31%), Other (30%) Percentage of respondents per home ownership: Own (32%), Rent (26%), Other family member owns/rents (30%), Co-op housing (37%) Percentage of respondents per preferred housing type: Single detached house (34%), Multi-attached house (31%), Row house (29%), Apartment (24%) Percentage of respondents per preferred living location: City - downtown (19%), **City – residential (30%)**, **Suburbs - mix (35%)**, **Suburbs - residential (39%)**, Rural (29%)
Top three preferences in choosing an ideal residence/ neighbourhood – Proximity to workplace (personally or for family member)	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%) Percentage of respondents per total annual household income group: Below $35,000 (11%), $35,000-59,999 (14%), **$60,0000-84,999 (21%)**, **$85,000 or over (17%)** Percentage of respondents per education level: High school or lower (11%), **Post secondary or trade school (17%)**, **University (17%)** Percentage of respondents per generation: Boomer/War (6%), Gen X (18%), **Millennial or Gen Z (23%)** Percentage of respondents per home ownership: Own (13%), **Rent (19%)**, **Other family member owns/rents (25%)**, Co-op housing (16%)
Commute to work preference – Driving	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%) Percentage of respondents per behaviour type**: Sticker (48%)**, **Mover (45%)**, Bouncer (39%) Percentage of respondents per ethnicity: **Caucasian (48%)**, Indigenous/First Nations/ Métis (27%), Latin American (25%), **South Asian (40%)**, **Chinese (45%)**, **Southeast Asian (45%)** Percentage of respondents per total annual household income group: Below $35,000 (35%), $35,000-59,999 (37%), $60,0000-84,999 (43%), **$85,000 or over (51%)** Percentage of respondents per education level: **High school or lower (58%)**, **Post secondary or trade school (53%)**, University (42%) Percentage of respondents per household composition: Without children (42%), **With children (51%)**, Other (44%) Percentage of respondents per car ownership: **Yes (35%)**, No (8%)

Commute to work preference – Public transit	Percentage of respondents per jurisdiction: **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%)** Percentage of respondents per ethnicity: Caucasian (20%), Indigenous/First Nations/ Métis (25%), **Latin American (45%)**, South Asian (29%), Chinese (30%), **Southeast Asian (33%)** Percentage of respondents per total annual household income group: **Below $35,000 (43%)**, $35,000-59,999 (33%), $60,0000-84,999 (22%), $85,000 or over (20%) Percentage of respondents per home ownership: Own (21%), **Rent (29%)**, **Other family member owns/rents (29%)** Percentage of respondents per car ownership: Yes (20%), **No (52%)**
Commute to work preference – Walking	Percentage of respondents per jurisdiction: Burnaby (16%), Coquitlam (14%), Delta (12%), Langley City (19%), Langley Township (19%), Maple Ridge (10%), New Westminster (20%), **City of North Vancouver (26%)**, Port Coquitlam (15%), Richmond (16%), Surrey (11%), **Vancouver (24%)** Percentage of respondents per ethnicity: Caucasian (19%), **Indigenous/First Nations/ Métis (23%)**, Latin American (12%), South Asian (21%), Chinese (17%), Southeast Asian (12%) Percentage of respondents per car ownership: Yes (16%), **No (27%)** Percentage of respondents per current housing type: Single detached house (14%), Multi-attached house (15%), Row house (14%), **Apartment (26%)** Percentage of respondents per preferred housing type: Single detached house (14%), Multi-attached house (17%), Row house (22%), **Apartment (25%)** Percentage of respondents per preferred living location: **City - downtown (25%)**, **City – residential (19%)**, Suburbs - mix (14%), Suburbs - residential (11%), Rural (9%)
Commute to work preference – Cycling	Percentage of respondents per jurisdiction: Burnaby (6%), Coquitlam (8%), **Delta (8%)**, **Langley City (10%)**, Langley Township (1%), Maple Ridge (2%), New Westminster (2%), **City of North Vancouver (11%)**, Port Coquitlam (3%), Richmond (3%), Surrey (5%), **Vancouver (9%)** Percentage of respondents per ethnicity: **Caucasian (7%)**, Indigenous/First Nations/ Métis (2%), **Latin American (12%)**, South Asian (2%), Chinese (4%), **Southeast Asian (7%)** Percentage of respondents per total annual household income group: Below $35,000 (3%), **$35,000-59,999 (7%)**, **$60,0000-84,999 (7%)**, **$85,000 or over (7%)** Percentage of respondents per education level: High school or lower (3%), **Post secondary or trade school (6%)**, **University (7%)** Percentage of respondents per generation: Boomer/War (3%), **Gen X (6%)**, **Millennial or Gen Z (7%)** Percentage of respondents per sex/gender (self-identified): **Male/Man (8%)**, Female/Woman (4%) Percentage of respondents per household composition: **Without children (8%)**, With children (5%), Other (5%) Percentage of respondents per current housing type: Single detached house (5%), **Multi-attached house (9%)**, Row house (5%), Apartment (7%)

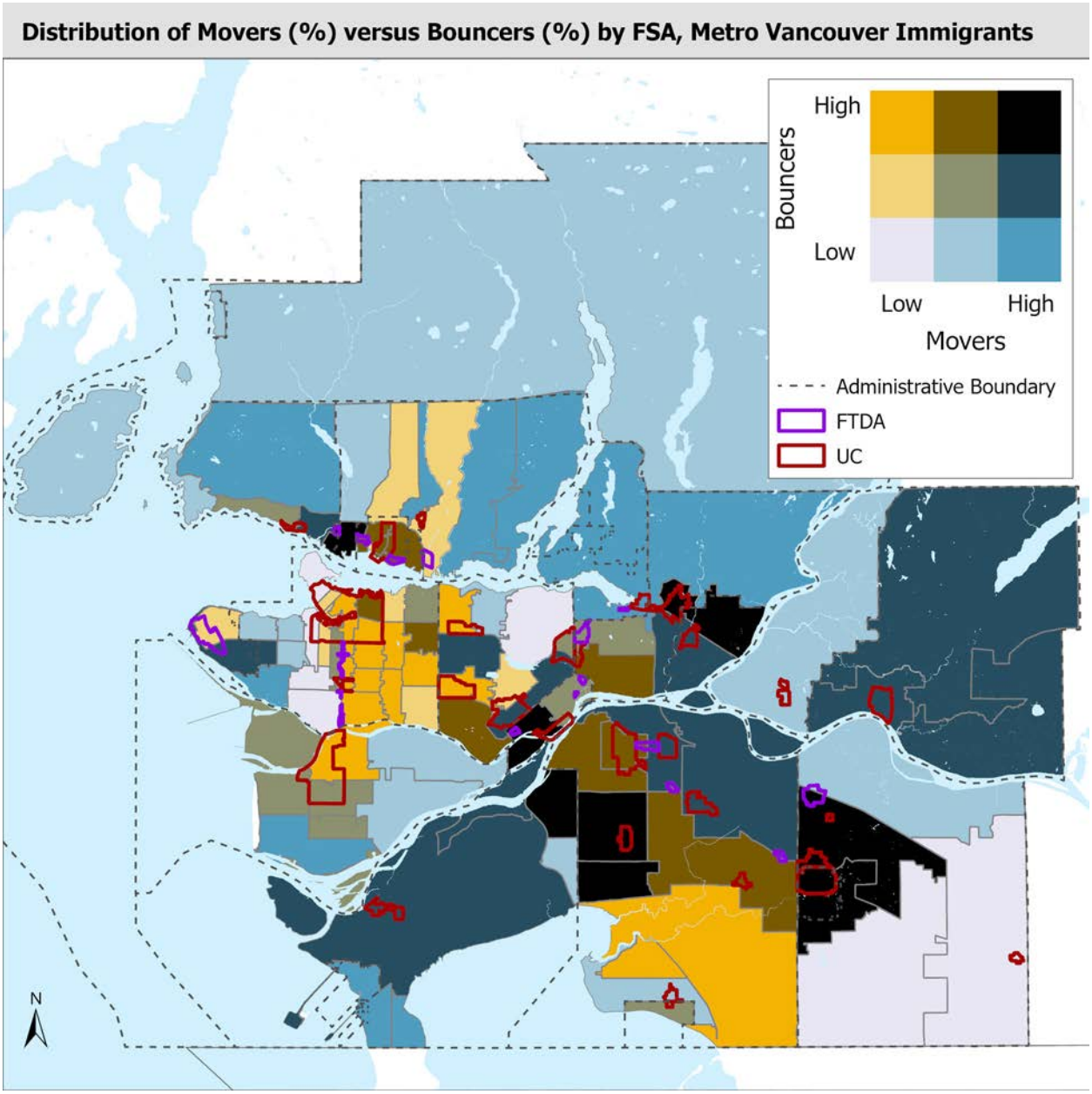


Figure A2. Map of immigrants that are bouncers (i.e., have lived in at least two locations) compared to those than are movers (i.e., relocated to a secondary location), per Forwarding Sortation Area (FSA), in Metro Vancouver, 2000-2018. FTDA refers to Frequent Transit Development Area, and UC refers 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	Percentage of respondents per jurisdiction: **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	Percentage of respondents per jurisdiction: 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	Percentage of respondents per jurisdiction: 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%) Percentage of respondents per ethnicity: Caucasian (36%), Latin American (31%), Black (28%), South Asian (31%), Chinese (32%), **Southeast Asian (46%)** Percentage of respondents per education level: High school or lower (21%), Post secondary or trade school (26%), **University (36%)** Percentage of respondents per household composition: Without children (32%), With children (36%), Other (31%) Percentage of respondents per home ownership: Own (35%), Rent (36%), Other family member owns/rents (16%) Percentage of respondents per car ownership: **Yes (37%)**, No (26%)
Top three reason for living in Metro Vancouver – Safety	Percentage of respondents per jurisdiction: 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%)** Percentage of respondents per ethnicity: **Caucasian (34%)**, Latin American (28%), Black (19%), **South Asian (35%)**, **Chinese (36%)**, **Southeast Asian (34%)** Percentage of respondents per education level: High school or lower (27%), Post secondary or trade school (29%), University (35%) Percentage of respondents per household composition: Without children (29%), **With children (38%)**, Other (27%) Percentage of respondents per home ownership: **Own (38%)**, Rent (28%), Other family member owns/rents (28%) Percentage of respondents per car ownership: Yes (34%), No (31%)
Top three reason for living in Metro Vancouver – Favourable climate	Percentage of respondents per jurisdiction: 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%)** Percentage of respondents per ethnicity: Caucasian (31%), Latin American (25%), Black (29%), South Asian (33%), Chinese (35%), **Southeast Asian (44%)** Percentage of respondents per education level: High school or lower (34%), Post secondary or trade school (26%), University (34%) Percentage of respondents per household composition: Without children (32%), With children (34%), Other (30%)

[134] Jurisdictions with insignificant results due to low sample size (less than 30 respondents) were not included.

	Percentage of respondents per home ownership: **Own (37%)**, Rent (29%), Other family member owns/rents (27%) Percentage of respondents per car ownership: Yes (34%), No (29%)
Top three reason for living in Metro Vancouver – Proximity to friends or family	Percentage of respondents per jurisdiction: 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%) Percentage of respondents per ethnicity: Caucasian (30%), Latin American (22%), Black (12%), South Asian (31%), **Chinese (36%)**, **Southeast Asian (36%)** Percentage of respondents per education level: **High school or lower (45%)**, Post secondary or trade school (36%), University (30%) Percentage of respondents per household composition: Without children (30%), With children (31%), Other (34%) Percentage of respondents per home ownership: Own (33%), Rent (28%), Other family member owns/rents (39%) Percentage of respondents per car ownership: Yes (33%), No (27%)
Top three reason for living in Metro Vancouver – Nature and landscape of the region	Percentage of respondents per jurisdiction: **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%)** Percentage of respondents per ethnicity: Caucasian (29%), Latin American (29%), Black (20%), South Asian (21%), Chinese (30%), Southeast Asian (33%) Percentage of respondents per education level: High school or lower (24%), Post secondary or trade school (29%), University (27%) Percentage of respondents per household composition: Without children (29%), With children (29%), Other (21%) Percentage of respondents per home ownership: **Own (32%)**, Rent (24%), Other family member owns/rents (20%) Percentage of respondents per car ownership: Yes (29%), No (25%) Percentage of respondents per current accessibility needs: Yes (20%), **No (31%)** Percentage of respondents per current housing type: Single detached house (27%), Multi-attached house (20%), Row house (21%), **Apartment (34%)**
Top three reasons to living in current residence/ neighbourhood – Safety	Percentage of respondents per jurisdiction: **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%)** Percentage of respondents per ethnicity: Caucasian (25%), **Latin American (48%)**, Black (34%), South Asian (30%), Chinese (32%), Southeast Asian (29%) Percentage of respondents per total annual household income group: Below $35,000 (39%), $35,000-59,999 (32%), $60,0000-84,999 (30%), $85,000 or over (27%) Percentage of respondents per household composition: Without children (34%), With children (30%), Other (31%) Percentage of respondents per generation: **Boomer/War (44%)**, Gen X (30%), Millennial or Gen Z (30%) Percentage of respondents per home ownership: Own (29%), **Rent (35%)**, Other family member owns/rents (29%)

Top three reasons to living in current residence/ neighbourhood – Proximity to public transportation	Percentage of respondents per jurisdiction: **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%)** Percentage of respondents per ethnicity: Caucasian (24%), **Latin American (32%)**, **Black (40%), South Asian (30%)**, Chinese (26%), **Southeast Asian (45%)** Percentage of respondents per total annual household income group: **Below $35,000 (47%)**, $35,000-59,999 (28%), $60,0000-84,999 (28%), $85,000 or over (25%) Percentage of respondents per household composition: **Without children (32%)**, With children (25%), Other (29%) Percentage of respondents per generation: Boomer/War (30%), Gen X (30%), Millennial or Gen Z (27%) Percentage of respondents per home ownership: Own (22%), **Rent (39%)**, Other family member owns/rents (25%) Percentage of respondents per car ownership: Yes (24%), **No (42%)**
Top three reasons to living in current residence/ neighbourhood – Affordability	Percentage of respondents per jurisdiction: **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%) Percentage of respondents per ethnicity: Caucasian (24%), Latin American (30%), Black (37%), South Asian (29%), Chinese (26%), **Southeast Asian (44%)** Percentage of respondents per total annual household income group: **Below $35,000 (45%)**, $35,000-59,999 (31%), $60,0000-84,999 (22%), $85,000 or over (25%) Percentage of respondents per household composition: Without children (29%), With children (23%), **Other (38%)** Percentage of respondents per generation: Boomer/War (29%), Gen X (30%), Millennial or Gen Z (27%) Percentage of respondents per home ownership: Own (23%), Rent (33%), Other family member owns/rents (28%) Percentage of respondents per car ownership: Yes (27%), No (29%)
Top three reasons to living in current residence/ neighbourhood – Proximity to friends or family	Percentage of respondents per jurisdiction: **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%)
Preference for living in “the city”	Percentage of respondents per jurisdiction: 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%)** Percentage of respondents per ethnicity: Caucasian (69%), **Latin American (78%)**, Black (57%), South Asian (70%), **Chinese (80%)**, Southeast Asian (64%) Percentage of respondents per education level: High school or lower (54%), **Post secondary or trade school (77%)**, **University (74%)** Percentage of respondents per home ownership: **Own (76%)**, Rent (69%), Other family member owns/rents (69%)

Preference for living in the downtown of "the city"	Percentage of respondents per jurisdiction: 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"	Percentage of respondents per jurisdiction: **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)	Percentage of respondents per jurisdiction: 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	Percentage of respondents per jurisdiction: 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%) Percentage of respondents per behaviour type: Sticker (20%), Mover (22%), Bouncer (29%) Percentage of respondents per ethnicity: Caucasian (27%), Latin American (22%), Black (13%), South Asian (22%), Chinese (20%), Southeast Asian (20%) Percentage of respondents per education level: High school or lower (30%), Post secondary or trade school (24%), University (20%) Percentage of respondents per total annual household income group: Below $35,000 (18%), $35,000-59,999 (18%), $60,0000-84,999 (21%), $85,000 or over (25%) Percentage of respondents per household composition: Without children (21%), With children (20%), Other (27%) Percentage of respondents per generation: Boomer/War (21%), Gen X (21%), Millennial or Gen Z (22%) Percentage of respondents per home ownership: Own (23%), Rent (20%), Other family member owns/rents (22%) Percentage of respondents per current housing type: **Single detached house (55%)**, Multi-attached house (20%), Row house (14%), Apartment (11%)
Preference for living in a multi-attached house	Percentage of respondents per jurisdiction: 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%) Percentage of respondents per behaviour type: Sticker (32%), Mover (31%), Bouncer (35%) Percentage of respondents per ethnicity: Caucasian (31%), Latin American (34%), **Black (40%)**, **South Asian (42%)**, Chinese (22%), **Southeast Asian (44%)** Percentage of respondents per education level: High school or lower (30%), Post secondary or trade school (35%), University (32%) Percentage of respondents per total annual household income group: Below $35,000 (36%), $35,000-59,999 (29%), $60,0000-84,999 (34%), $85,000 or over (33%) Percentage of respondents per household composition: Without children (27%), With children (33%), Other (39%) Percentage of respondents per generation: Boomer/War (18%), **Gen X (34%)**, **Millennial or Gen Z (33%)**

	Percentage of respondents per home ownership: Own (31%), Rent (31%), Other family member owns/rents (39%) Percentage of respondents per current housing type: Single detached house (30%), **Multi-attached house (57%)**, Row house (32%), Apartment (20%)
Preference for living in an apartment	Percentage of respondents per jurisdiction: 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%)** Percentage of respondents per behaviour type: **Sticker (30%)**, **Mover (27%)**, Bouncer (17%) Percentage of respondents per ethnicity: Caucasian (28%), Latin American (15%), **Black (32%)**, South Asian (18%), **Chinese (36%)**, Southeast Asian (16%) Percentage of respondents per education level: High school or lower (15%), **Post secondary or trade school (27%)**, **University (28%)** Percentage of respondents per total annual household income group: Below $35,000 (23%), **$35,000-59,999 (38%)**, $60,0000-84,999 (26%), $85,000 or over (24%) Percentage of respondents per household composition: Without children (31%), With children (29%), Other (16%) Percentage of respondents per generation: **Boomer/War (40%)**, Gen X (26%), Millennial or Gen Z (26%) Percentage of respondents per home ownership: Own (28%), Rent (29%), Other family member owns/rents (18%) Percentage of respondents per current housing type: Single detached house (8%), Multi-attached house (11%), Row house (10%), **Apartment (52%)**
Preferred number of bedrooms – Two bedrooms	Percentage of respondents per jurisdiction: 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%)
Preferred number of bedrooms – Three bedrooms	Percentage of respondents per jurisdiction: 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%)**
Preferred number of bedrooms – Four or more bedrooms	Percentage of respondents per jurisdiction: **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%)
Preference for home ownership – Yes	Percentage of respondents per jurisdiction: **Burnaby (78%)**, Langley City (51%), **Surrey (80%)**, **Vancouver (70%)** Percentage of respondents per generation: Gen X (66%), **Millennial or Gen Z (79%)** Percentage of respondents per current housing type: Single detached house (74%), Multi-attached house (78%), Row house (80%), Apartment (71%) Percentage of respondents per preferred housing type: **Single detached house (82%)**, **Multi-attached house (82%)**, **Row house (83%)**, Apartment (61%)
Preference for home ownership – No	Percentage of respondents per jurisdiction: Burnaby (12%), **Langley City (49%)**, Surrey (18%), Vancouver (17%) Percentage of respondents per generation: Gen X (24%), Millennial or Gen Z (14%) Percentage of respondents per current housing type: Single detached house (11%), Multi-attached house (17%), Row house (12%), Apartment (19%)

	Percentage of respondents per preferred housing type: Single detached house (11%), Multi-attached house (14%), Row house (10%), Apartment (28%)
Top three preferences in choosing an ideal residence/ neighbourhood – Safety	Percentage of respondents per jurisdiction: **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%)** Percentage of respondents per ethnicity: Caucasian (33%), Latin American (33%), Black (38%), South Asian (32%), Chinese (41%), **Southeast Asian (62%)** Percentage of respondents per total annual household income group: **Below $35,000 (52%)**, **$35,000-59,999 (40%)**, $60,0000-84,999 (31%), **$85,000 or over (39%)** Percentage of respondents per household composition: Without children (40%), With children (36%), Other (39%) Percentage of respondents per generation: **Boomer/War (45%)**, **Gen X (45%)**, Millennial or Gen Z (34%) Percentage of respondents per home ownership: Own (36%), **Rent (42%)**, Other family member owns/rents (31%) Percentage of respondents per car ownership: Yes (37%), No (41%)
Top three preferences in choosing an ideal residence/ neighbourhood – Affordability	Percentage of respondents per jurisdiction: **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%)** Percentage of respondents per ethnicity: Caucasian (29%), Latin American (28%), **Black (39%)**, **South Asian (38%)**, Chinese (29%), **Southeast Asian (40%)** Percentage of respondents per total annual household income group: **Below $35,000 (42%)**, **$35,000-59,999 (38%)**, $60,0000-84,999 (24%), **$85,000 or over (31%)** Percentage of respondents per household composition: **Without children (34%)**, With children (27%), **Other (43%)** Percentage of respondents per generation: Boomer/War (31%), Gen X (35%), Millennial or Gen Z (31%) Percentage of respondents per home ownership: Own (25%), **Rent (43%)**, Other family member owns/rents (35%) Percentage of respondents per car ownership: Yes (30%), **No (39%)**
Top three preferences in choosing an ideal residence/ neighbourhood – Proximity to nature	Percentage of respondents per jurisdiction: 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%) Percentage of respondents per ethnicity: Caucasian (28%), **Latin American (37%)**, Black (13%), South Asian (19%), Chinese (25%), Southeast Asian (25%) Percentage of respondents per total annual household income group: Below $35,000 (24%), $35,000-59,999 (26%), $60,0000-84,999 (20%), $85,000 or over (27%) Percentage of respondents per household composition: Without children (28%), With children (23%), Other (25%) Percentage of respondents per generation: **Boomer/War (39%)**, Gen X (26%), Millennial or Gen Z (22%) Percentage of respondents per home ownership: Own (25%), Rent (26%), Other family member owns/rents (23%) Percentage of respondents per car ownership: Yes (25%), No (25%)

Level of agreement – "Living near nature is very important to me"	Percentage of respondents per jurisdiction: **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%)** Percentage of respondents per ethnicity: **Caucasian (72%)**, **Latin American (73%)**, Black (64%), **South Asian (79%)**, Chinese (42%), **Southeast Asian (72%)** Percentage of respondents per total annual household income group: **Below $35,000 (78%)**, $35,000-59,999 (57%), $60,0000-84,999 (59%), **$85,000 or over (70%)** Percentage of respondents per home ownership: Own (56%), **Rent (74%)**, **Other family member owns/rents (70%)** Percentage of respondents per preference to downsize: **Yes (73%)**, No (56%) Percentage of respondents per current accessibility needs: **Yes (72%)**, No (63%)
Top three preferences in choosing an ideal residence/ neighbourhood – Proximity to public transit	Percentage of respondents per jurisdiction: **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%)** Percentage of respondents per ethnicity: Caucasian (17%), Latin American (28%), Black (17%), South Asian (20%), Chinese (25%), Southeast Asian (28%) Percentage of respondents per total annual household income group: **Below $35,000 (36%)**, $35,000-59,999 (21%), $60,0000-84,999 (22%), $85,000 or over (18%) Percentage of respondents per household composition: Without children (26%), With children (20%), Other (20%) Percentage of respondents per generation: Boomer/War (28%), Gen X (24%), Millennial or Gen Z (20%) Percentage of respondents per home ownership: Own (18%), Rent (27%), Other family member owns/rents (25%) Percentage of respondents per car ownership: Yes (18%), **No (33%)**
Top three preferences in choosing an ideal residence/ neighbourhood – Proximity to workplace (personally or for family member)	Percentage of respondents per jurisdiction: 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%) Percentage of respondents per total annual household income group: Below $35,000 (20%), $35,000-59,999 (15%), $60,0000-84,999 (17%), $85,000 or over (17%) Percentage of respondents per education level: High school or lower (6%), **Post secondary or trade school (17%)**, **University (17%)** Percentage of respondents per generation: Boomer/War (12%), Gen X (16%), Millennial or Gen Z (16%) Percentage of respondents per home ownership: Own (15%), Rent (17%), Other family member owns/rents (19%)
Commute to work preference – Driving	Percentage of respondents per jurisdiction: Burnaby (33%), Delta (13%), **Langley City (56%)**, City of North Vancouver (35%), **Pitt Meadows (43%)**, Port Coquitlam (39%), **Richmond (45%)**, Surrey (34%), **Vancouver (46%)** Percentage of respondents per ethnicity: **Caucasian (41%)**, Latin American (28%), **South Asian (39%)**, **Chinese (43%)**, **Southeast Asian (42%)** Percentage of respondents per education level: High school or lower (26%), Post secondary or trade school (31%), **University (43%)** Percentage of respondents per total annual household income group: Below $35,000 (23%), **$35,000-59,999 (39%)**, **$60,0000-84,999 (38%)**, **$85,000 or over (47%)**

	Percentage of respondents per household composition: Without children (27%), **With children (51%)**, Other (35%) Percentage of respondents per current accessibility needs: Yes (33%), No (45%) Percentage of respondents per home ownership: **Own (50%)**, Rent (29%), Other family member owns/rents (26%) Percentage of respondents per car ownership: **Yes (49%)**, No (14%)
Commute to work preference – Public transit	Percentage of respondents per jurisdiction: **Burnaby (47%)**, **Delta (43%)**, Langley City (25%), City of North Vancouver (30%), Pitt Meadows (23%), Port Coquitlam (2%), Richmond (28%), **Surrey (41%)**, Vancouver (25%) Percentage of respondents per ethnicity: Caucasian (25%), **Latin American (36%)**, South Asian (40%), Chinese (30%), **Southeast Asian (47%)** Percentage of respondents per education level: **High school or lower (50%)**, Post secondary or trade school (38%), University (29%) Percentage of respondents per total annual household income group: **Below $35,000 (49%)**, $35,000-59,999 (35%), $60,0000-84,999 (30%), $85,000 or over (27%) Percentage of respondents per household composition: **Without children (37%)**, With children (24%), **Other (46%)** Percentage of respondents per current accessibility needs: **Yes (42%)**, No (29%) Percentage of respondents per home ownership: Own (23%), **Rent (42%)**, **Other family member owns/rents (60%)** Percentage of respondents per car ownership: Yes (26%), **No (54%)**
Commute to work preference – Walking	Percentage of respondents per jurisdiction: Burnaby (10%), Delta (11%), **Langley City (17%)**, **City of North Vancouver (15%)**, **Pitt Meadows (13%)**, **Port Coquitlam (14%)**, Richmond (9%), Surrey (10%), **Vancouver (17%)** Percentage of respondents per sex/gender (self-identified): Male/Man (10%), **Female/Woman (15%)** Percentage of respondents per home ownership: Own (10%), **Rent (18%)**, Other family member owns/rents (6%)
Commute to work preference – Cycling	Percentage of respondents per jurisdiction: Burnaby (3%), **Delta (15%)**, Langley City (2%), **City of North Vancouver (12%)**, **Pitt Meadows (14%)**, **Port Coquitlam (18%)**, **Richmond (15%)**, Surrey (7%), Vancouver (7%) Percentage of respondents per ethnicity: **Caucasian (11%)**, Latin American (5%), South Asian (4%), **Chinese (10%)**, Southeast Asian (0%) Percentage of respondents per total annual household income group: Below $35,000 (8%), $35,000-59,999 (8%), **$60,0000-84,999 (12%)**, $85,000 or over (5%)
Commute to work (current) – Cycling	Percentage of respondents per jurisdiction: 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%)**
Commute to work (current) – Walking	Percentage of respondents per jurisdiction: 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%) Percentage of respondents per ethnicity: **Caucasian (11%)**, Latin American (7%), **Black (11%)**, South Asian (5%), Chinese (7%), Southeast Asian (8%) Percentage of respondents per household composition: **Without children (13%)**, With children (6%), Other (4%)

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 o 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


metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

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*.

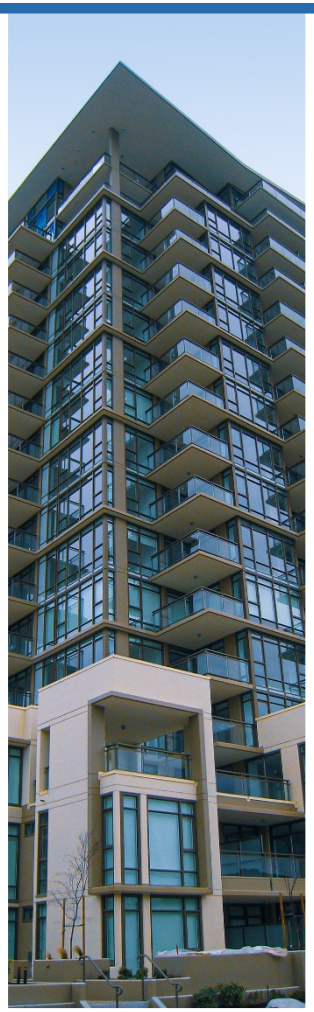
REFERENCES

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: qícə́y̓ (Katzie), qʷɑ:nƛ̓ənn̓ (Kwantlen), kʷikʷəƛ̓əm (Kwikwetlem), máthxwi (Matsqui), xʷməθkʷəy̓əm (Musqueam), qiqéyt (Qayqayt), seˈmyaˈme (Semiahmoo), Sḵwx̱wú7mesh Úxwumixw (Squamish), scəwáθən məsteyəxʷ (Tsawwassen), and səlilwətaɬ (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

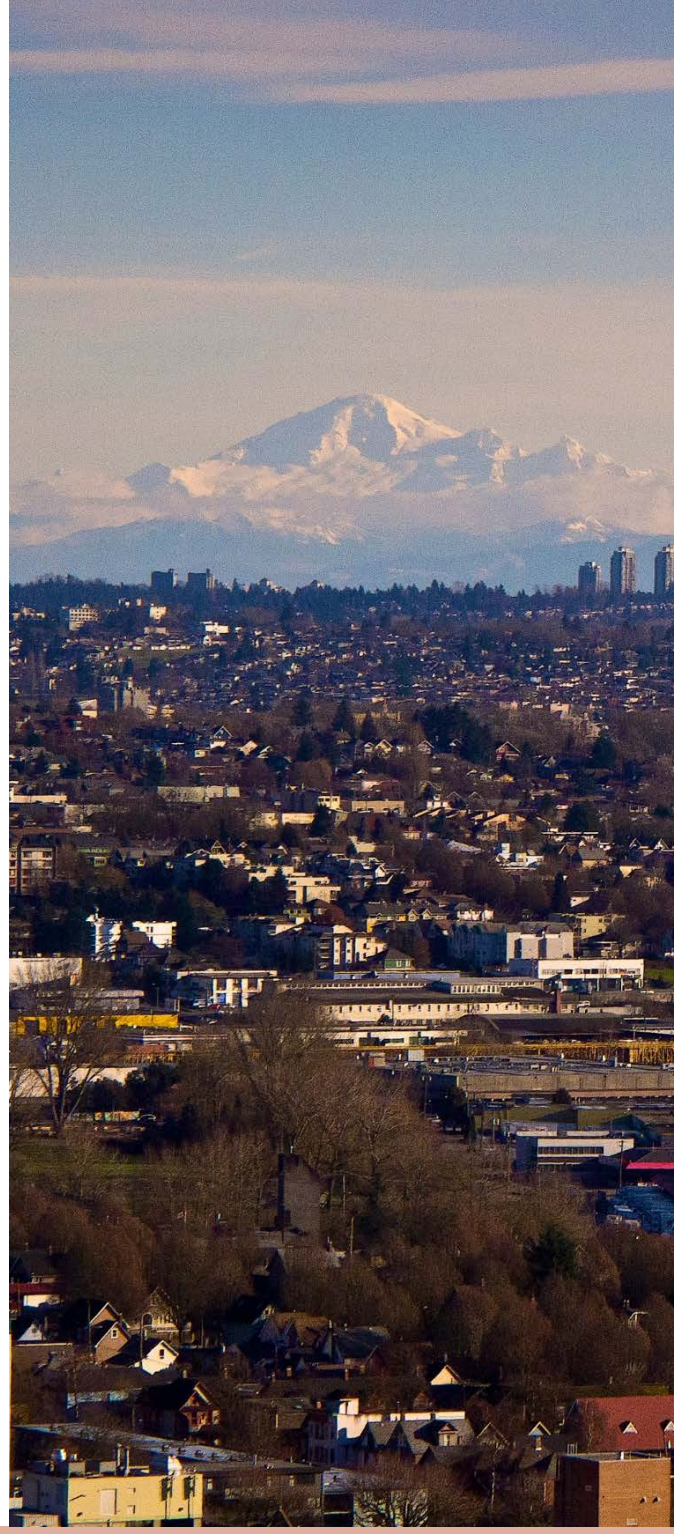
The *Metro Vancouver Housing Data Book* brings together a large collection of regional and municipal level data from a variety of sources in order to provide a comprehensive look at the region's housing market and the people impacted by it.

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 Bo*ok 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

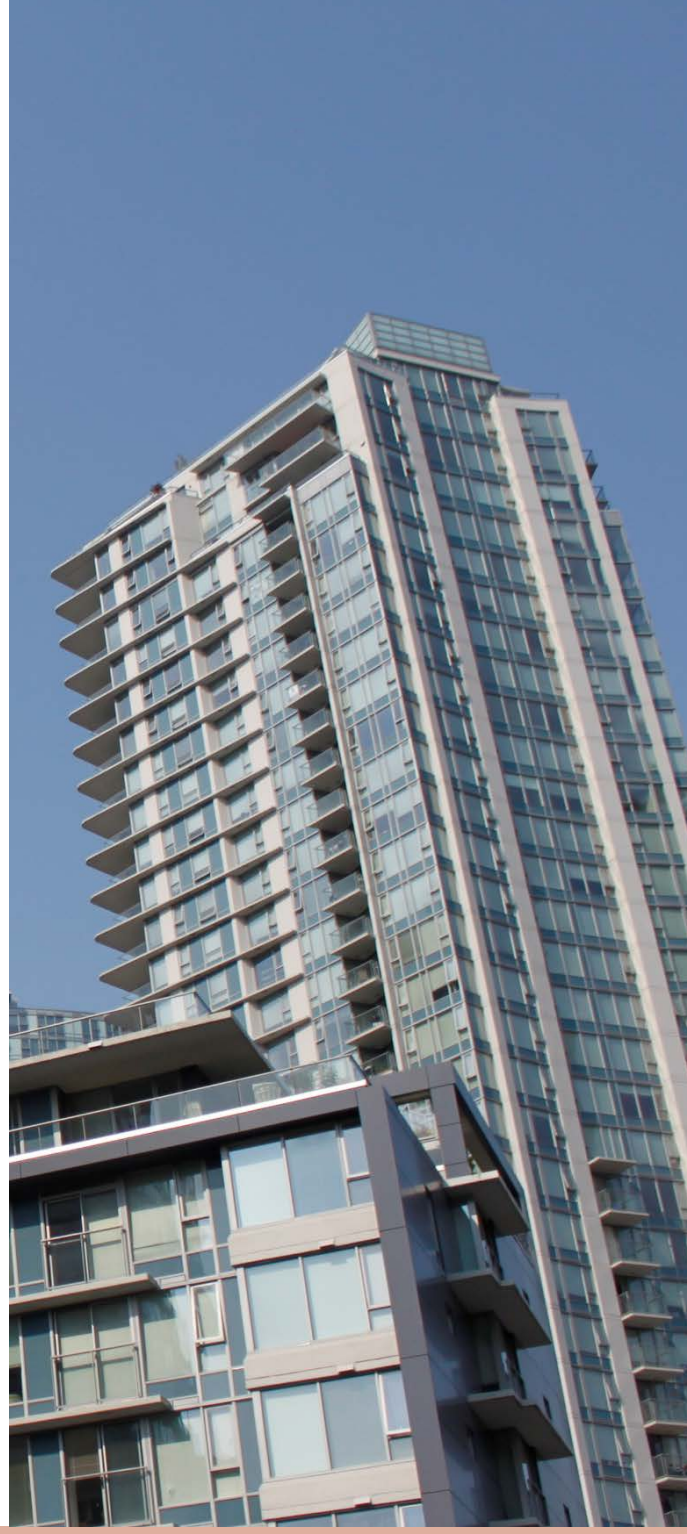
- Metro Vancouver's population grew by seven per cent between 2016 and 2021, reaching 2.64 million people (based on initial 2021 Census of Population findings and does not include census undercount estimates; official regional population undercount was 102,000 people in 2021).
- In 2020, nearly 40 per 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

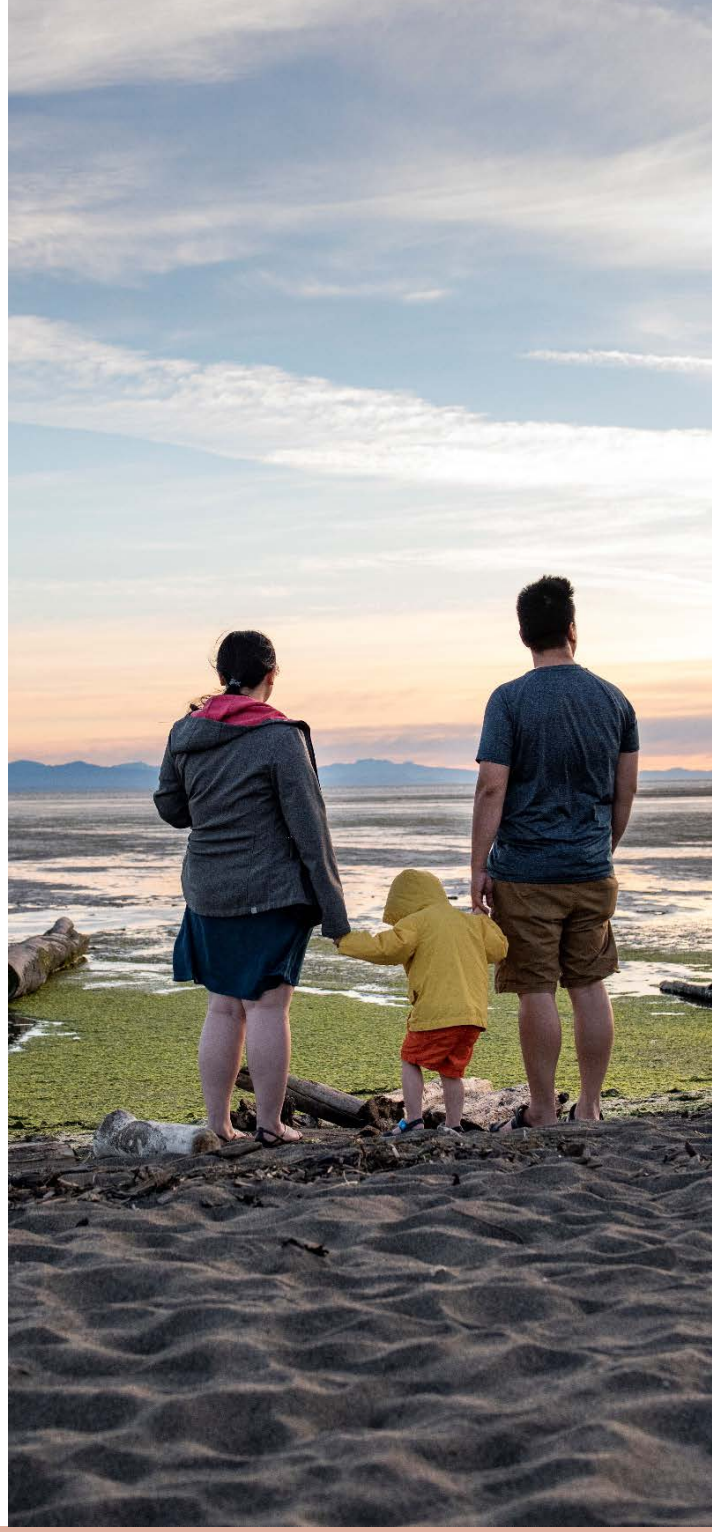
2,642,825
Population count
Metro Vancouver
2021 Census

7.3%
Population growth
Metro Vancouver
2016 to 2021 Census

2.7%
Growth among children aged 0 to 14 years
Metro Vancouver
2016 to 2021 Census

19.0%
Growth among seniors aged 65 years and over
Metro Vancouver
2016 to 2021 Census

- **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.

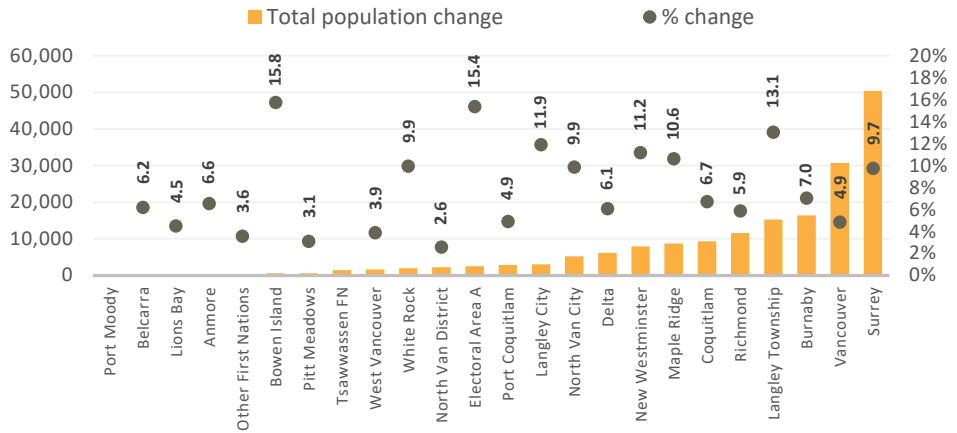


1.1 Population by Age

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



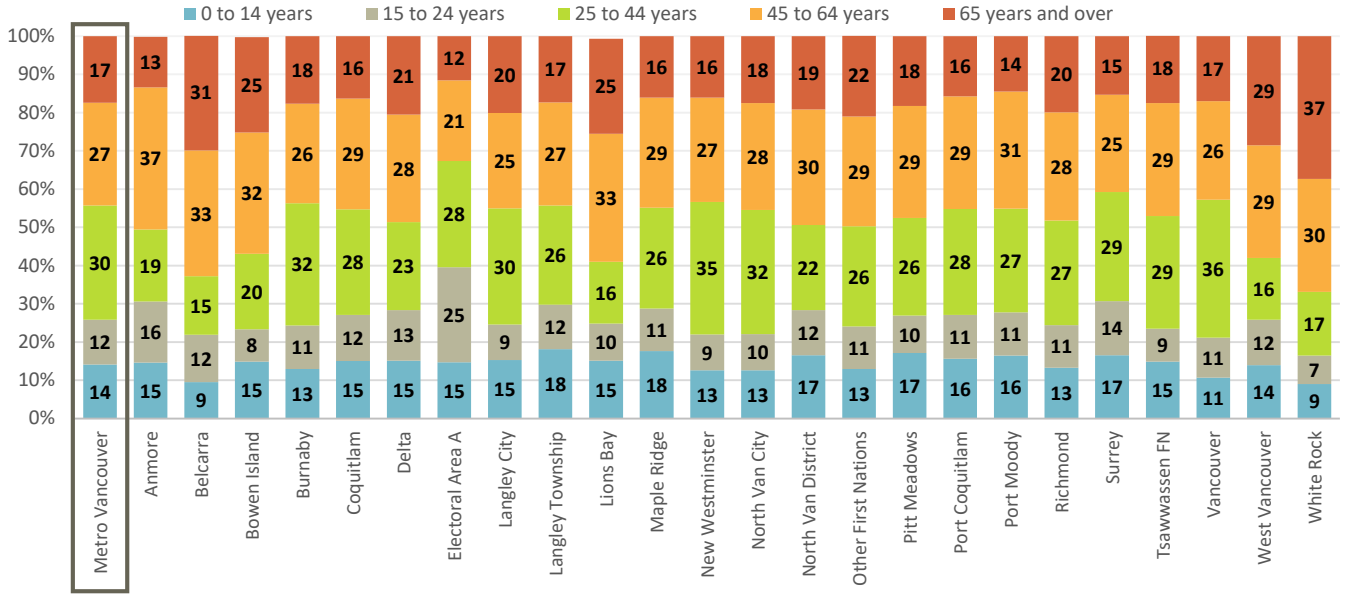
Source: Statistics Canada, 2021 Census of Population

Note:Tsawwassen First Nation's % change is not displayed due to relatively large value.

Key Observations

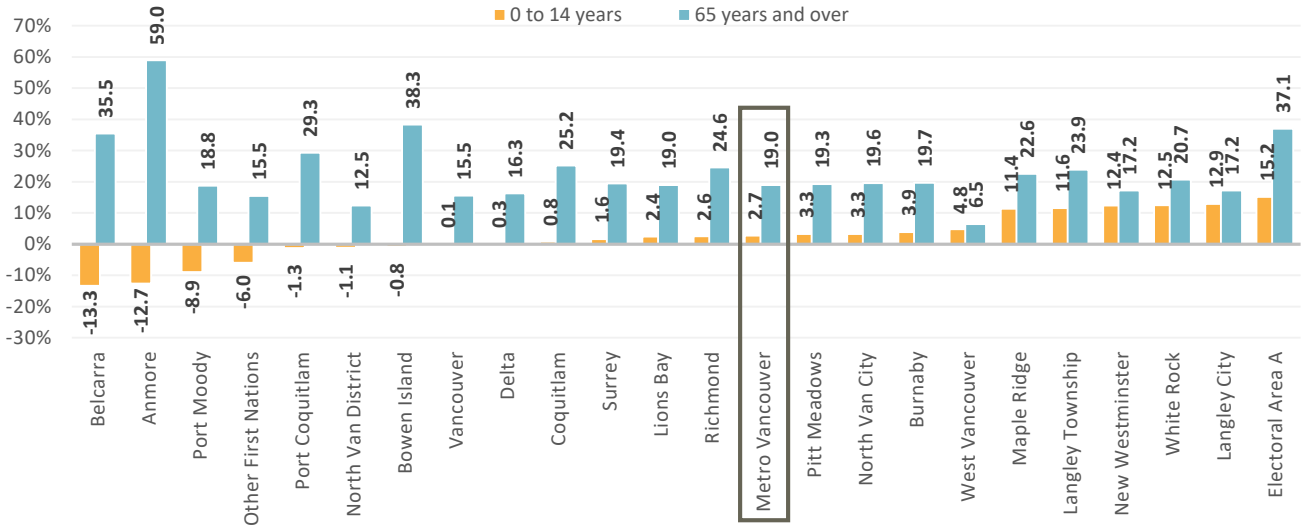
- The 2021 Census counted 2,642,825 people in Metro Vancouver in 2021. This was 179,395 more people than were counted in the 2016 Census, representing an increase of 7.3%.
- Surrey, Vancouver, and Burnaby experienced the largest growth in population since the 2016 Census.
- The areas with the greatest 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

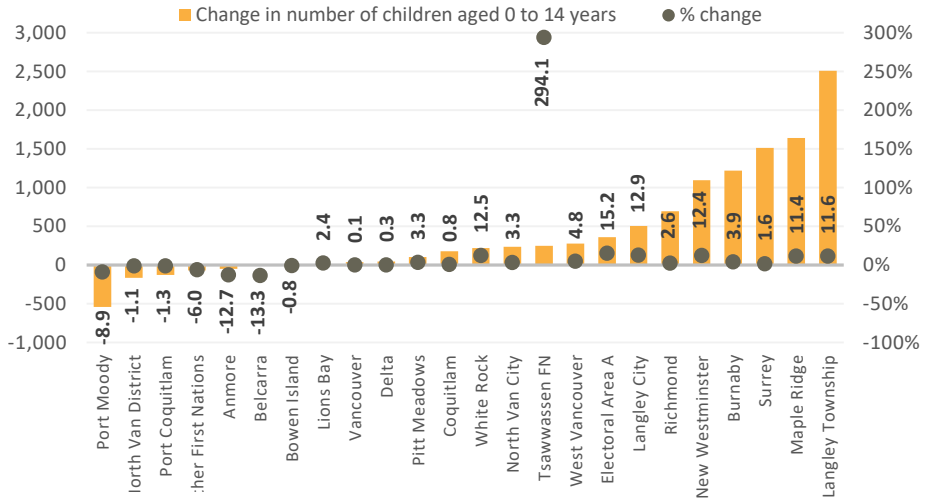


Source: Statistics Canada, 2021 Census of Population

Note: Tsawwassen First Nation is not displayed due to relatively large values.

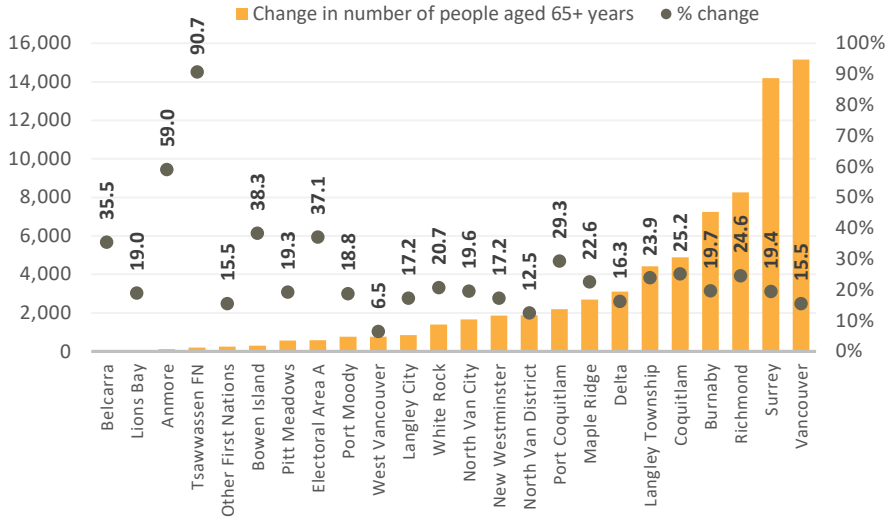
- Between 2016 and 2021, the population in Metro Vancouver continued to age. Seniors in the region increased by 19.0%, while the number of children increased by just 2.7%.
- Other than Tsawwassen First Nation, Anmore, Belcarra, and Bowen Island had the greatest growth rate in seniors, while Vancouver, 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%**

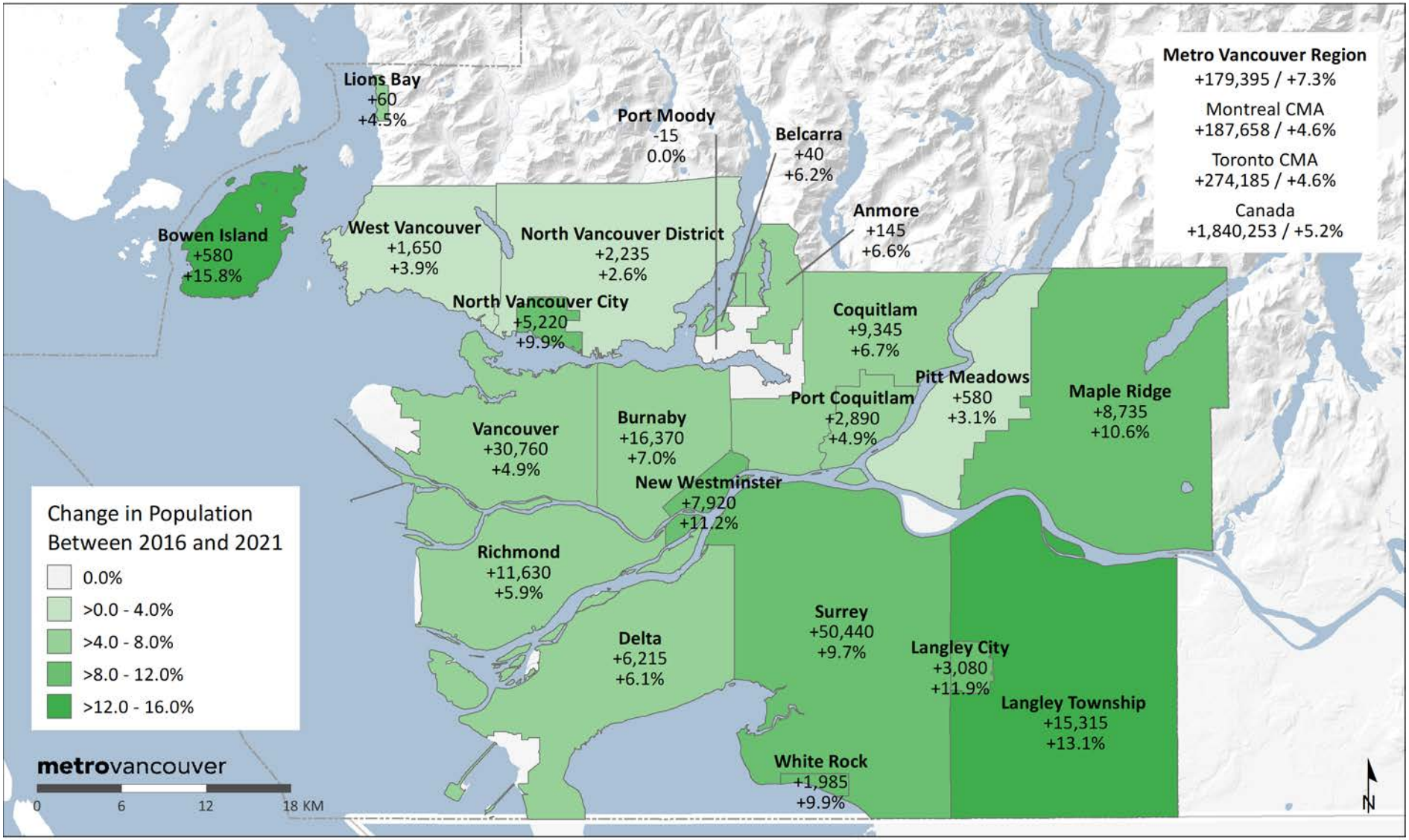
Source: Statistics Canada, 2016 and 2021 Census of Population.

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

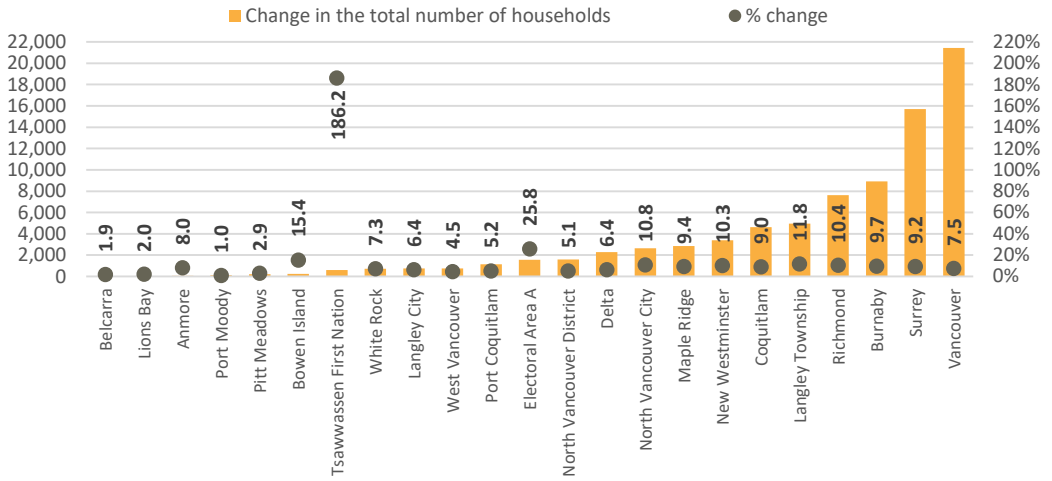
1.2 Households by Tenure

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

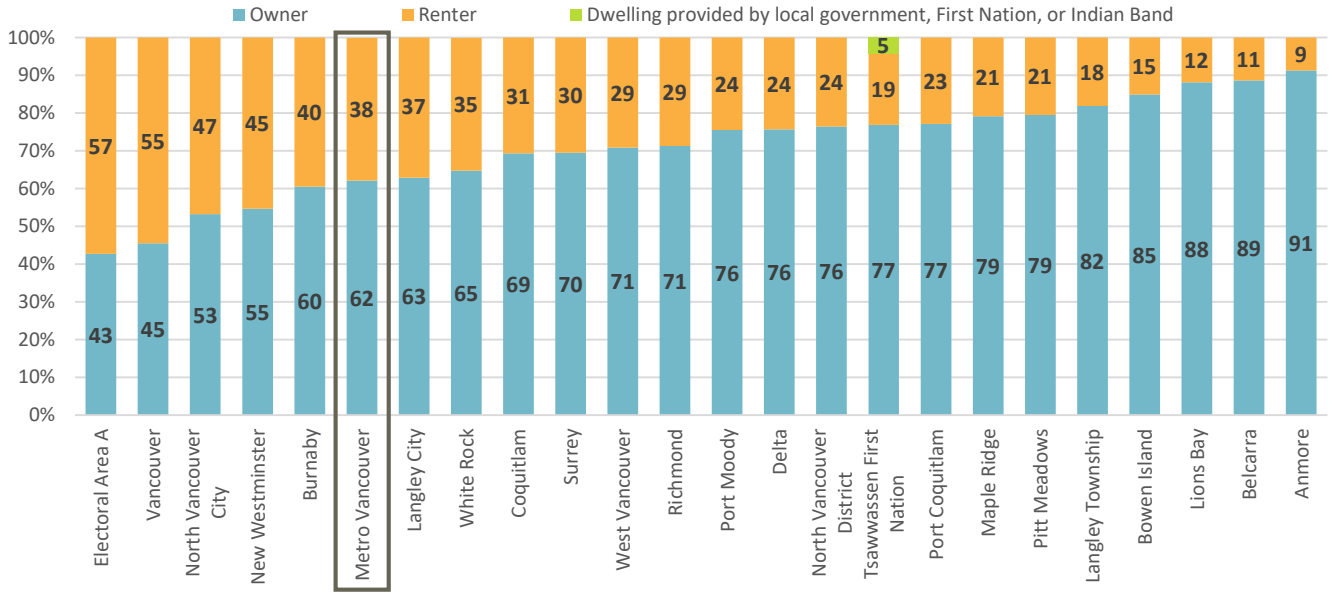


Source: Statistics Canada, 2021 Census of Population

Key Observations

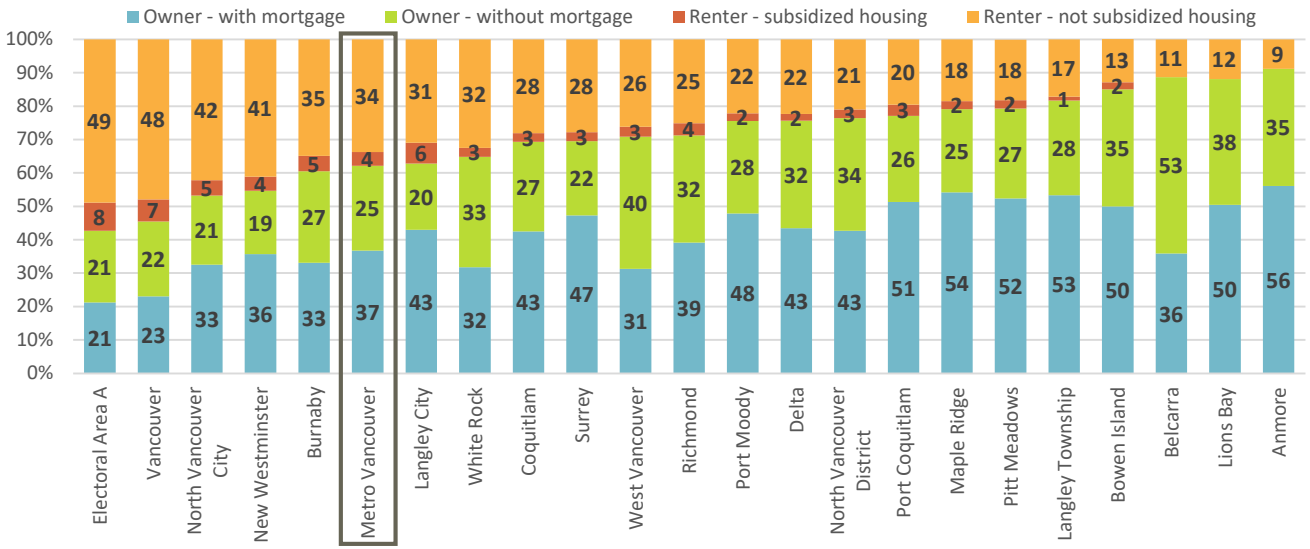
- The 2021 Census counted 1,043,320 households in Metro Vancouver in 2021. This was 82,425 more households than were counted in the 2016 Census, representing an increase of 8.6%.
- Vancouver and Surrey experienced the largest growth in the number of households.
- The areas with the greatest rate of household 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

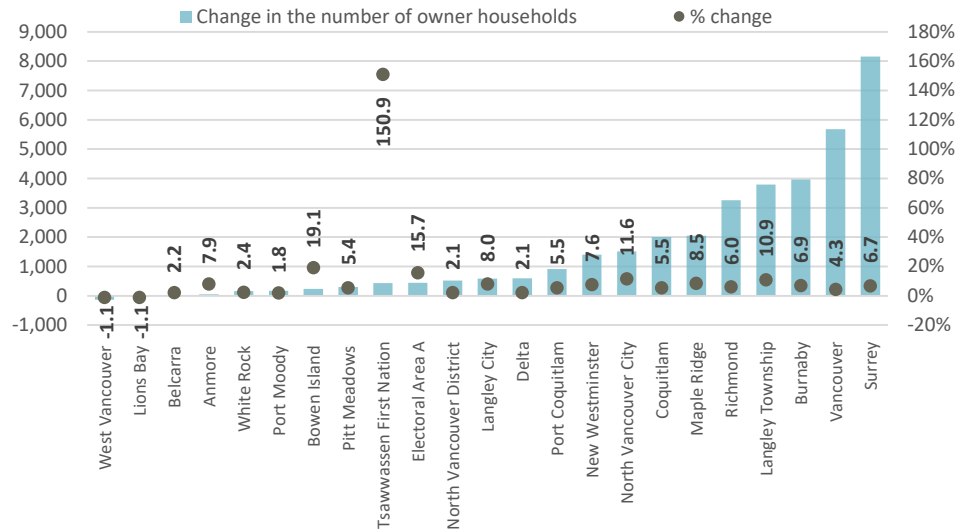


Source: Statistics Canada, 2021 Census of Population

Note: Tsawwassen First Nation is not displayed due to lack of data.

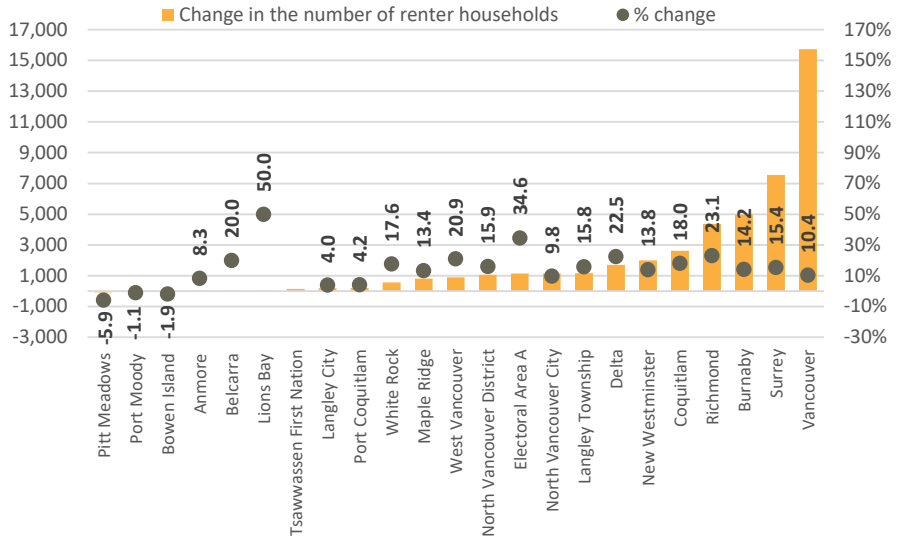
- Between 2016 and 2021, the share of renters in Metro Vancouver increased from 36% to 38%, while the share of owners decreased from 64% to 62%.
- Owners with mortgages represented 37% of total households in Metro Vancouver in 2021, a slight decrease from the 38% in 2016.
- Renters in receipt of a housing 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.

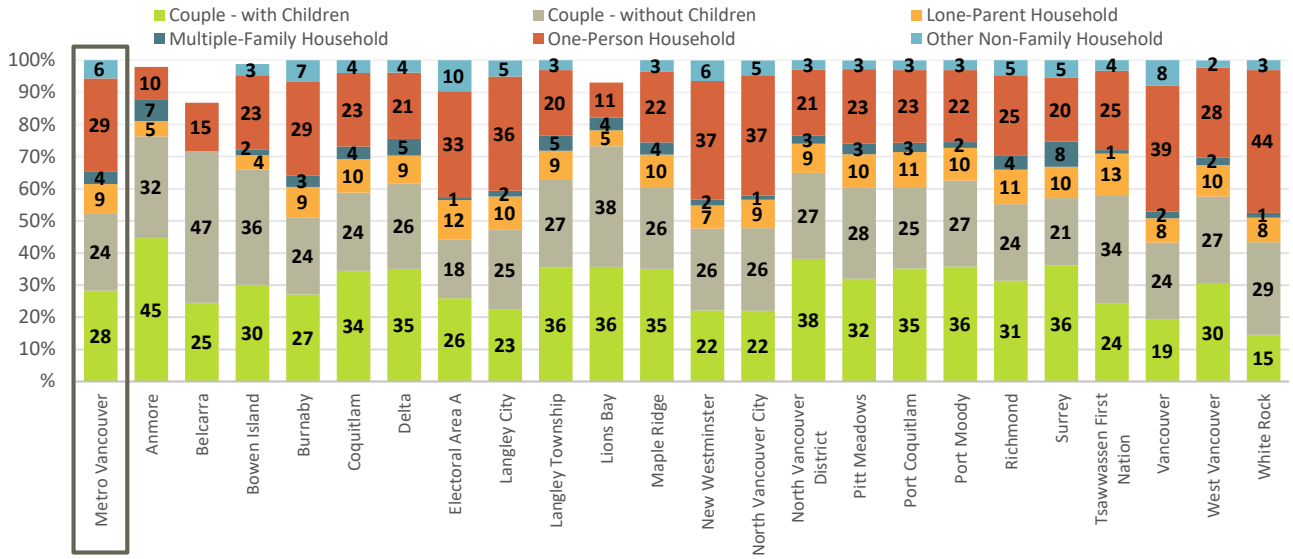
1.3 Households by Family Type

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

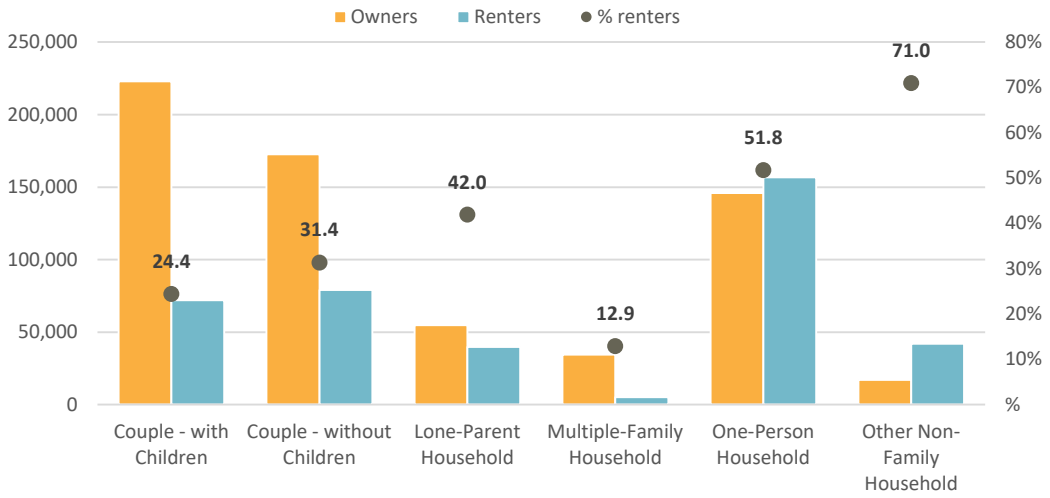


Source: Statistics Canada, 2021 Census of Population
Note: Totals may not equal sum of individual values due to rounding or data suppression.

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).

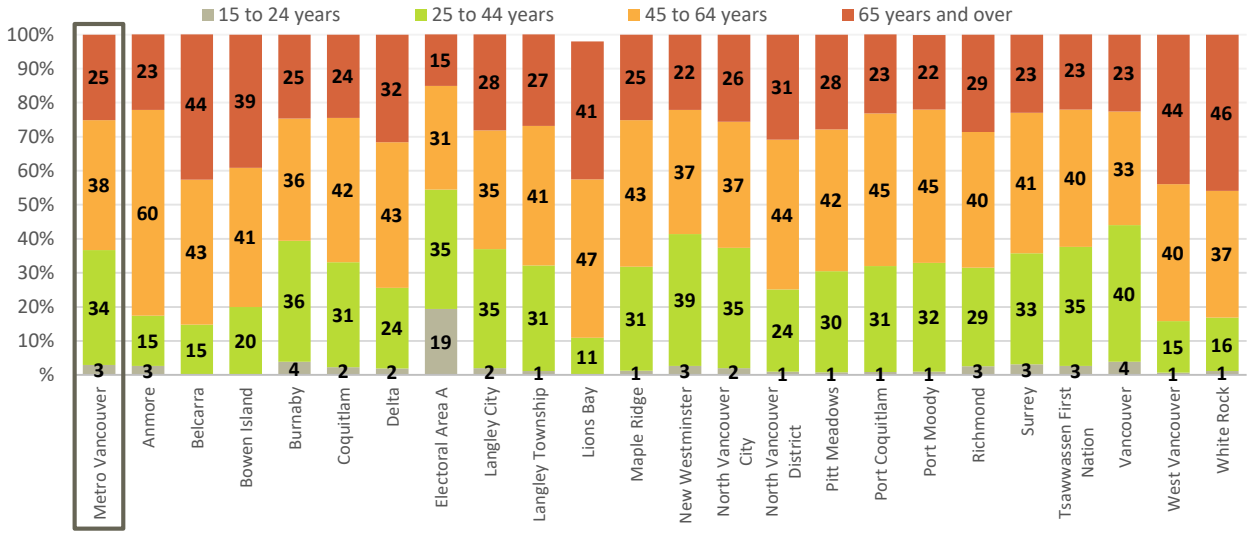
Metro Vancouver totals include First Nations which are not listed in the table.

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

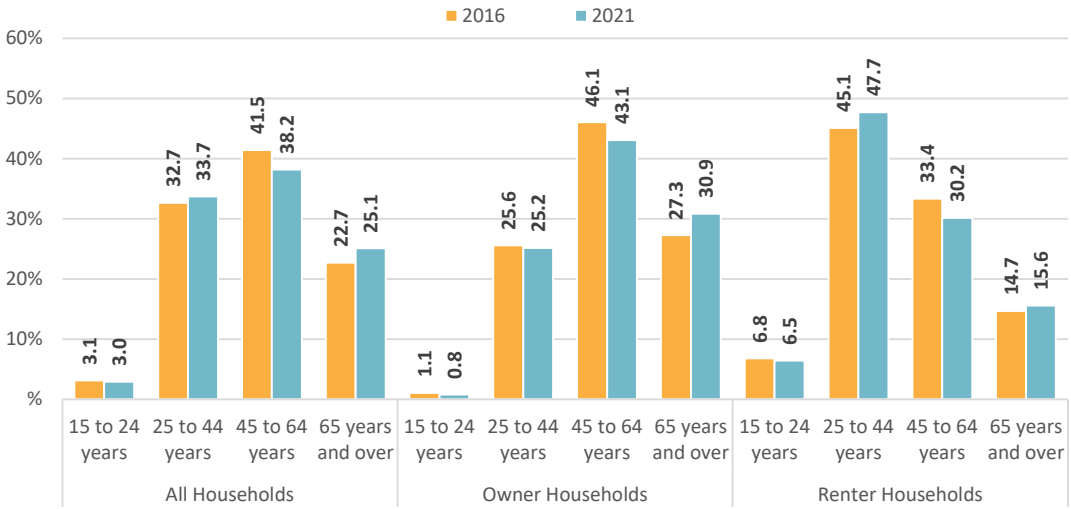


Source: Statistics Canada, 2021 Census of Population
Note: Totals may not equal sum of individual values due to rounding or data suppression.

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.

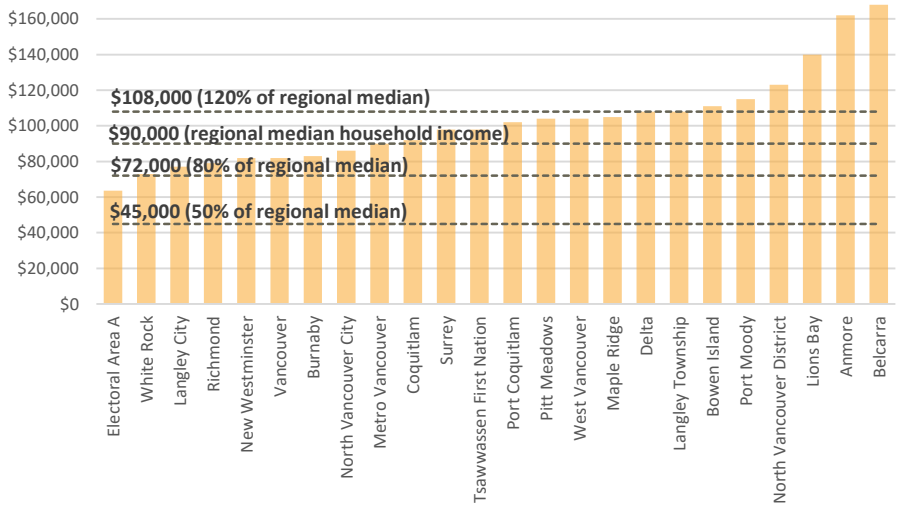
Jurisdiction and Metro Vancouver totals may not equal sum of individual values due to rounding or data suppression.

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.

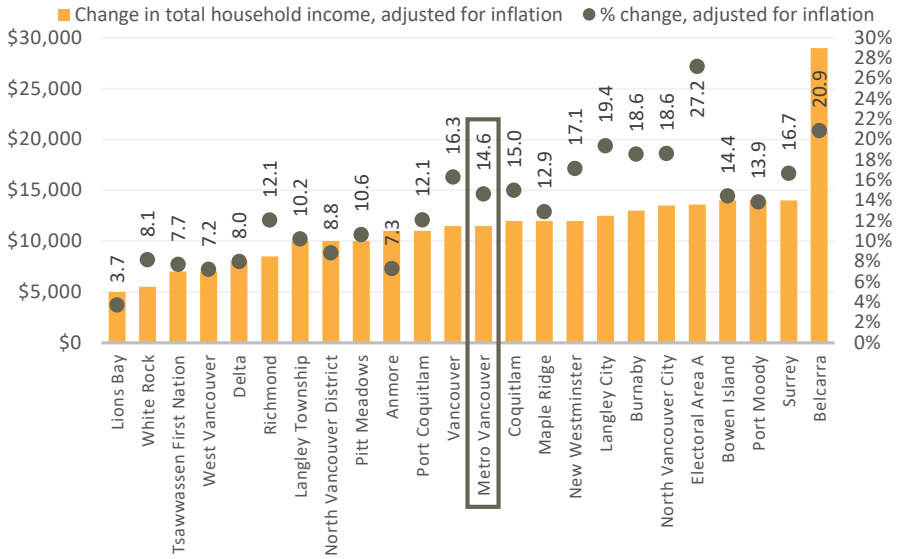
Figure 1.5.1. Median Household Incomes and Income Thresholds, Metro Vancouver Jurisdictions, 2020



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 Westminster	$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.

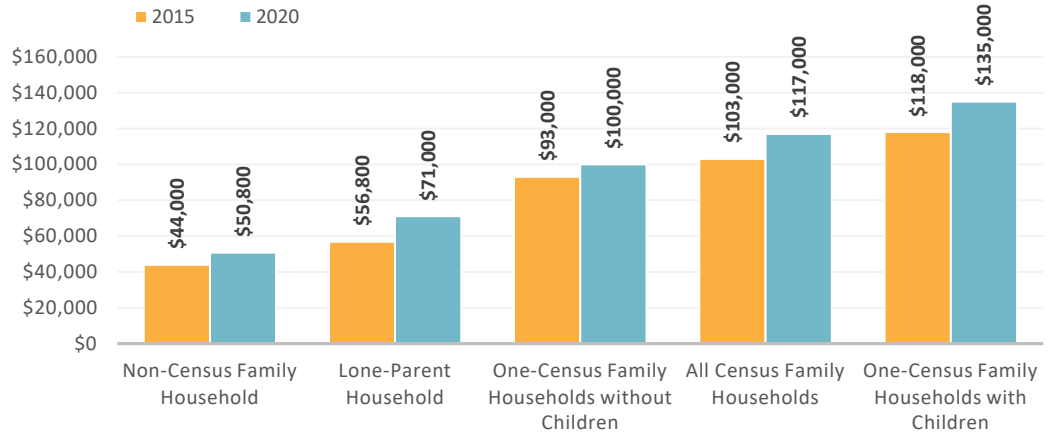
Note: Values for income thresholds are rounded to nearest 100.

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

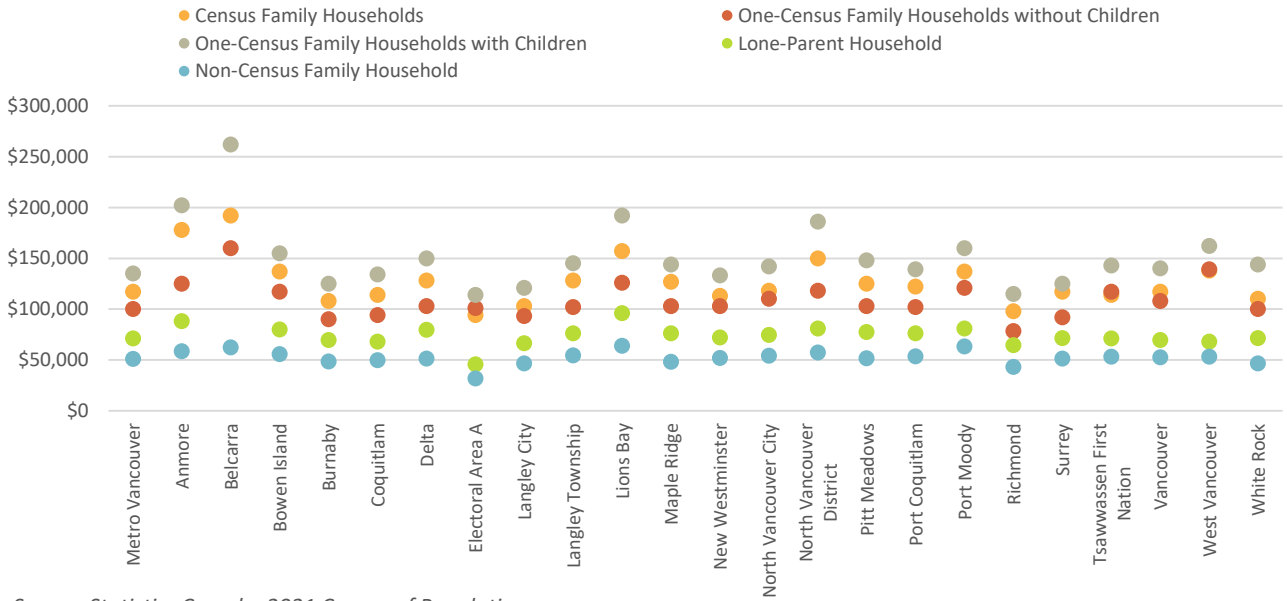


Source: Statistics Canada, 2021 Census of Population

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 Households without Children	One-Census Family Households with Children	Lone-Parent Household	Non-Census Family Household	Census Family House-holds	One-Census Family Households without Children	One-Census Family Households with Children	Lone-Parent Household	Non-Census Family Household	Census Family House-holds	One-Census Family Households without Children	One-Census Family Households 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%**

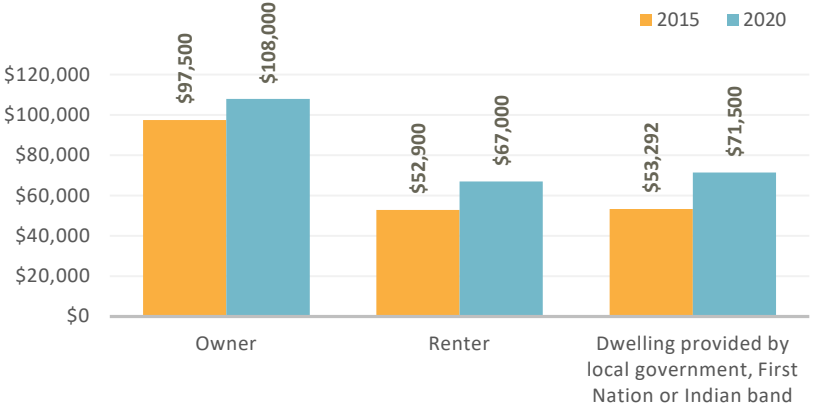
Source: Statistics Canada, 2015 and 2021 Census of Population.

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

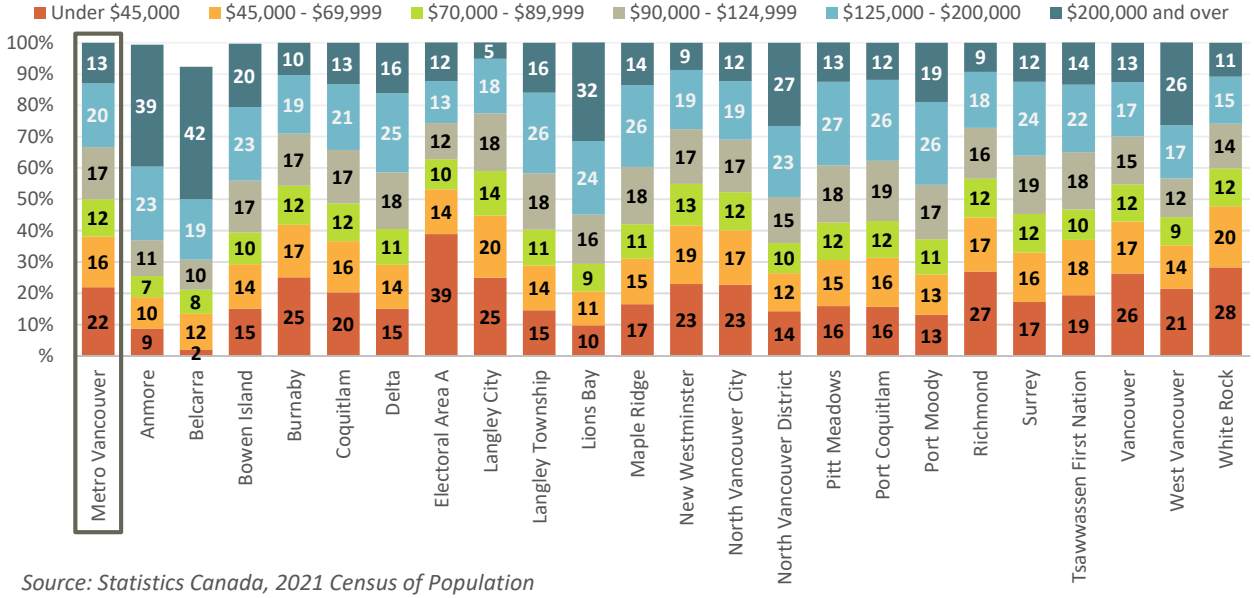
The income groups presented here are based on the median household income for the Metro Vancouver region. In 2020, the regional median household income was $90,000. Based on this, the income group under $45,000 corresponds to 50% and under of the regional median household income; the $45,000 - $69,000 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.

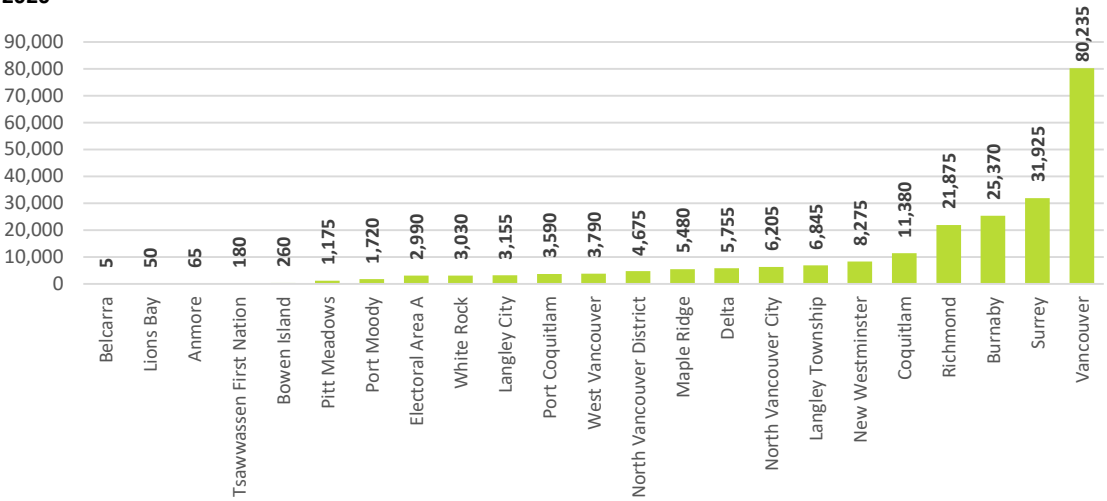
Figure 1.8.1. Income Distribution of Households by Select Income Groups, Metro Vancouver Jurisdictions, 2020



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

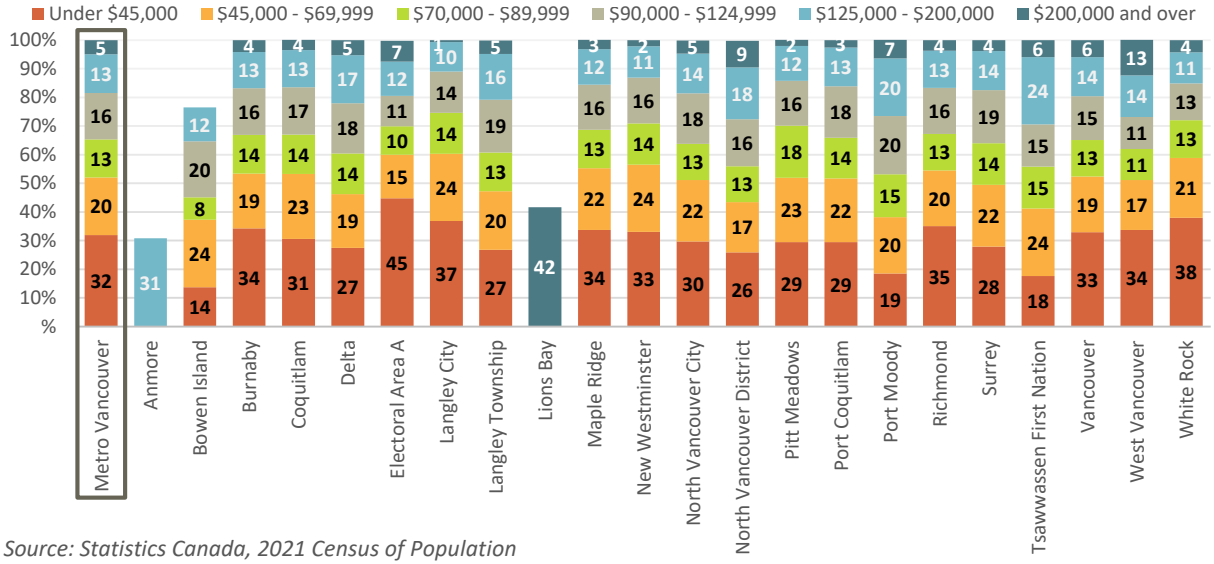
The regional median household income in In 2020 was $90,000. Households, and especially renters, that make under $45,000 would likely struggle to cover daily living expenses and would also qualify for subsidized housing as their income falls below the BC Housing Income Limits.

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.

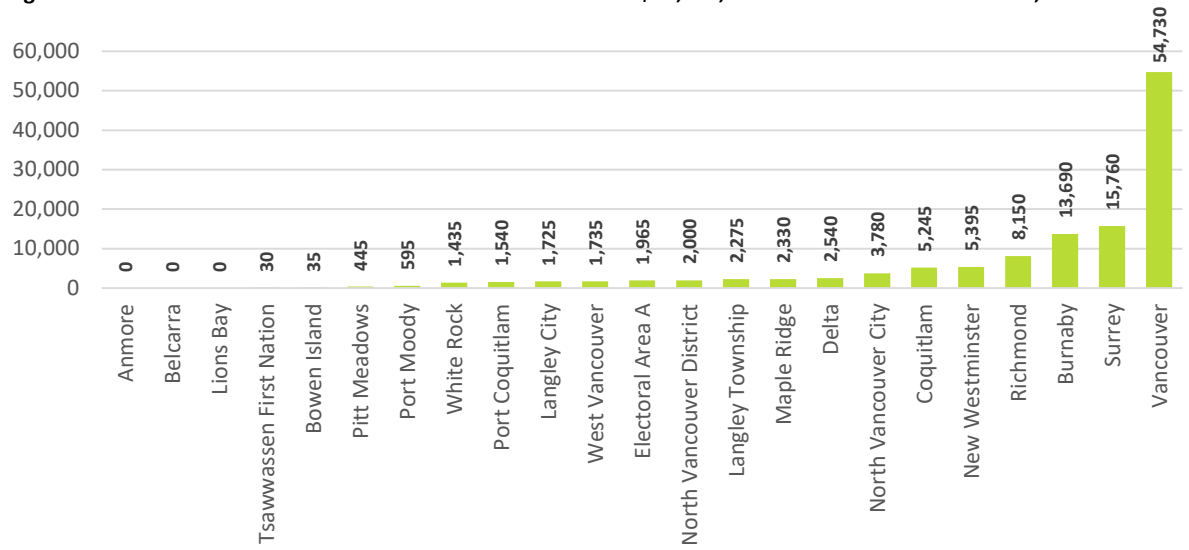
Figure 1.9.1. Income Distribution of Renter Households by Select Income Groups, Metro Vancouver Jurisdictions, 2020



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

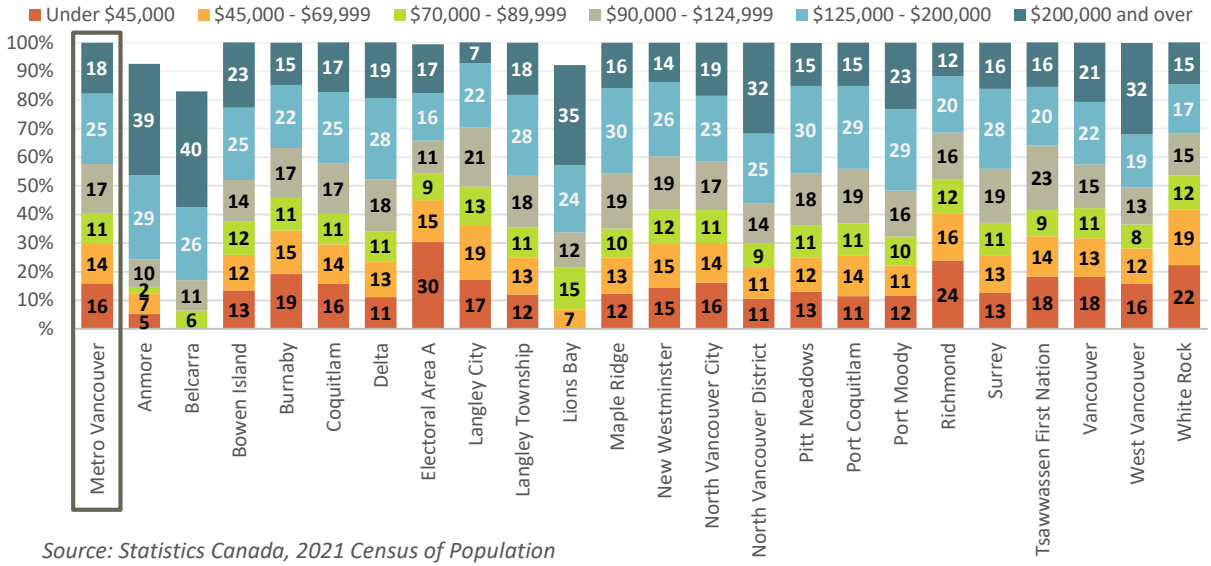
With a regional median household income of $90,000 in 2022, households that make under $45,000 would likely struggle to cover daily living expenses. Households that make less than $45,000 would also qualify for subsidized housing as their income falls below the BC Housing Income Limits.

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).

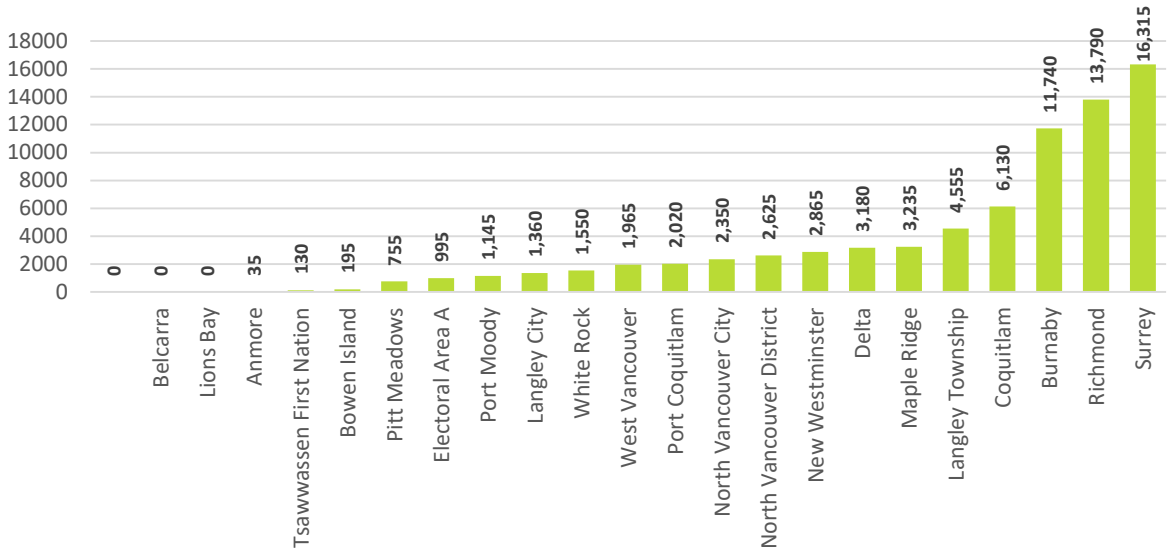
Figure 1.10.1. Income Distribution of Owner Households by Select Income Groups, Metro Vancouver Jurisdictions,



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.

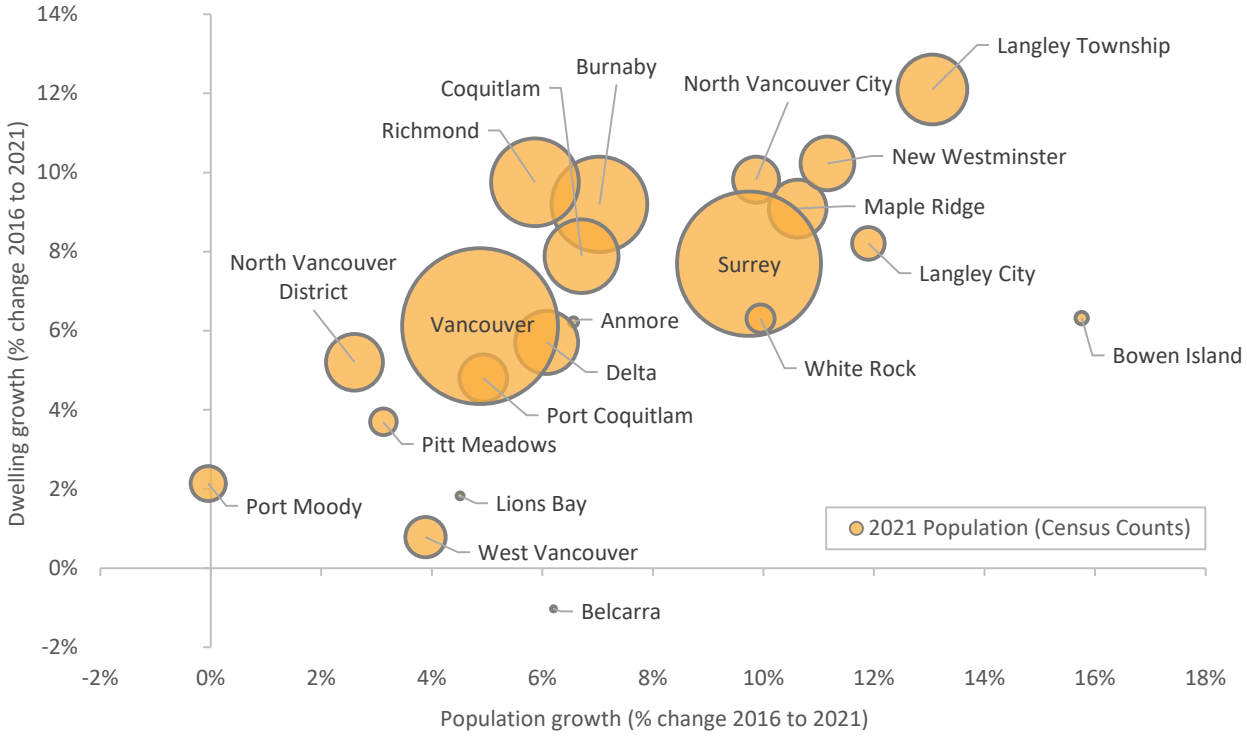
PART 2 | HOUSING STOCK PROFILE

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



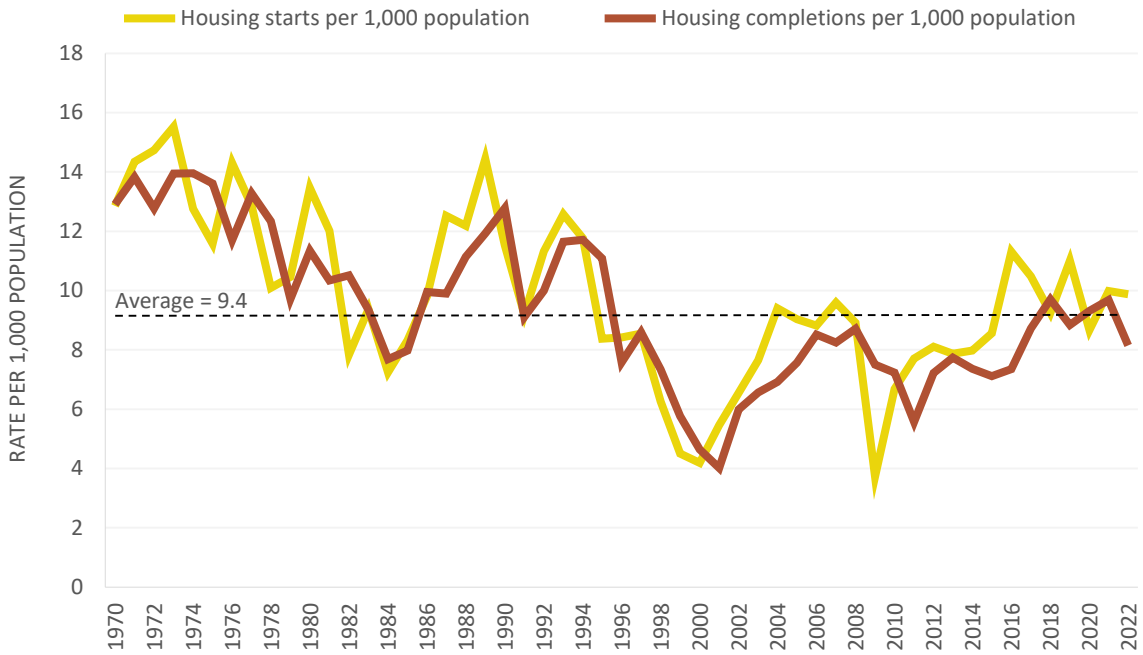
Source: Statistics Canada, 2021 Census of Population



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



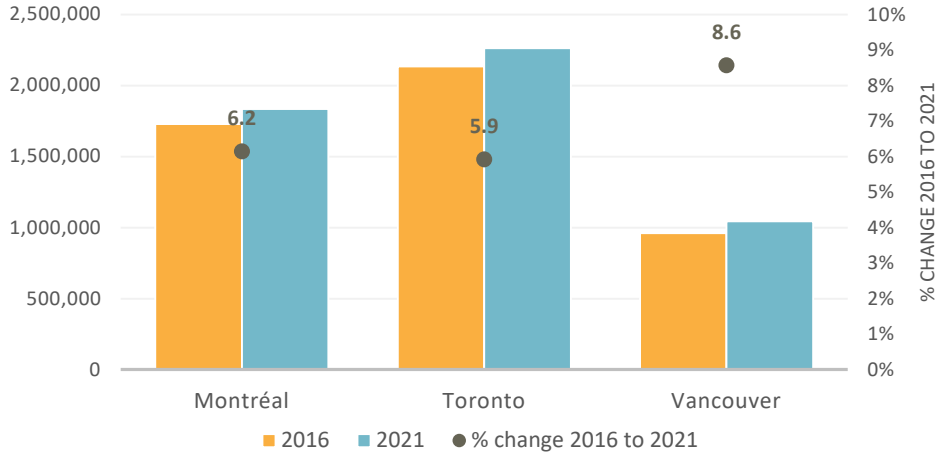
2.1 Total Dwellings & Occupied Dwellings

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

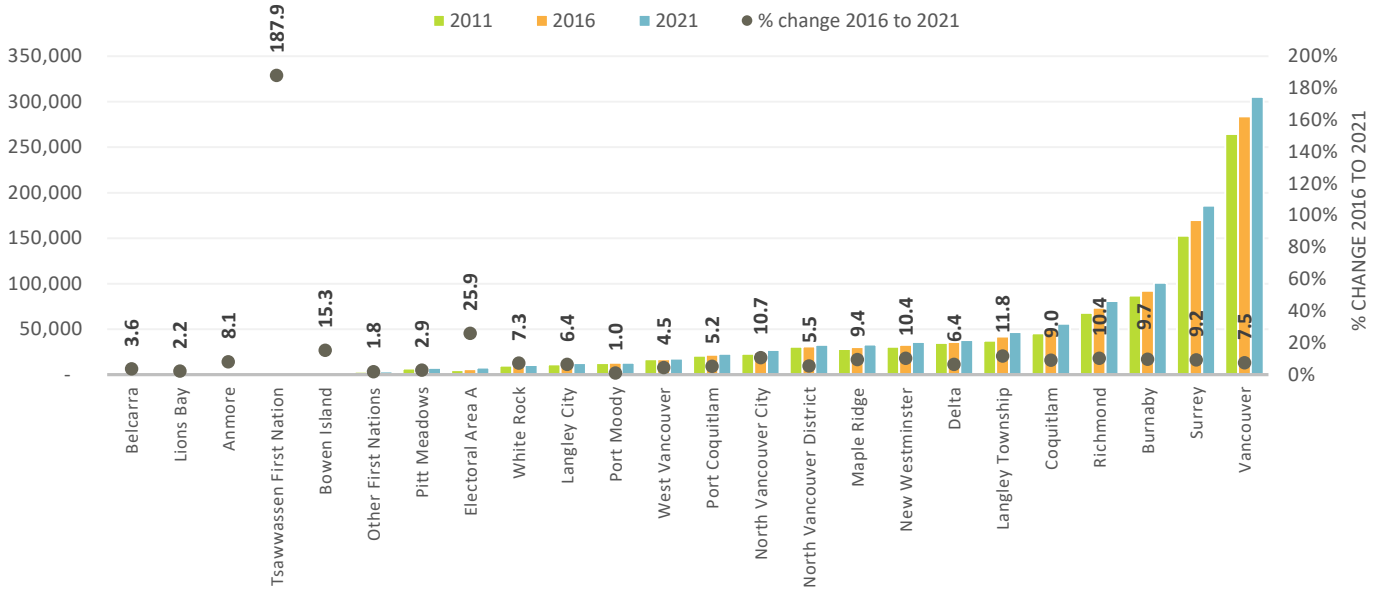


Source: Statistics Canada, 2011, 2016, and 2021 Census of Population

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

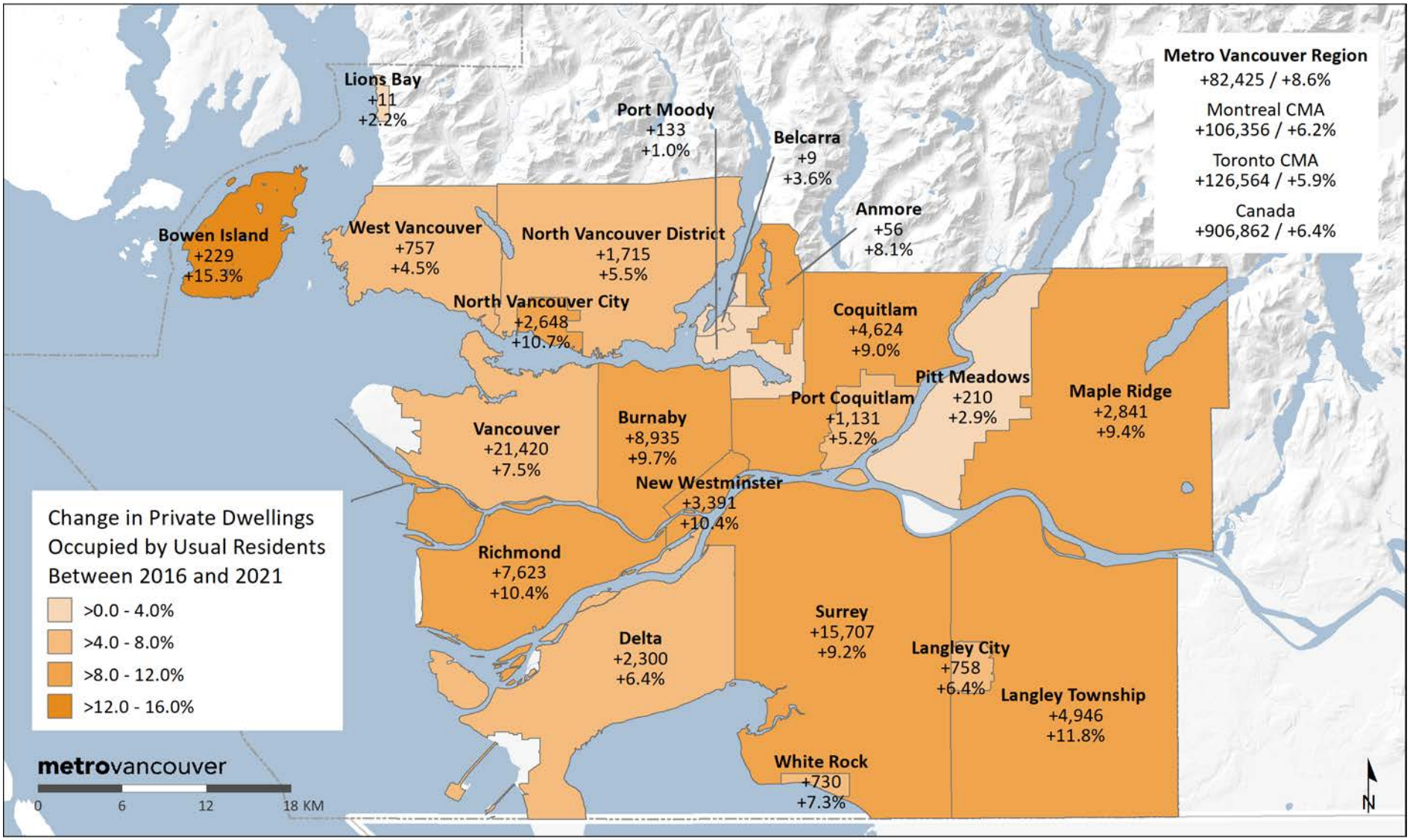
MUNICIPALITY / MEMBER JURISDICTION	2011			2016			2021			2016 to 2021 % change	
	Total Private Dwellings	Private Dwellings Occupied by Usual Residents	% Private Dwellings Occupied by Usual Residents	Total Private Dwellings	Private Dwellings Occupied by Usual Residents	% Private Dwellings Occupied by Usual 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



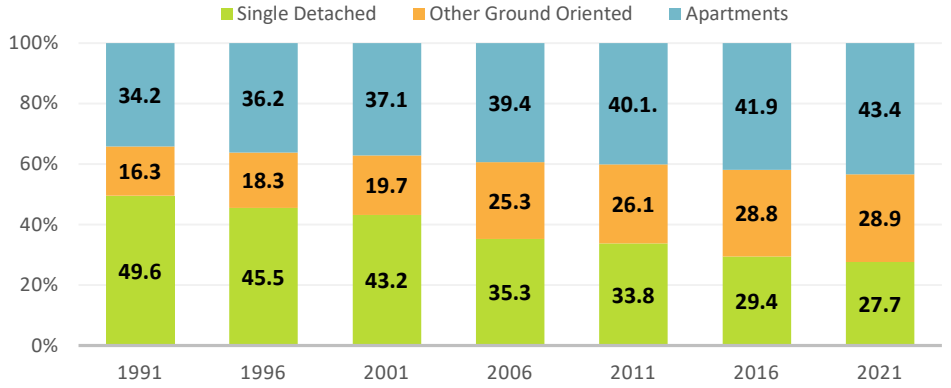
Tsawwassen First Nation and Electoral Area A are not displayed due to data availability, geography limitations, or relatively large value of percent change.
Source: Statistics Canada, 2016 and 2021 Census of Population

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

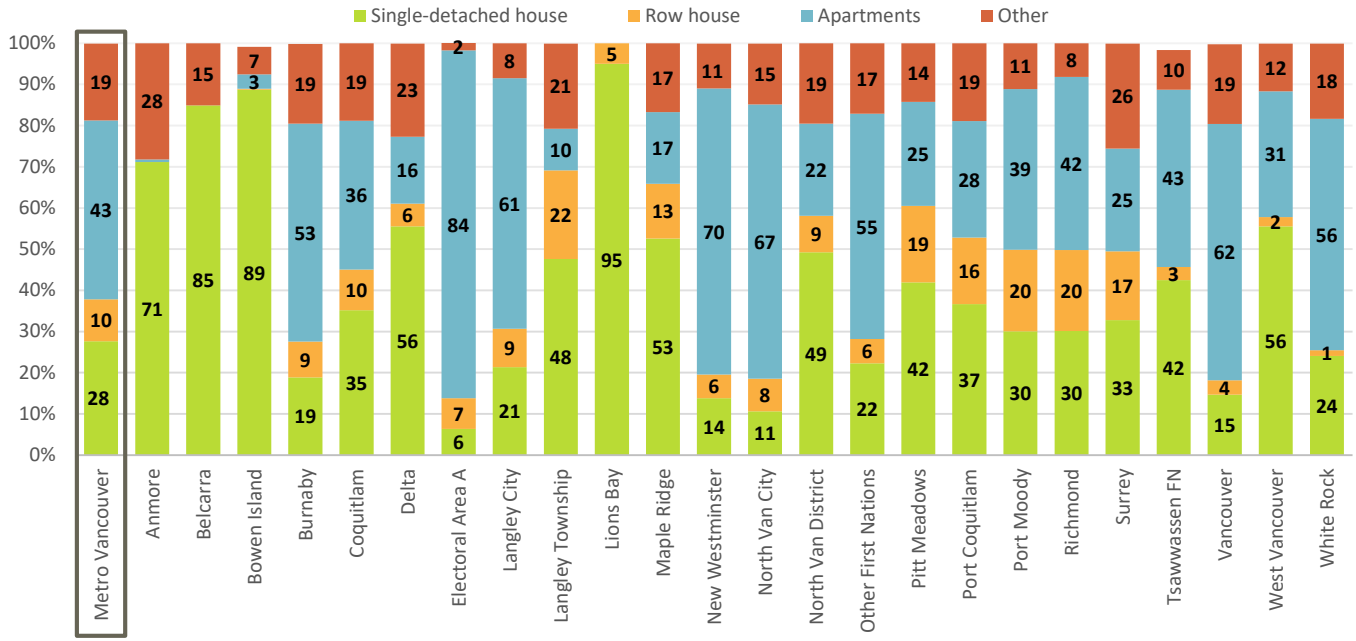


Source: Statistics Canada, Census of Population, 1991 to 2021

Key Observations

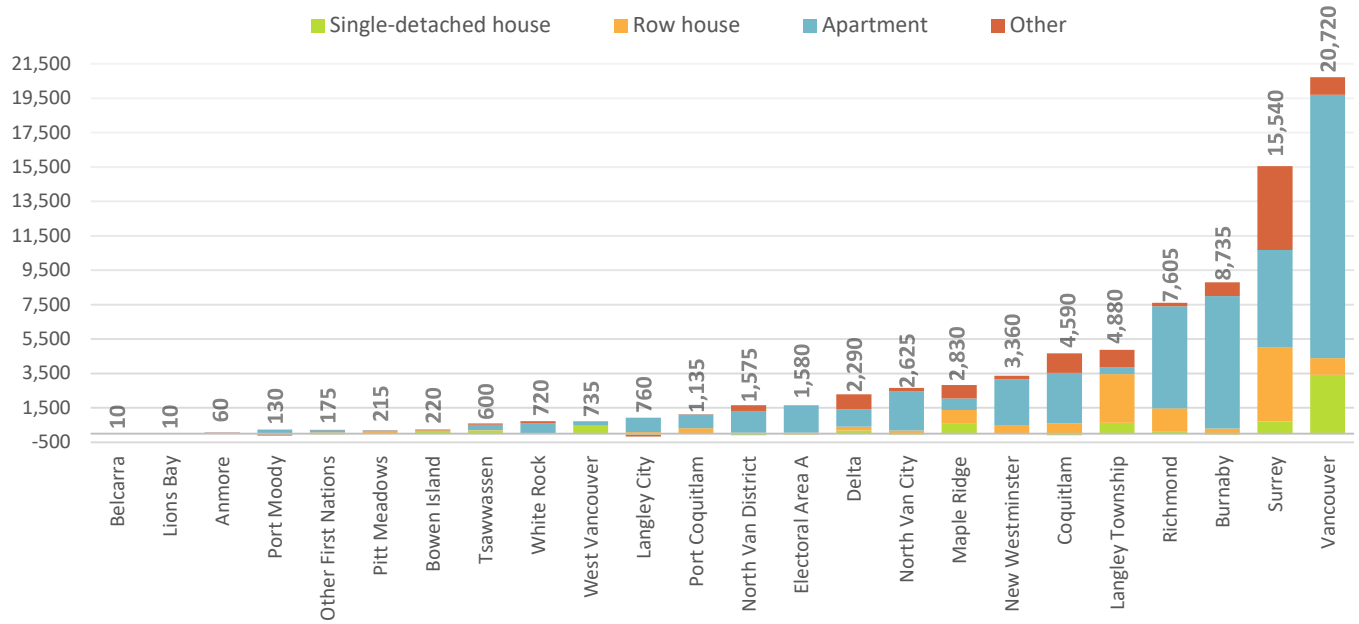
- In 2021, there were 452,835 apartment units in Metro Vancouver, representing 43.4% of the occupied housing stock.
- The number of apartments increased by 12.6% since the last census.
- Single detached homes represented 27.7% of the housing stock, and increased by just 2.3% since 2016.
- Row houses, 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.

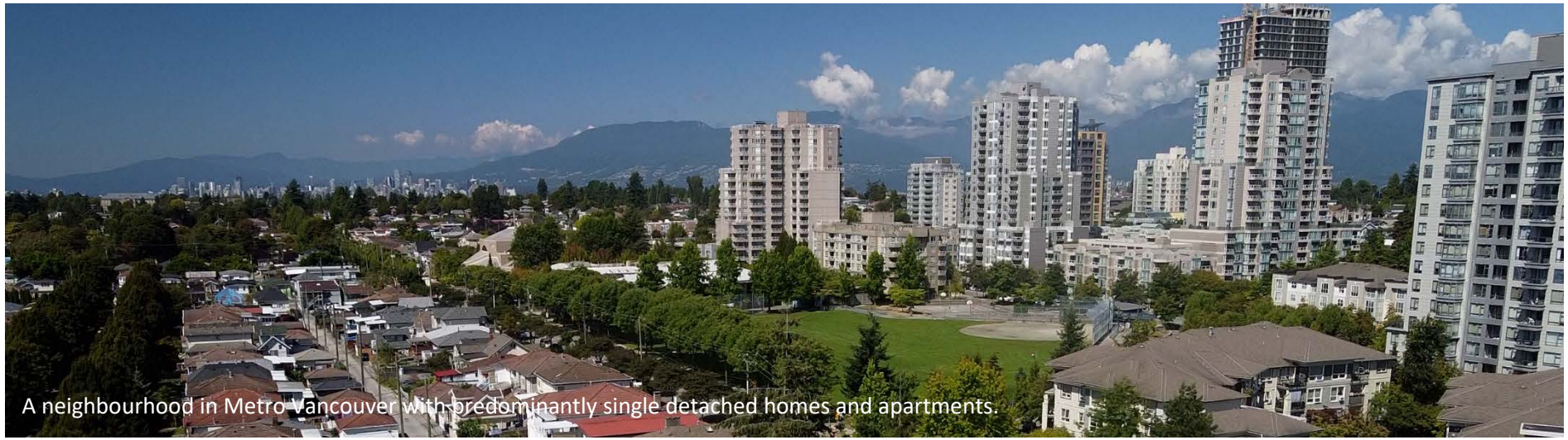
Figure 2.2.3. Net New Occupied Private Dwellings Since 2016 Census by Structure Type, Metro Vancouver Jurisdictions, 2021



Source: Statistics Canada, 2021 Census of Population

Note: "Other" category includes duplexes, secondary suites, mobile homes, and other types of structures.

- 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.



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 Westminster	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 Westminster	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%**

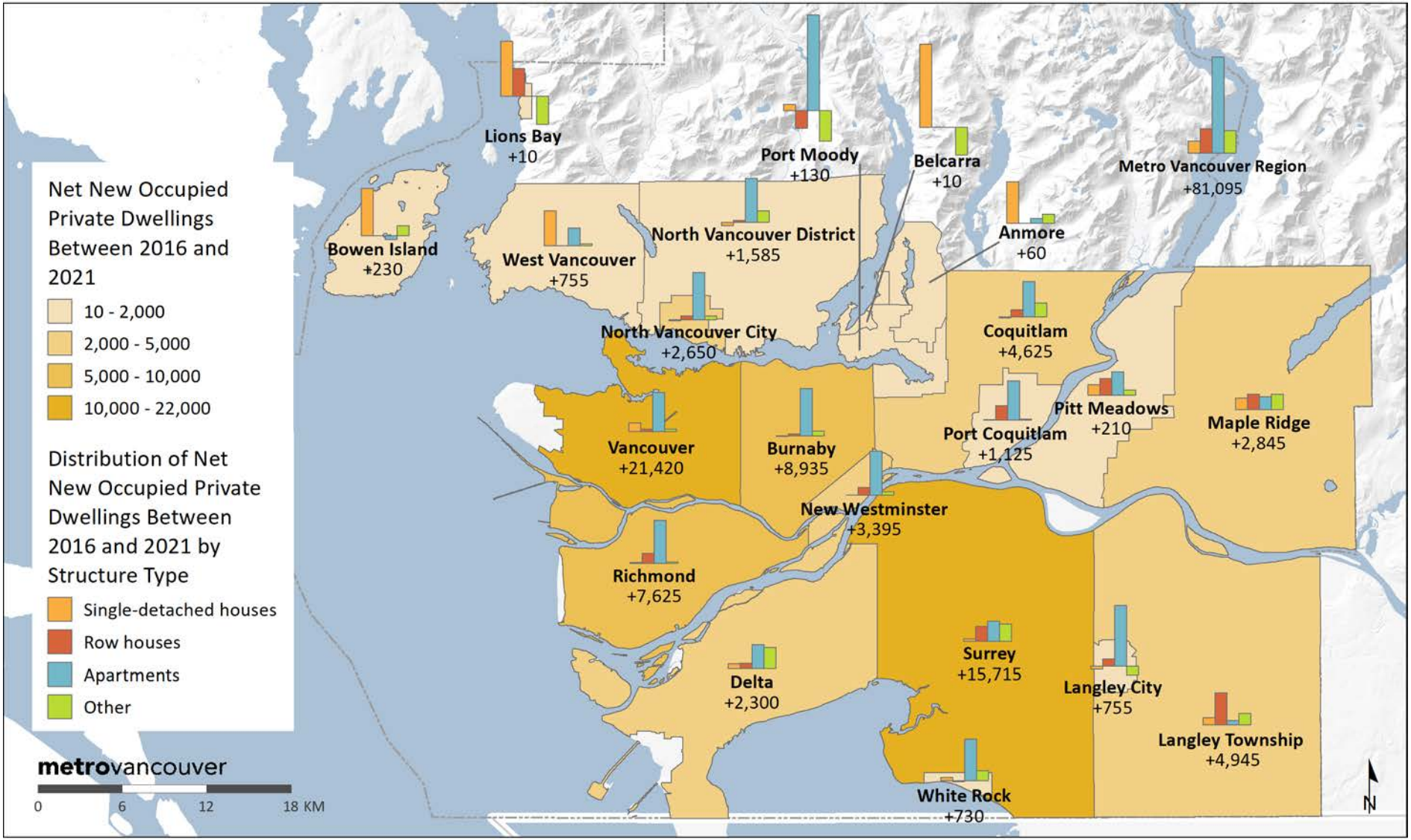
Source: Statistics Canada, 2016 and 2021 Census of Population.

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



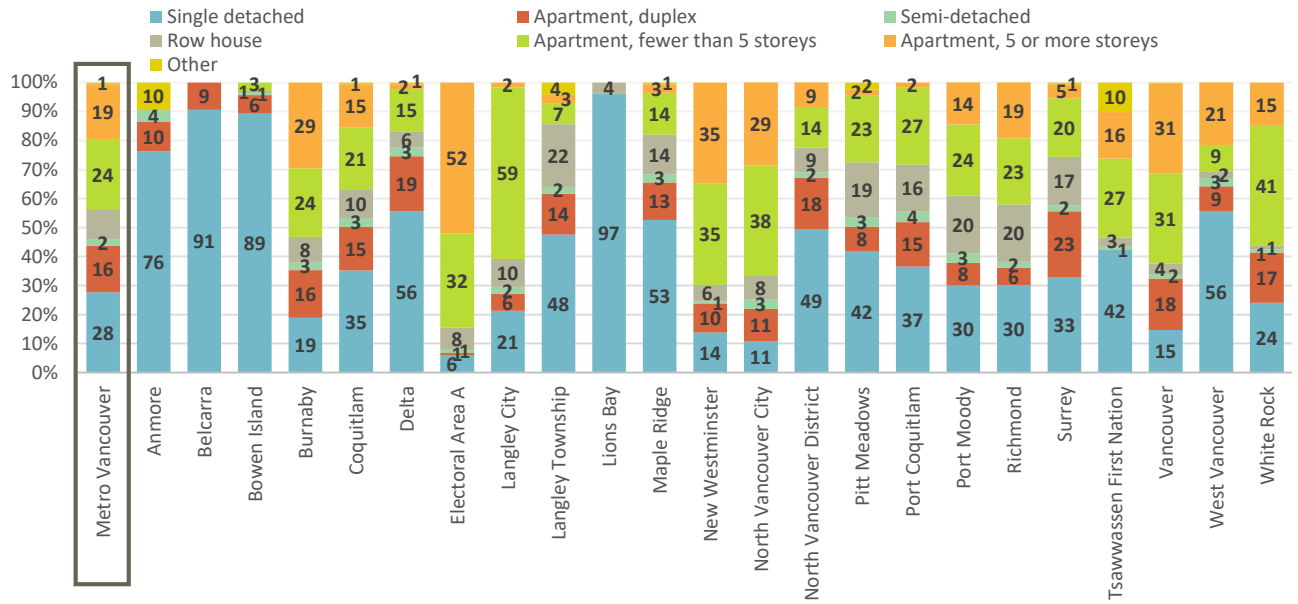
Tsawwassen First Nation and Electoral Area A are not displayed due to data availability, or geography limitations.
Source: Statistics Canada, 2016 and 2021 Census of Population

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

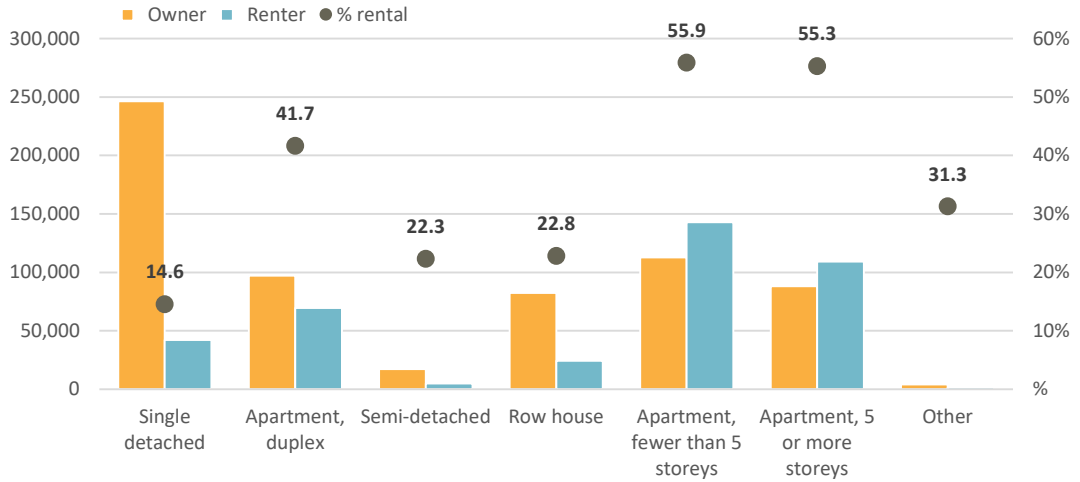


Source: Statistics Canada, 2021 Census of Population

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.

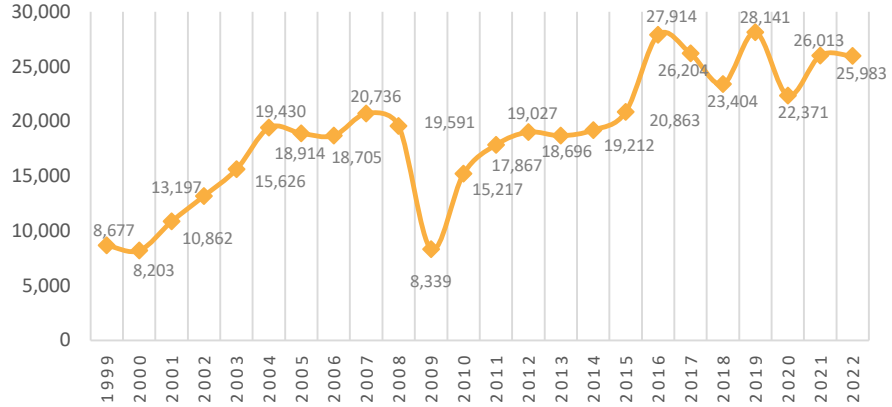
2.4 Total Housing Starts

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

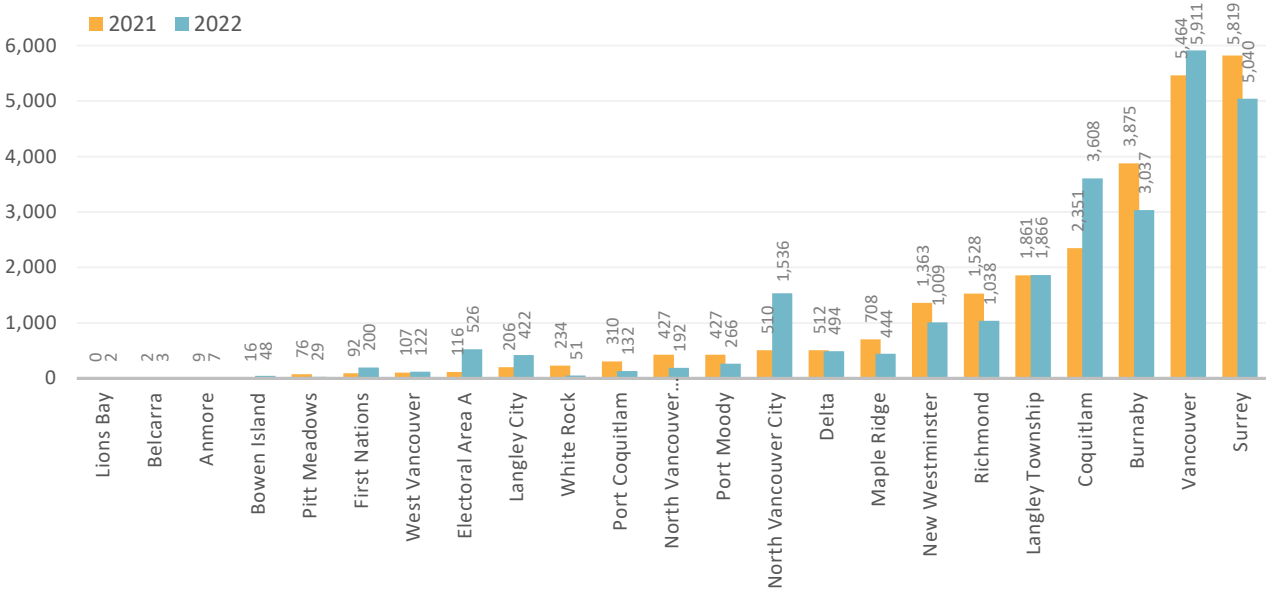


Source: CMHC Starts and Completions Survey

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).

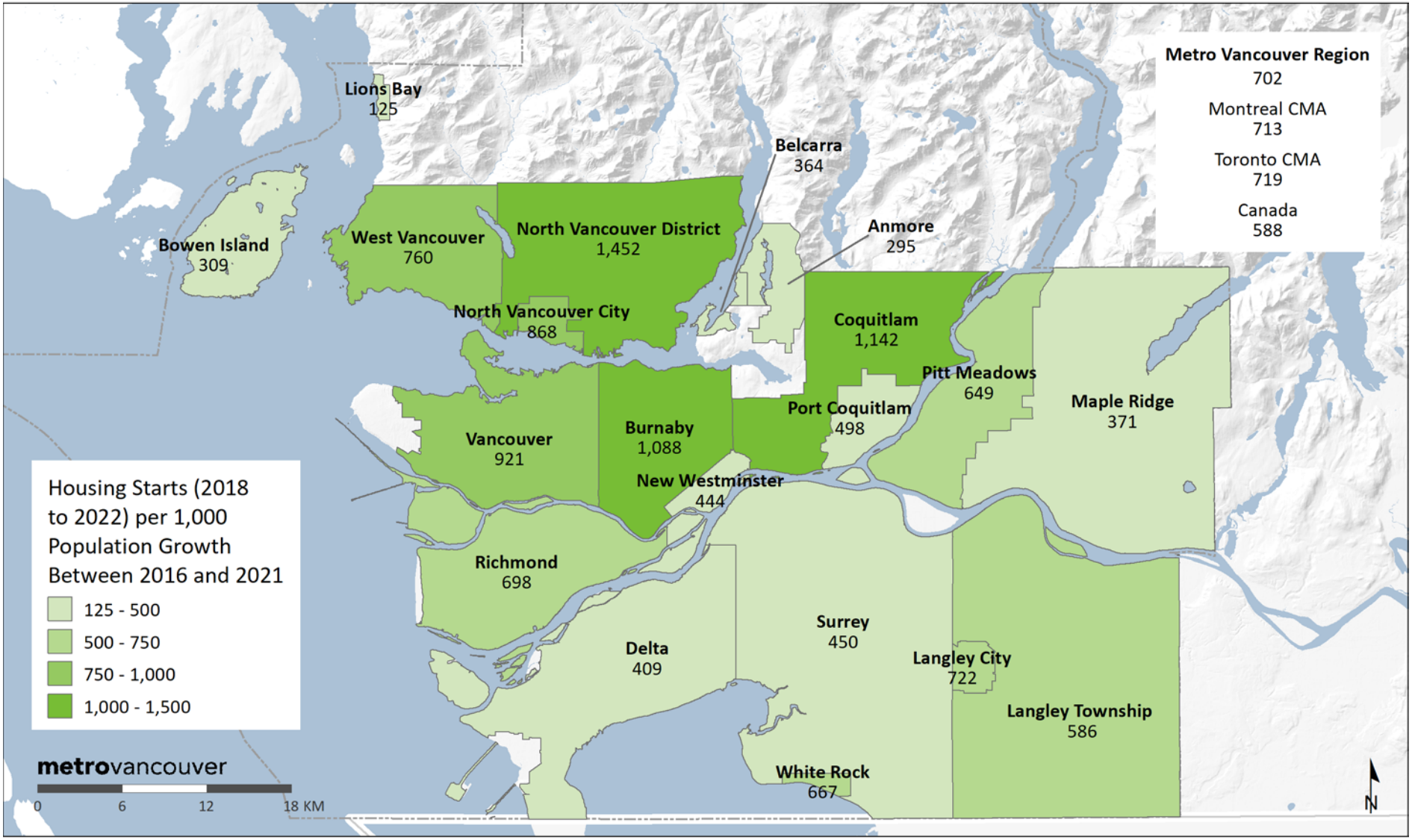
Electoral Area A includes UBC/UEL (University of British Columbia / University Endowment Lands)

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

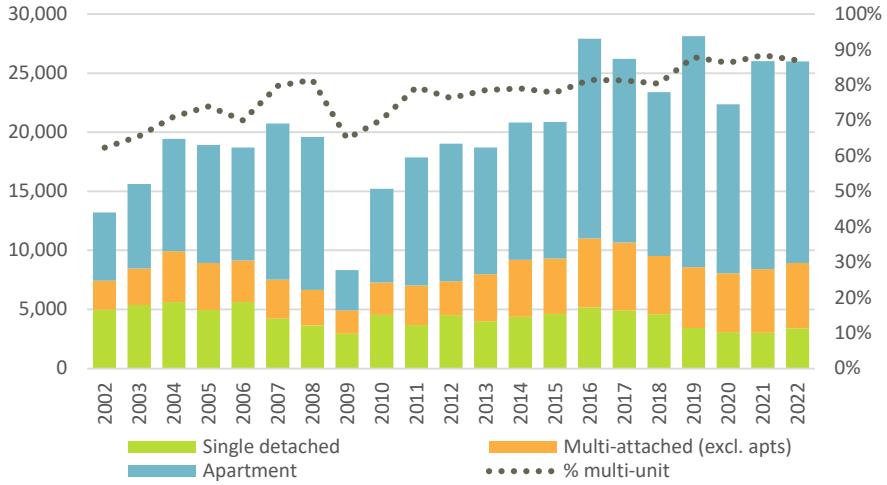
2.5 Housing Starts by Structure Type

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).

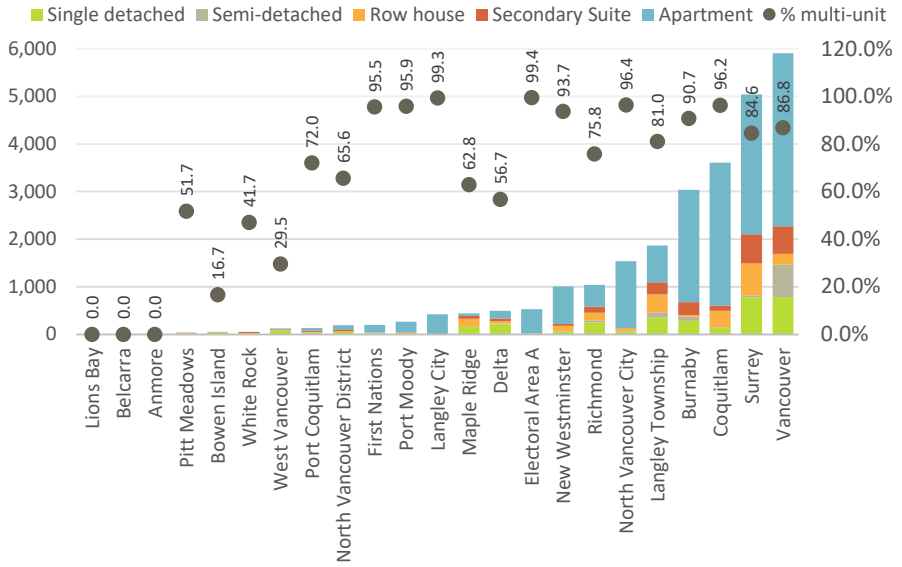
Figure 2.5.1. Housing Starts by Structure Type, Metro Vancouver Region, 2002 to 2022*



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)

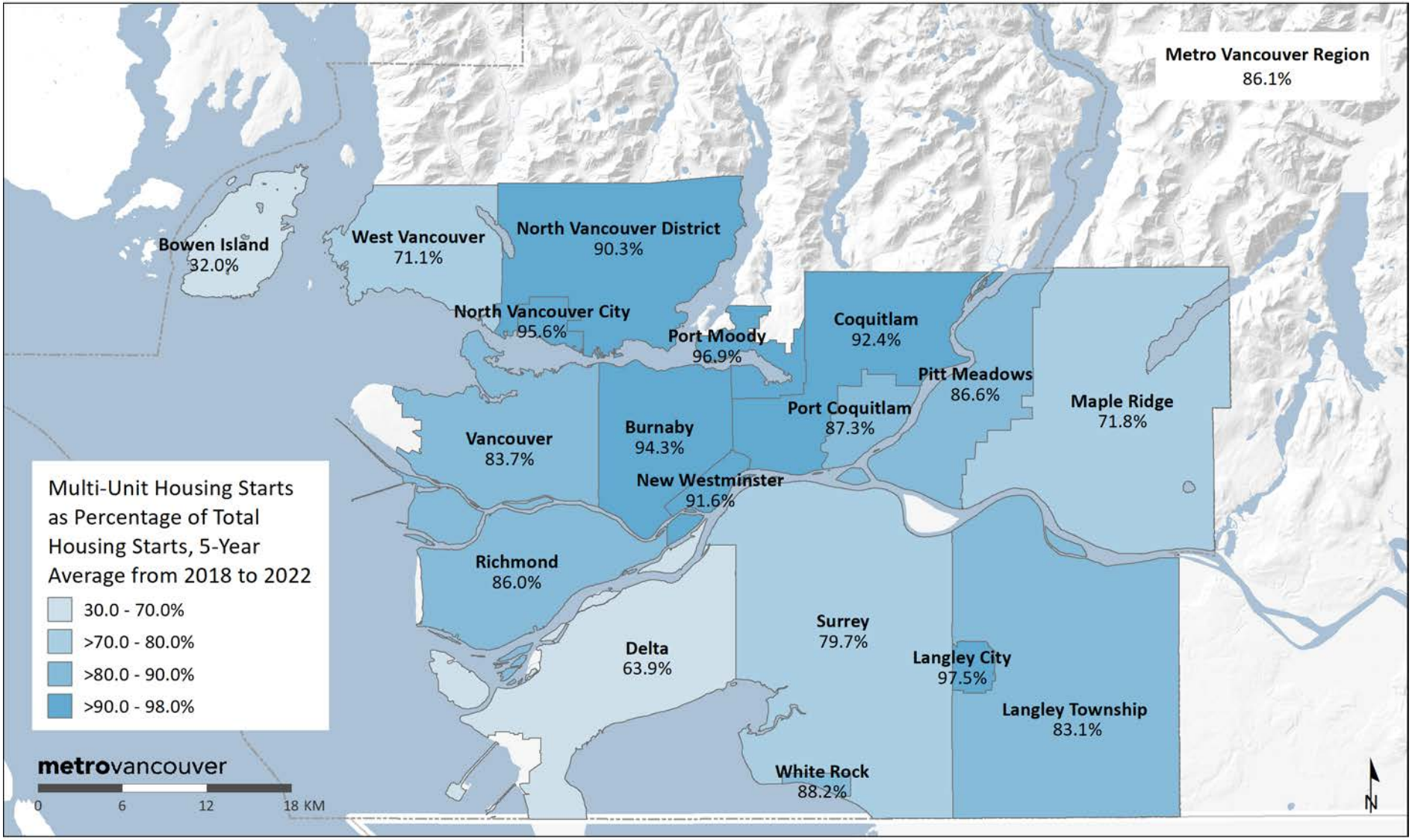
Numbers for individual years and municipalities provided by CMHC may not necessarily equal the column total.

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

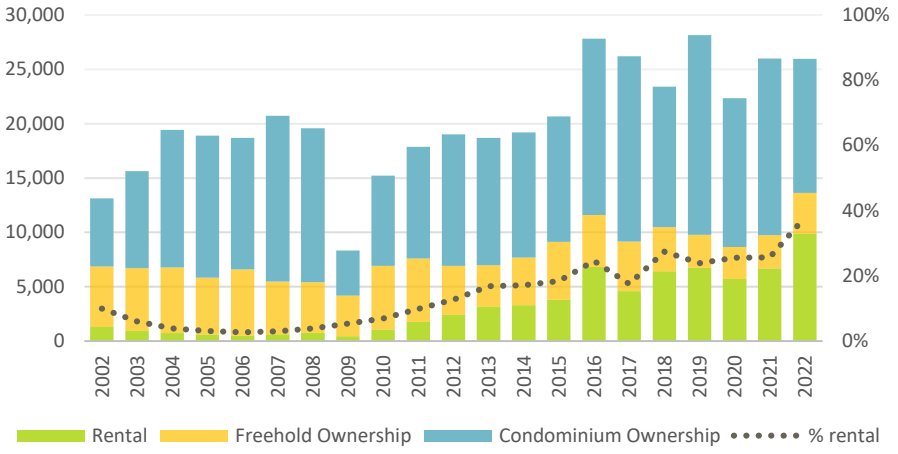
2.6 Housing Starts by Tenure

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

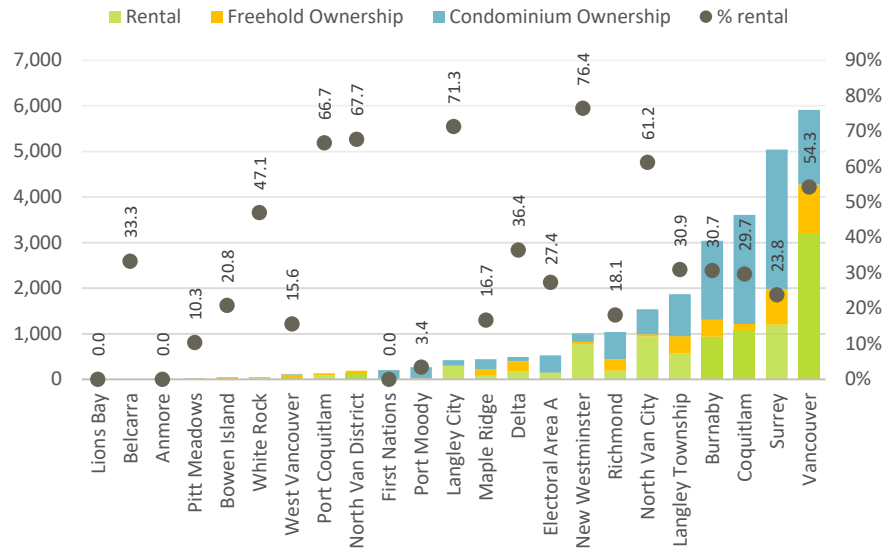
- In 2022, there were 9,867 rental starts in the region, accounting for 38.0% of all housing starts. This is the third highest number of rental starts in the past 20 years, after a high of 6,841 rental starts in 2016 and 6,727 rental starts in 2019, and surpassing those in 2021 (6,683).
- The proportion 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 Westminster	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.

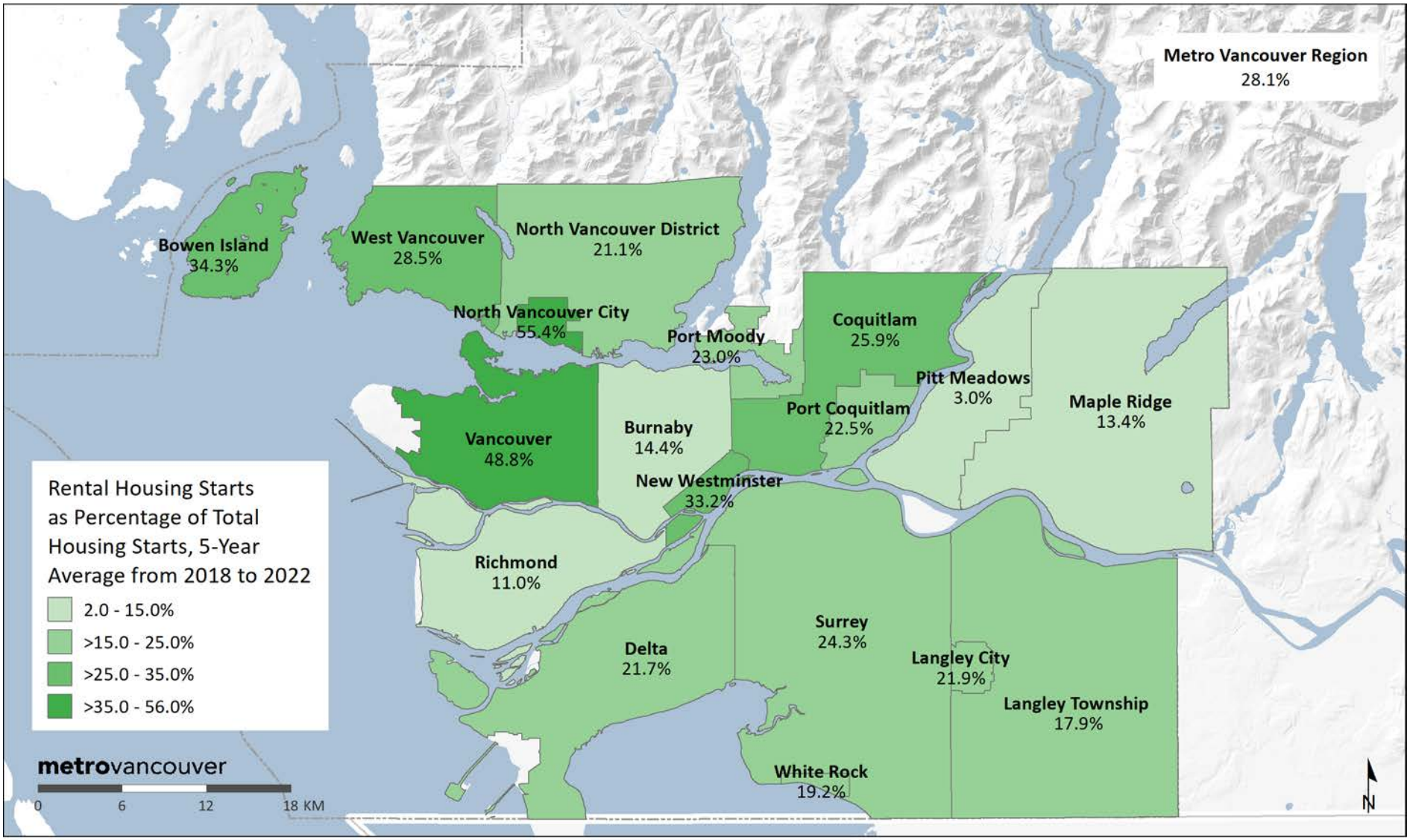
Electoral Area A contains data for UBC/UEL (University of British Columbia and University Endowment Lands).

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

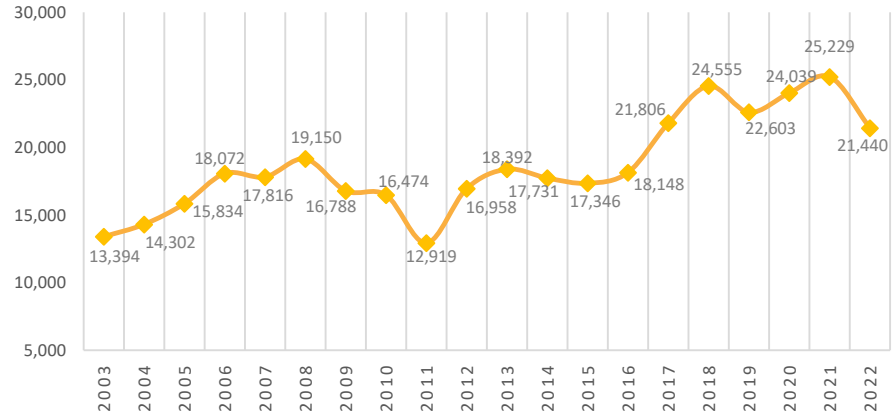
2.7 Total Housing Completions

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

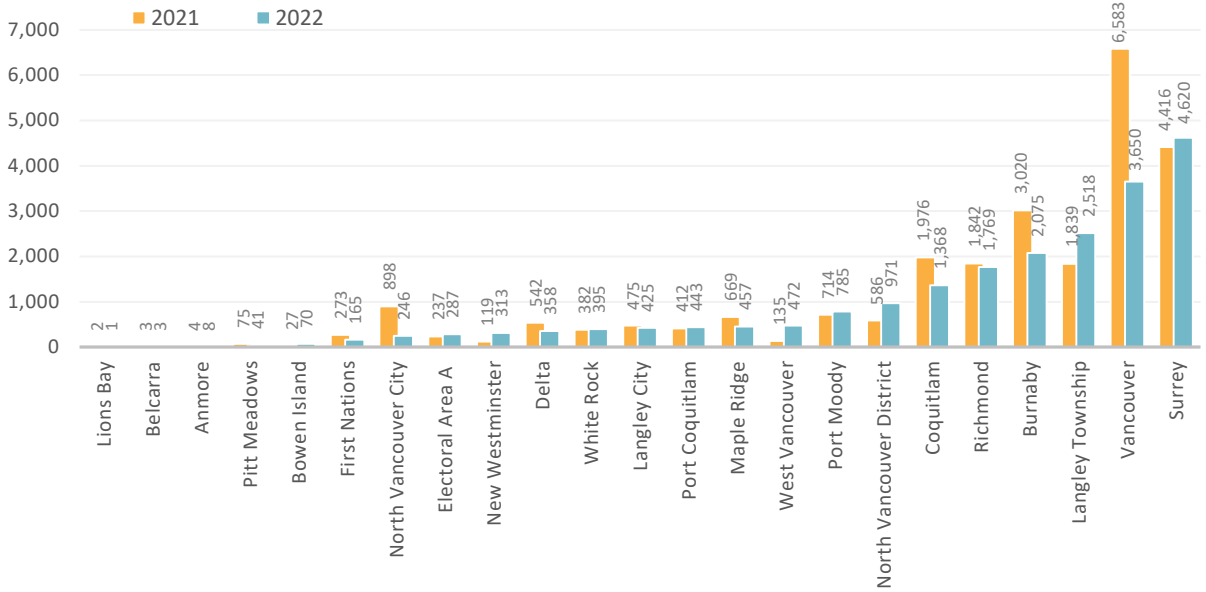


Source: CMHC Starts and Completions Survey

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 Westminster	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.

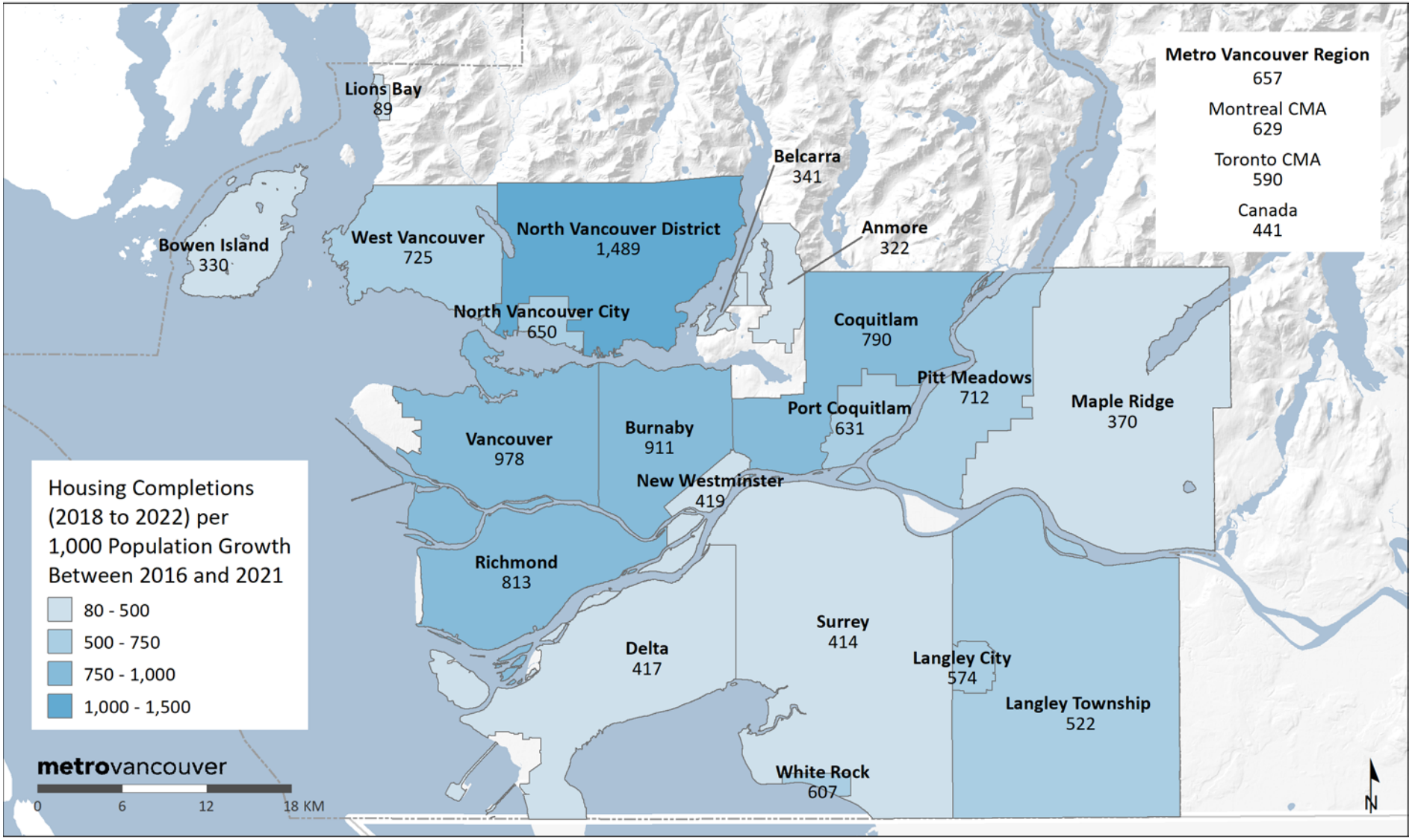
Notes: While data sources are believed to be reliable, the accuracy of the data cannot be guaranteed.

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

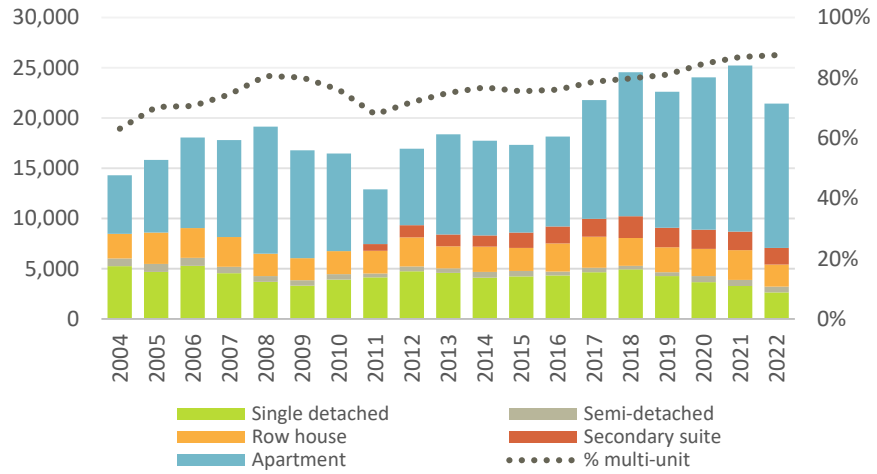
2.8 Housing Completions by Structure Type

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 amoung all structure types (67%); less single detached (12.4%), row houses (10.2%), secondary suites (7.7%) and semi-detached (2.7%) was completed.

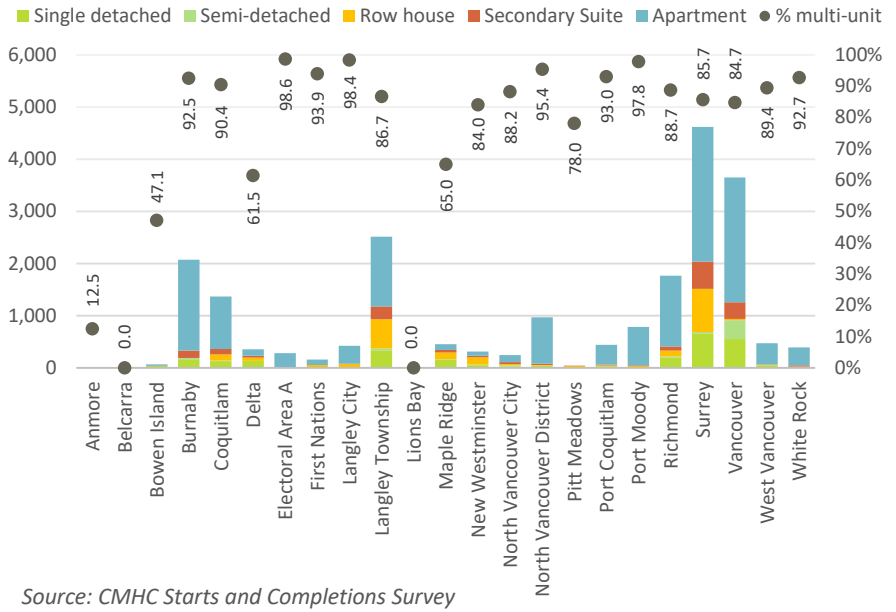
Figure 2.8.1. Housing Completions by Type, Metro Vancouver Region, 2004 to 2022*



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 Westminster	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 Westminster, 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 Westminster	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)

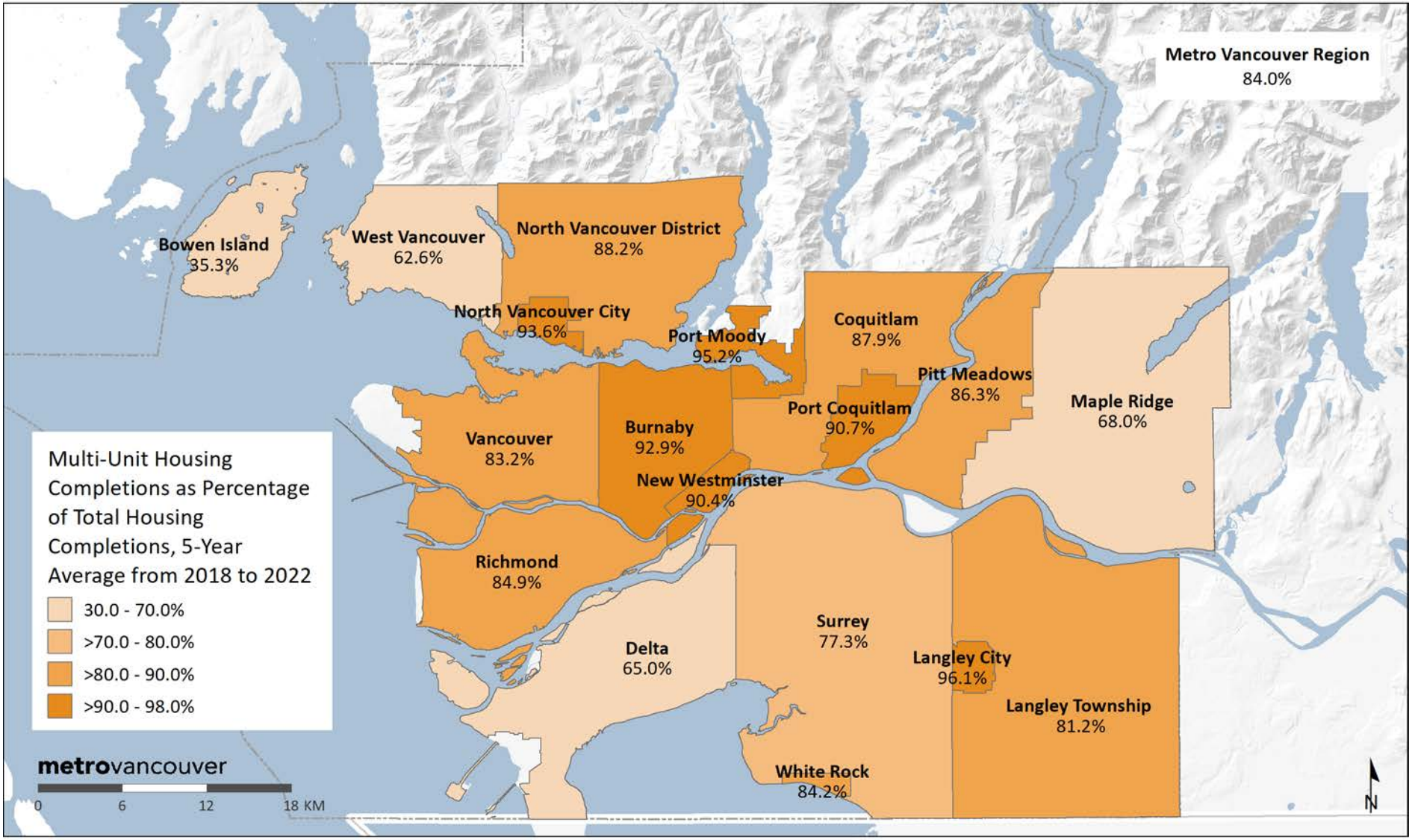
Numbers for individual years and municipalities provided by CMHC may not necessarily equal the column total.

**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

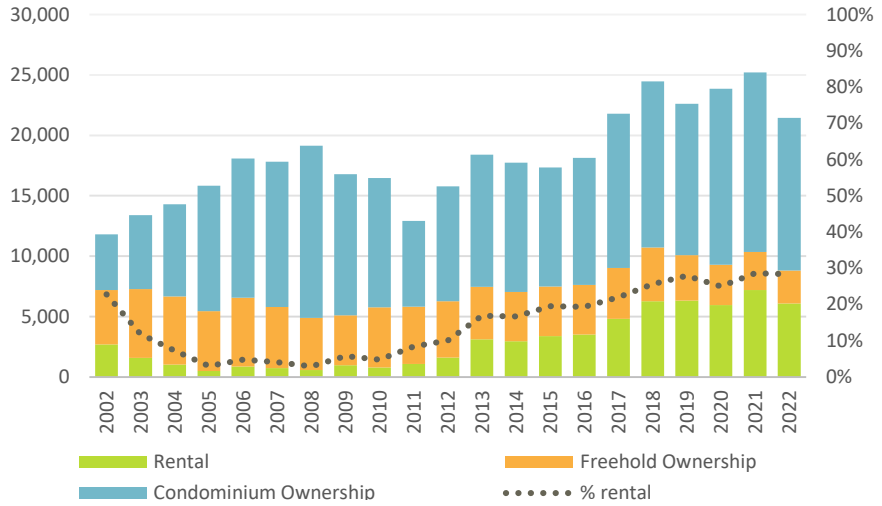
2.9 Housing Completions by Tenure

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

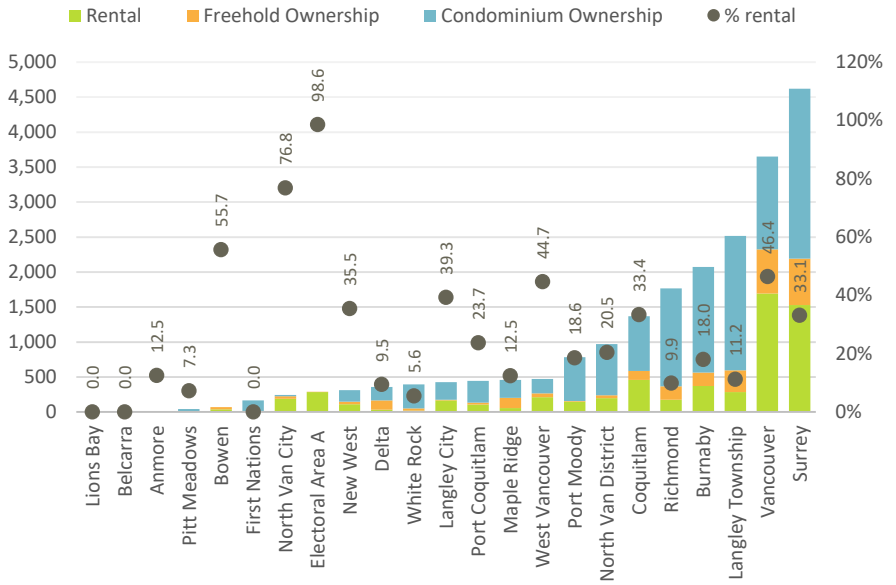
- In 2022, the region had 6,082 rental housing completions (28.4% of all completions). Although the amount of housing completions decreased since 2021 (-16%), the proportion (of all) has remained constant.
- The distribution of housing completions has changed substantially over the past 20 years (Figure 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 /	2018		2019		2020		2021		2022	
MEMBER JURISDICTION	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.

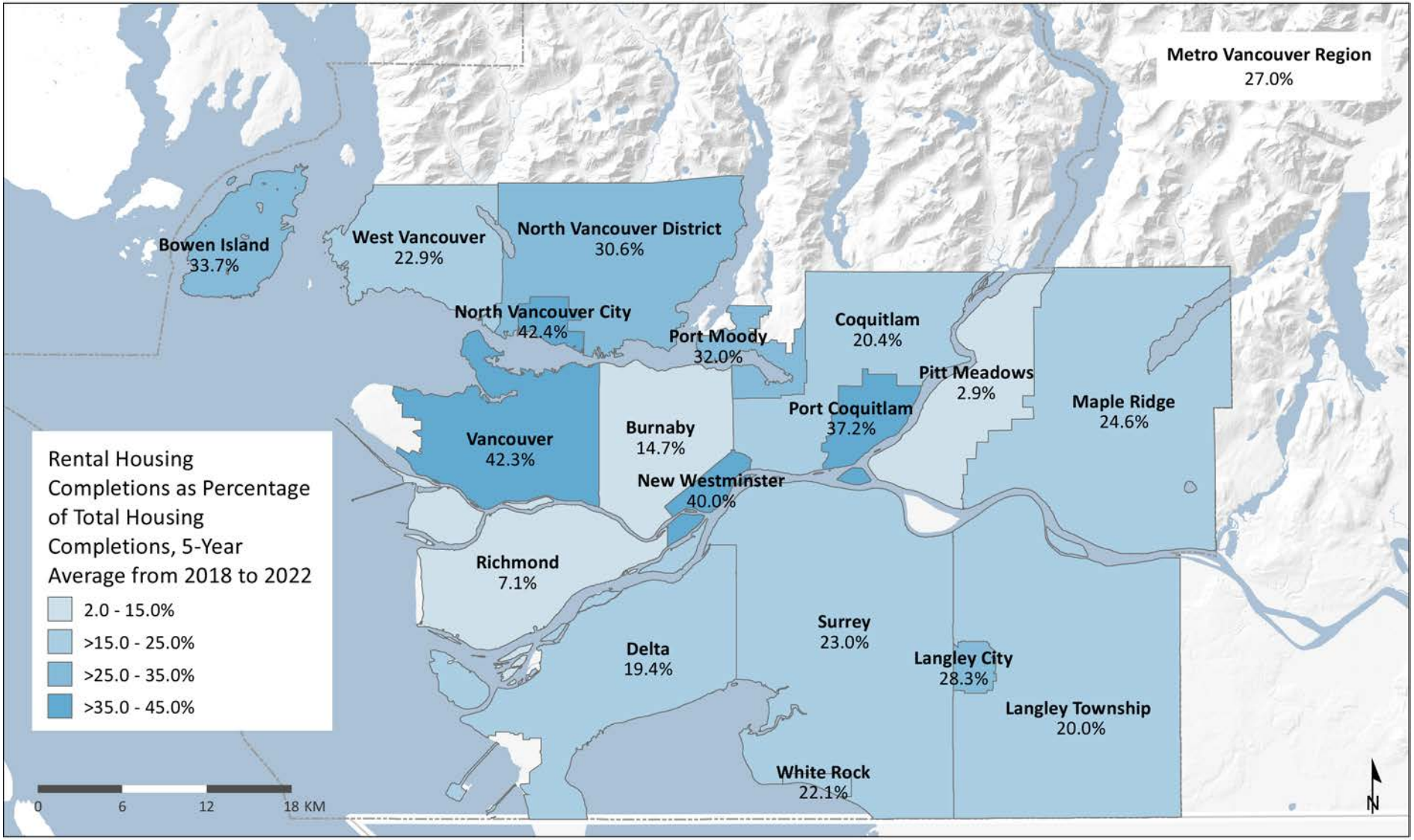
Electoral Area A contains data for UBC/UEL (University of British Columbia and University Endowment Lands).

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

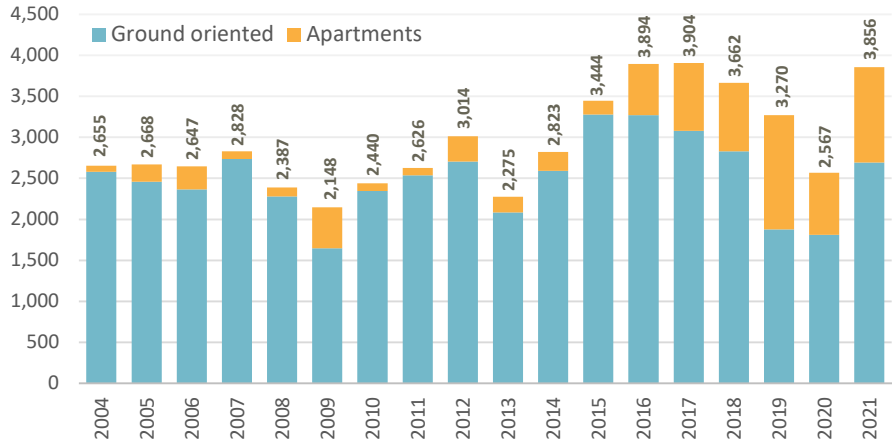
It is important to monitor the number of demolitions as they affect the net unit additions to the housing stock. Especially in the case of rental housing stock, demolitions can result in a loss of needed affordable rental units through the demolition and redevelopment of older rental apartment buildings.

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

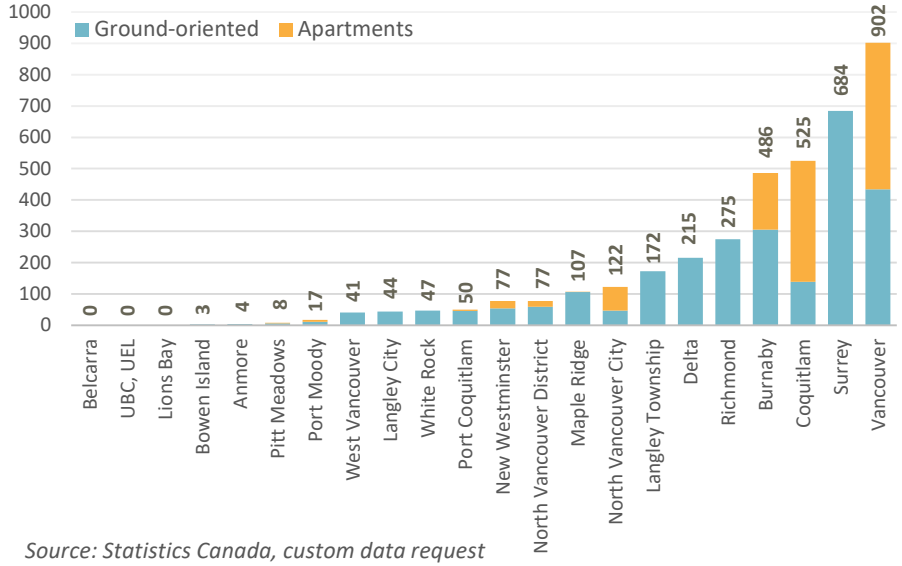
- The number of residential unit demolitions in Metro Vancouver in 2021 was higher than the previous three years, and higher than the 10-year average of 3,271 unit demolitions.
- 2021 saw the second-highest number of apartment unit demolitions in the past 15 years, following 2019 when apartment units 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

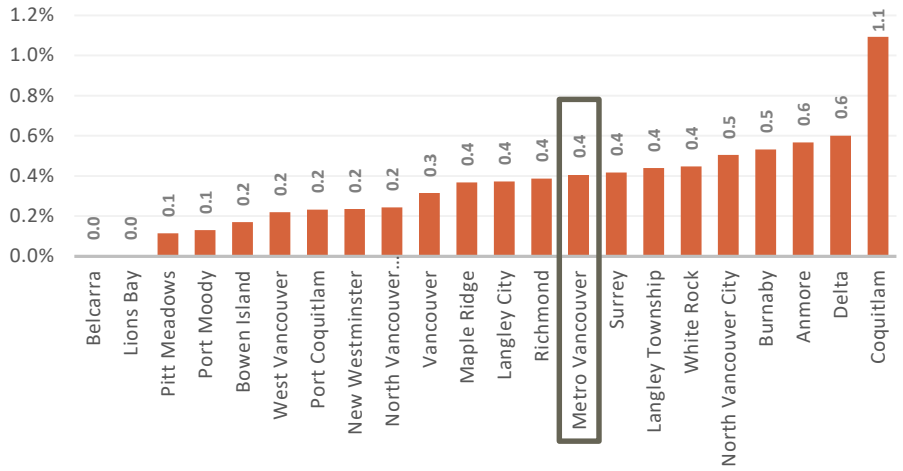


Source: Statistics Canada, custom data request
Note: Secondary suite demolitions are included in the "Apartments" group.

- 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.

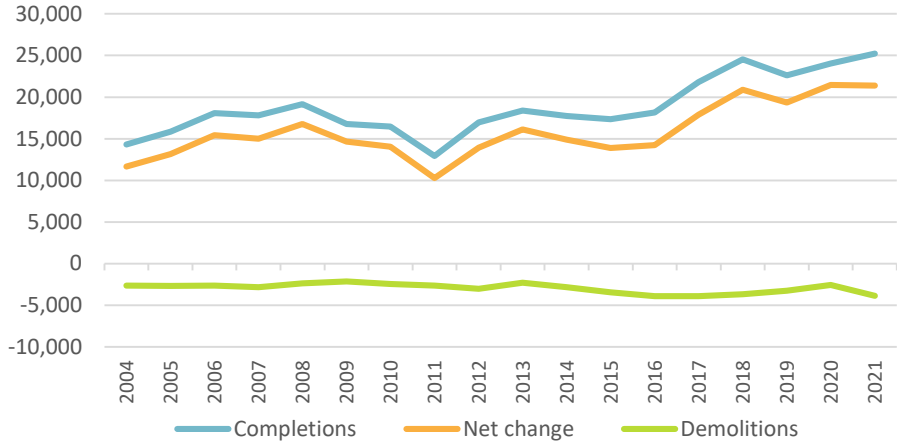

Demolition site, Metro Vancouver.

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

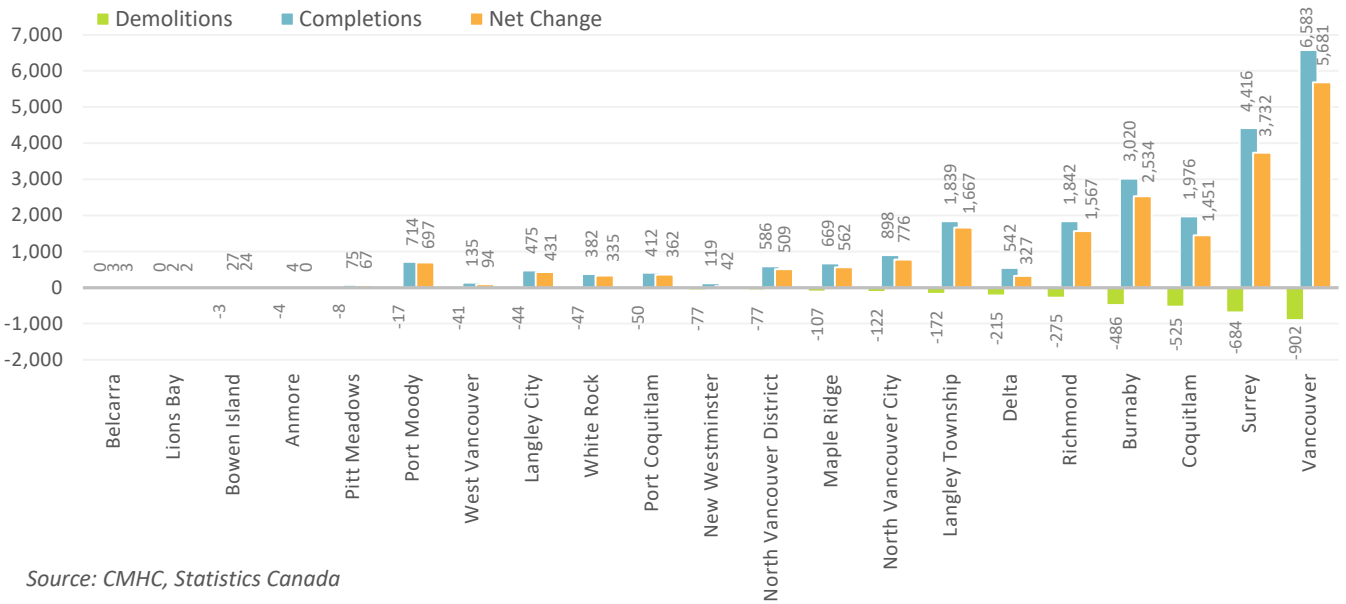


Source: CMHC, Statistics Canada

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

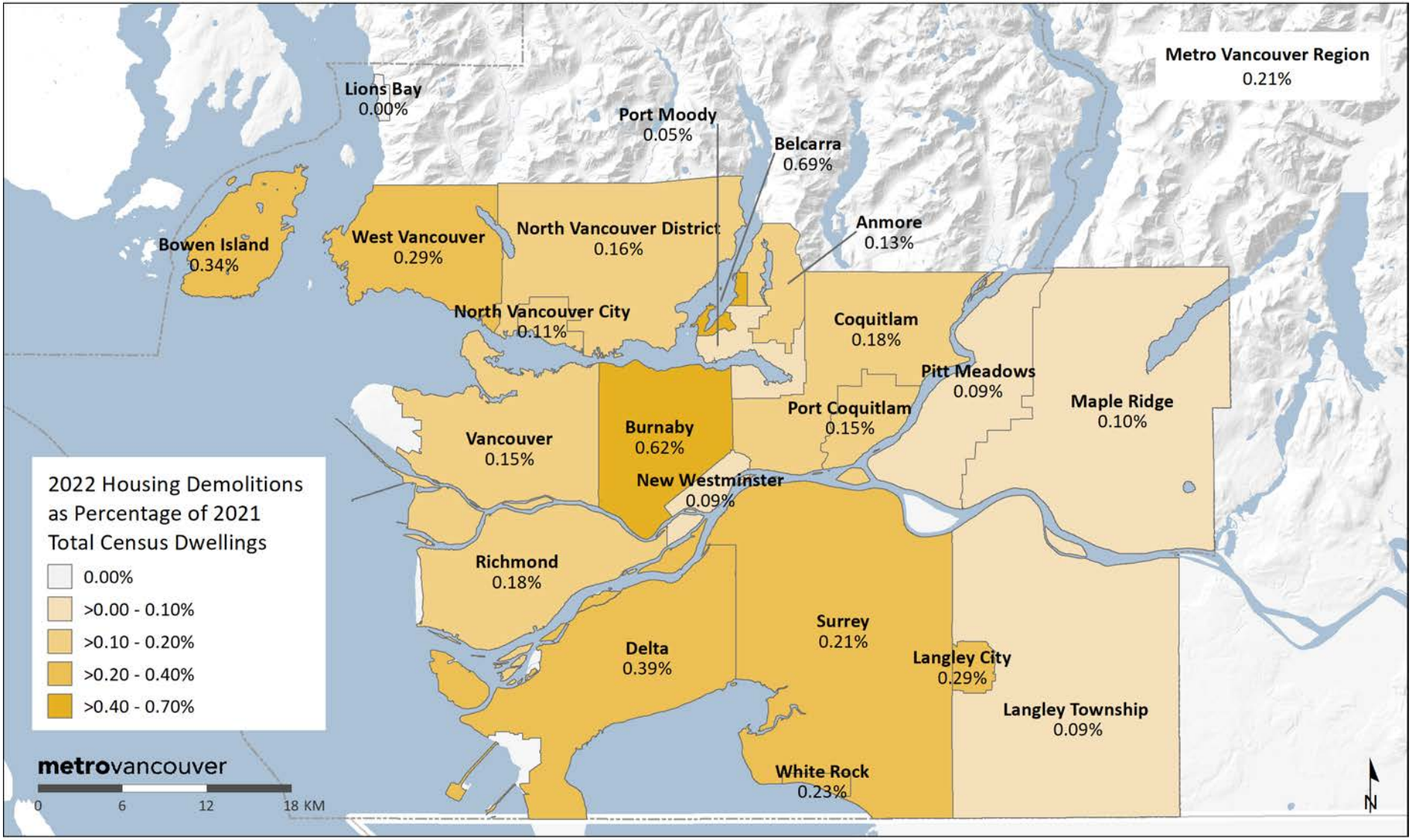
Source: City of Coquitlam 2016 (apartment data).

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



Tsawwassen First Nation and Electoral Area A are not displayed due to data availability, or geography limitations.
Source: Statistics Canada, custom data request and 2021 Census of Population

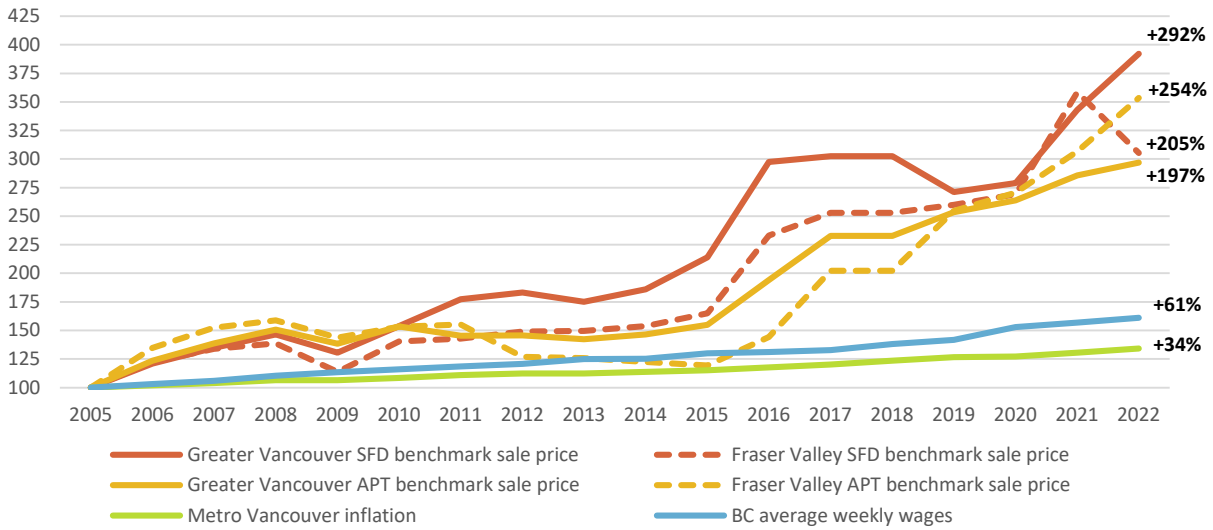
PART 3 | OWNERSHIP HOUSING

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



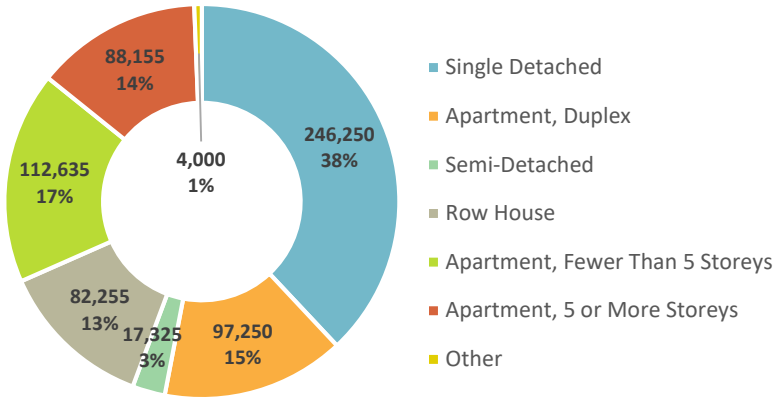
3.1 Owner-Occupied Housing Inventory by Structure Type and Age of Building

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

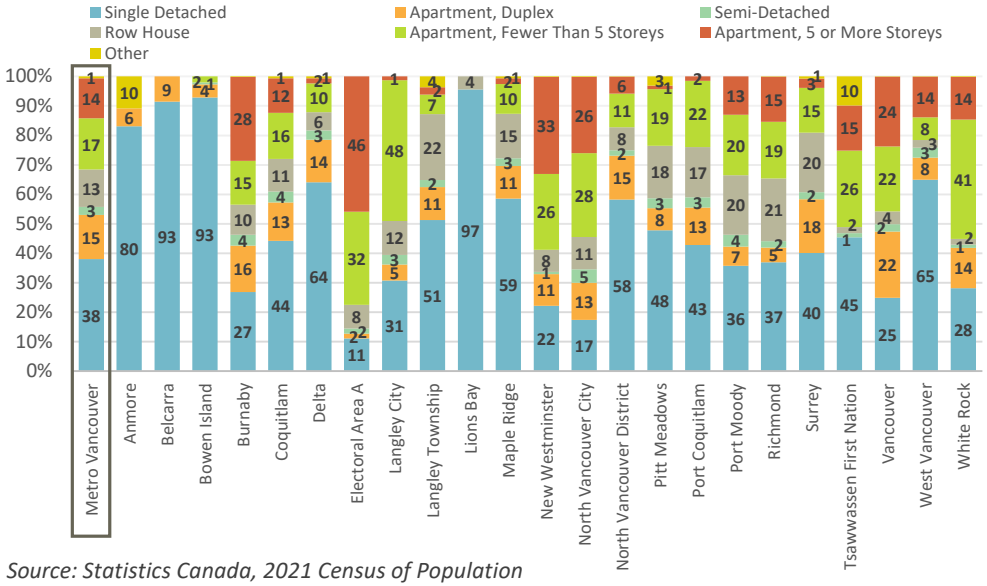
- In 2021, 38% of owner households in Metro Vancouver lived in single detached housing. This proportion varied substantially across the region.
- Owner-occupied apartments (low-rise and high-rise condominiums) accounted for 31% of owner-occupied units in the region.
- Between 2016 and 2021, there was 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



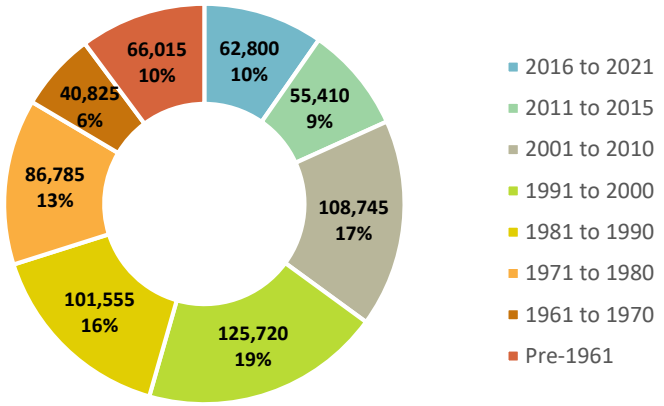
Source: Statistics Canada, 2021 Census of Population

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

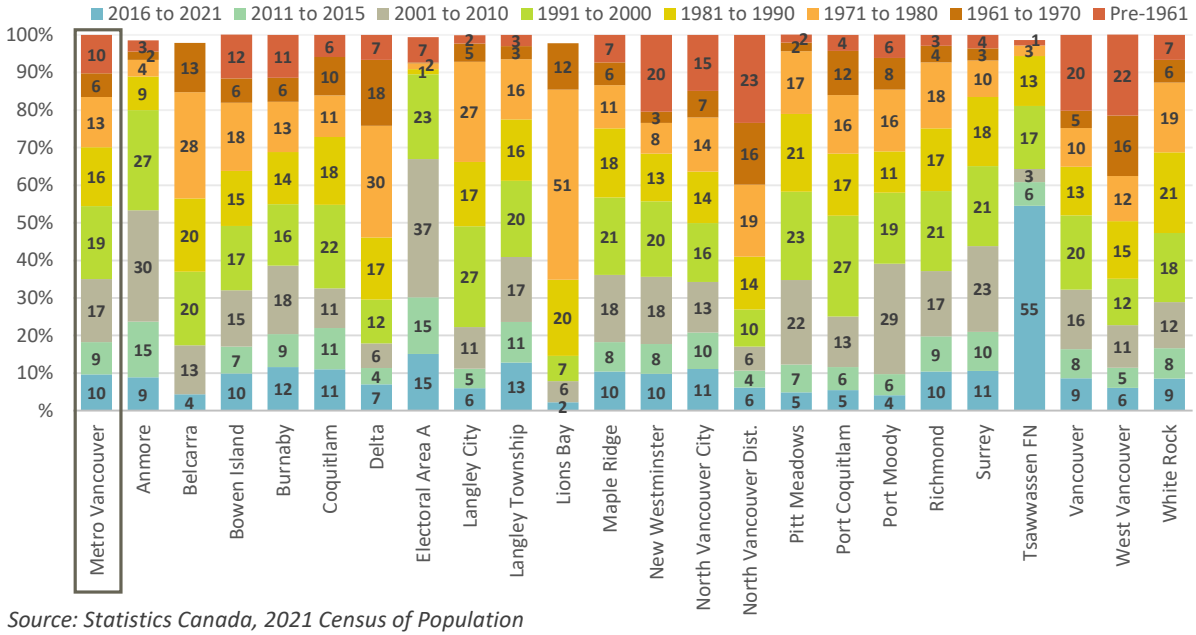


Source: Statistics Canada, 2021 Census of Population

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.

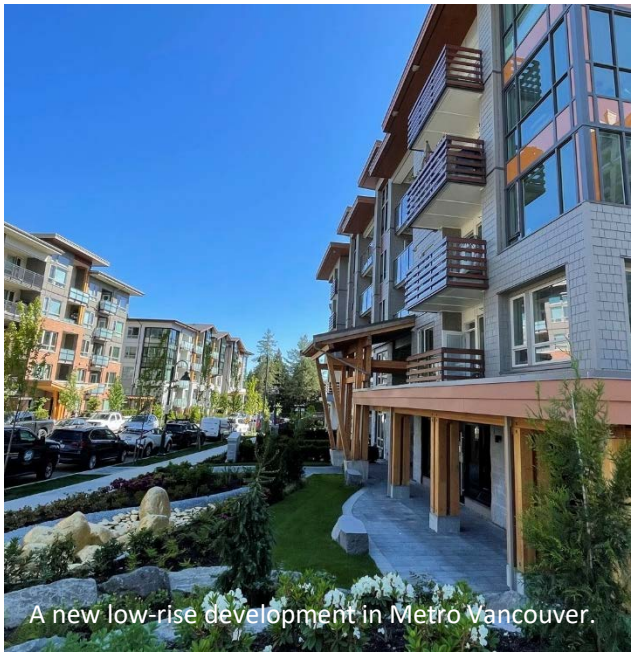

A new low-rise development in Metro Vancouver.

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

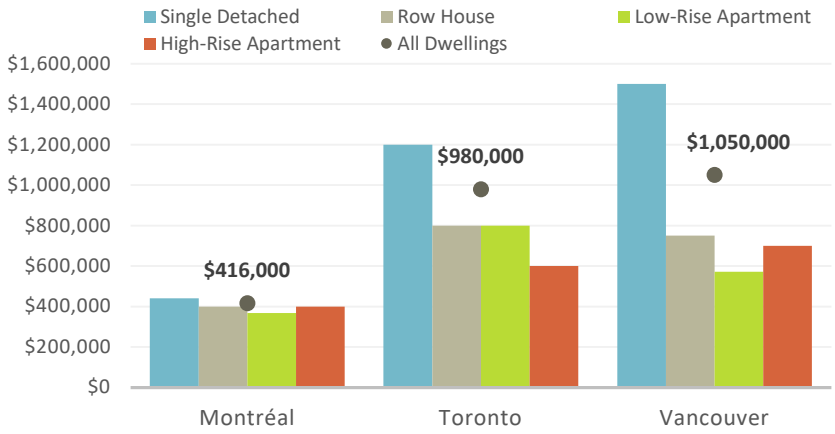
3.2 Median Values of Owned Housing by Structure Type

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

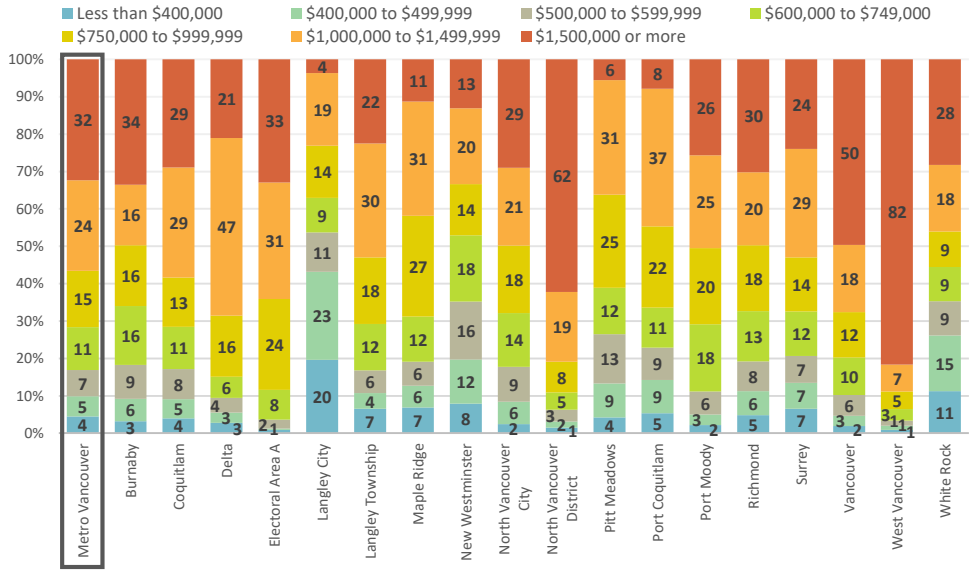
- Median home value in Metro Vancouver was over 1 million dollars in 2021 – 132% greater than Montréal and 7% greater than Toronto.
- Highest home values are reported in the District of North Vancouver, Electoral Area A, Vancouver (City), and West Vancouver.
- Langley City, New Westminster, and White 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



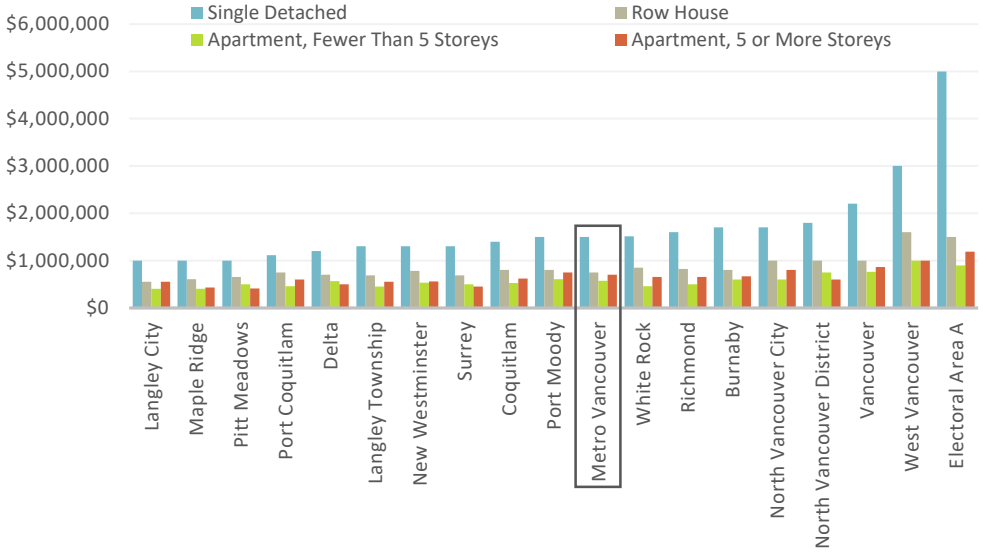
Source: Statistics Canada, 2021 Census of Population

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

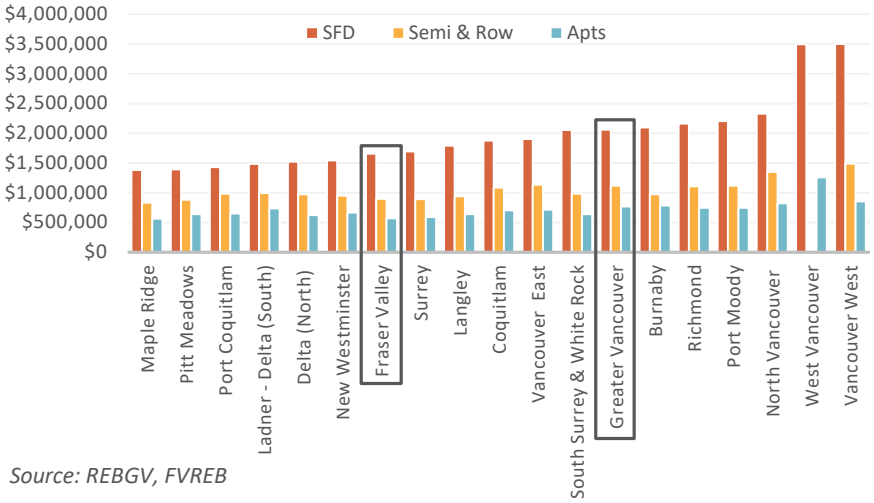
Benchmark home prices in Metro Vancouver are a key indicator of affordability in the ownership market. Data is presented separately for the Real Estate Board areas of Greater Vancouver and the Fraser Valley recognizing the wide variation in sale price both by location and by structure type.

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

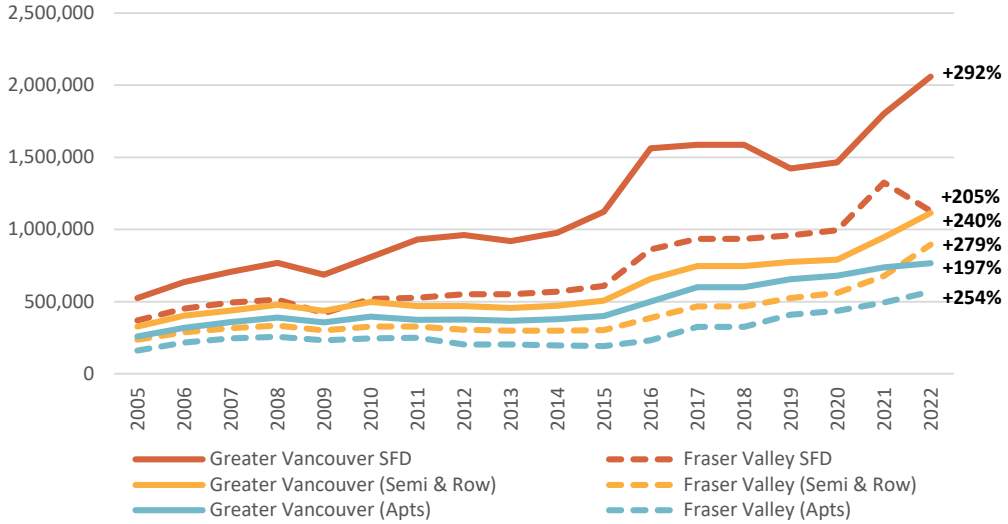
- Benchmark prices have doubled and tripled in the past 15 years across the region, while rents, wages, and inflation have increased much more slowly.
- West Vancouver and the west side of the City of Vancouver remain the most expensive areas in the region to buy a home.

Figure 3.3.1. Benchmark Home Sale Prices, Greater Vancouver and Fraser Valley Real Estate Areas, June 2022



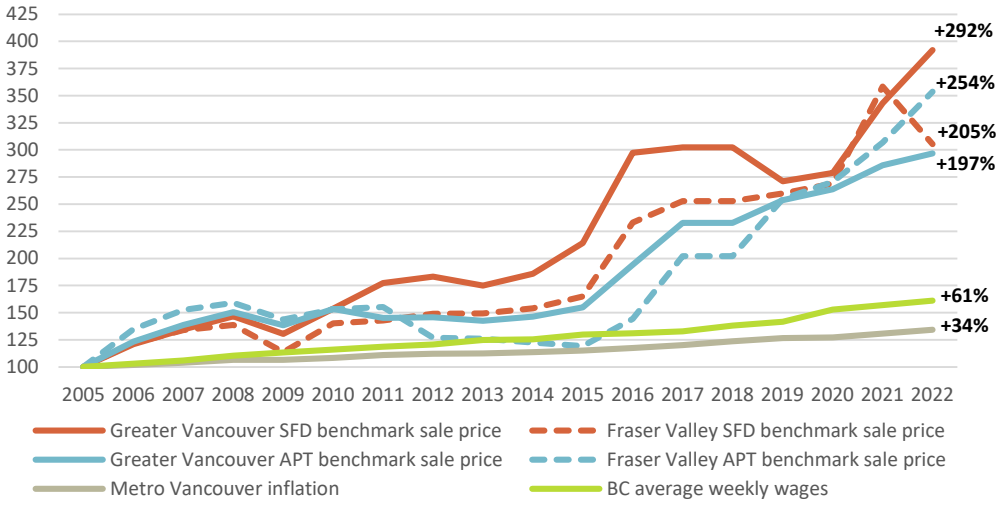
Source: REBGV, FVREB

Figure 3.3.2. Benchmark Home Sale Prices, Greater Vancouver and Fraser Valley Real Estate Areas, June 2005 to June 2022



Source: REBGV, FVREB

Figure 3.3.3. Percentage Change from 2005 Levels to 2022 in Benchmark Home Sale Prices, Median Rents, and Inflation, Metro Vancouver



Source: REBGV, FVREB, CMHC, Statistics Canada

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 aslot 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 #	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)

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.*

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 #	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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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 aslot 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.*

n/a: not available

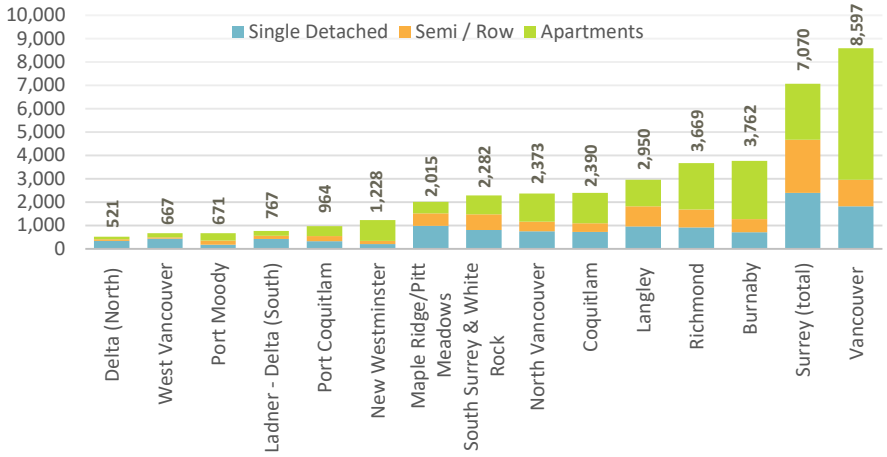
3.4 Home Sales

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

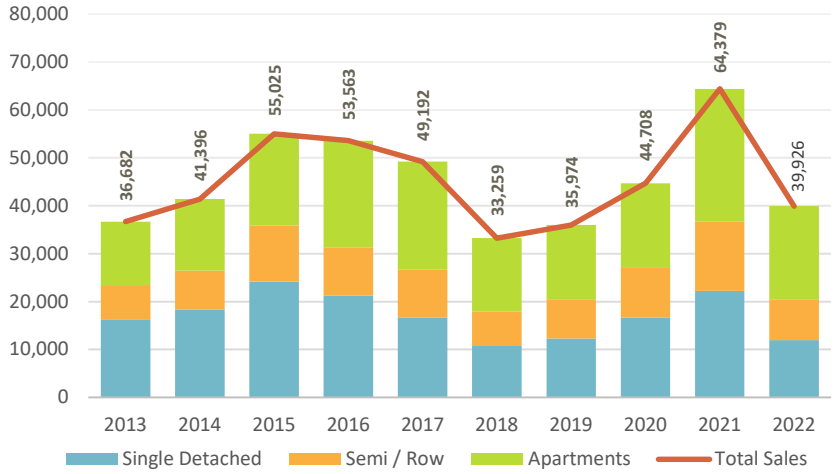
- 2022 regional home sales dropped by almost 40% since 2021 after a steady increase between 2019 and 2021.
- Half (49%) of 2022 home sales in the region were apartments, but this varied significantly across the region.
- Vancouver, which saw the greatest number of sales in 2022, also had the greatest 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 3.4.2. Residential Property Sales by Type of Housing, Greater Vancouver and Fraser Valley Real Estate Areas, 2022



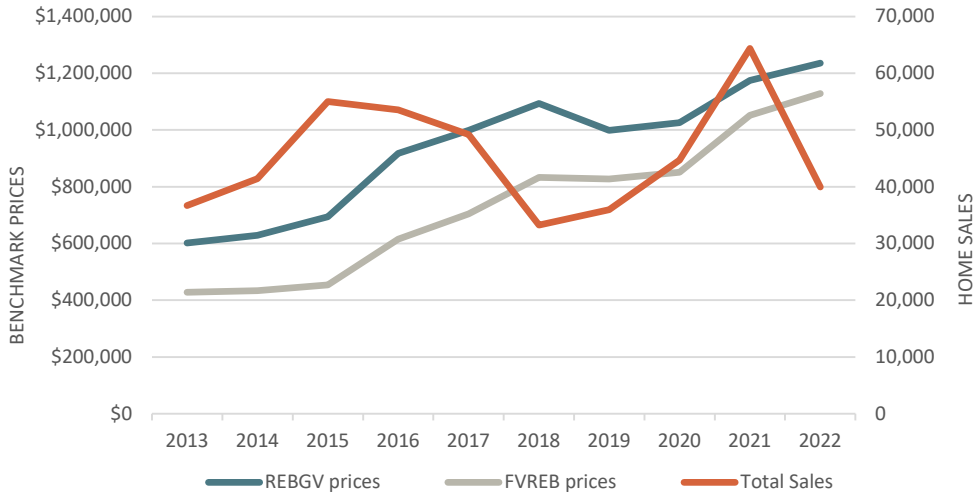
Source: REBGV, FVREB

Figure 3.4.1. Residential Property Sales by Type of Housing, Metro Vancouver, 2013 to 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

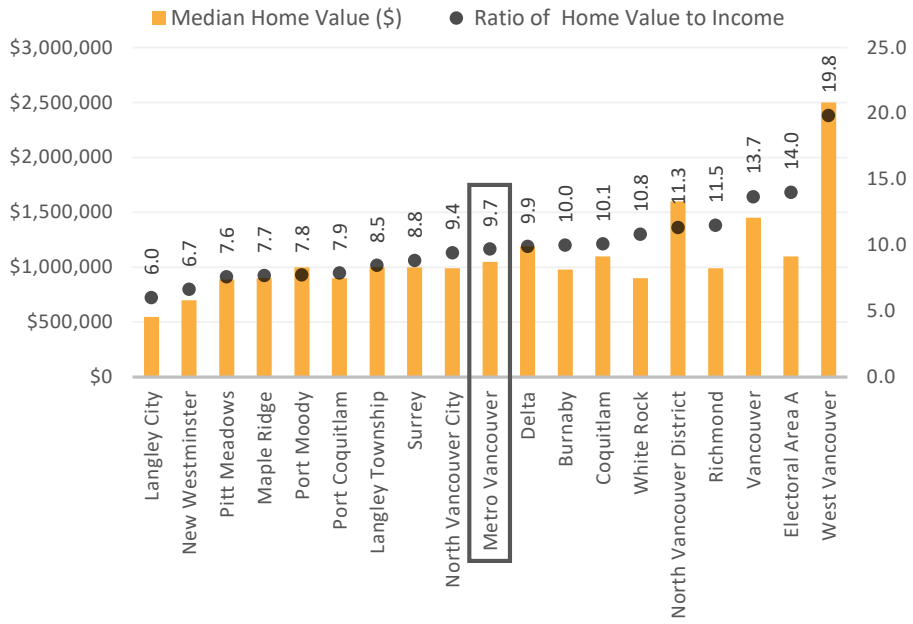
3.5 Home Value to Income Ratio

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

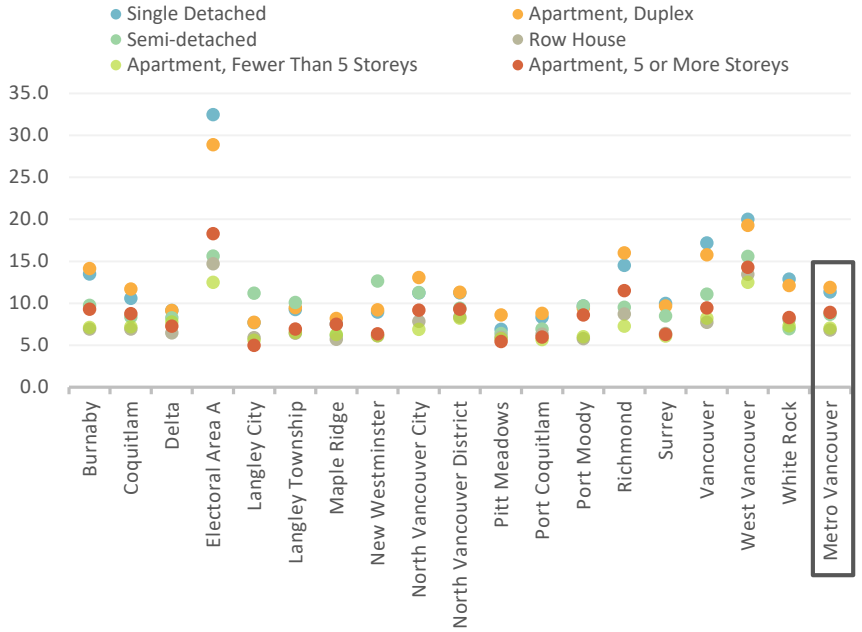
- Metro Vancouver's home value to income ratio (all units) was 9.7; West Vancouver observed a ratio twice as large, while Vancouver and Electoral Area A (includes UBC) had ratios 40% larger than the region.

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

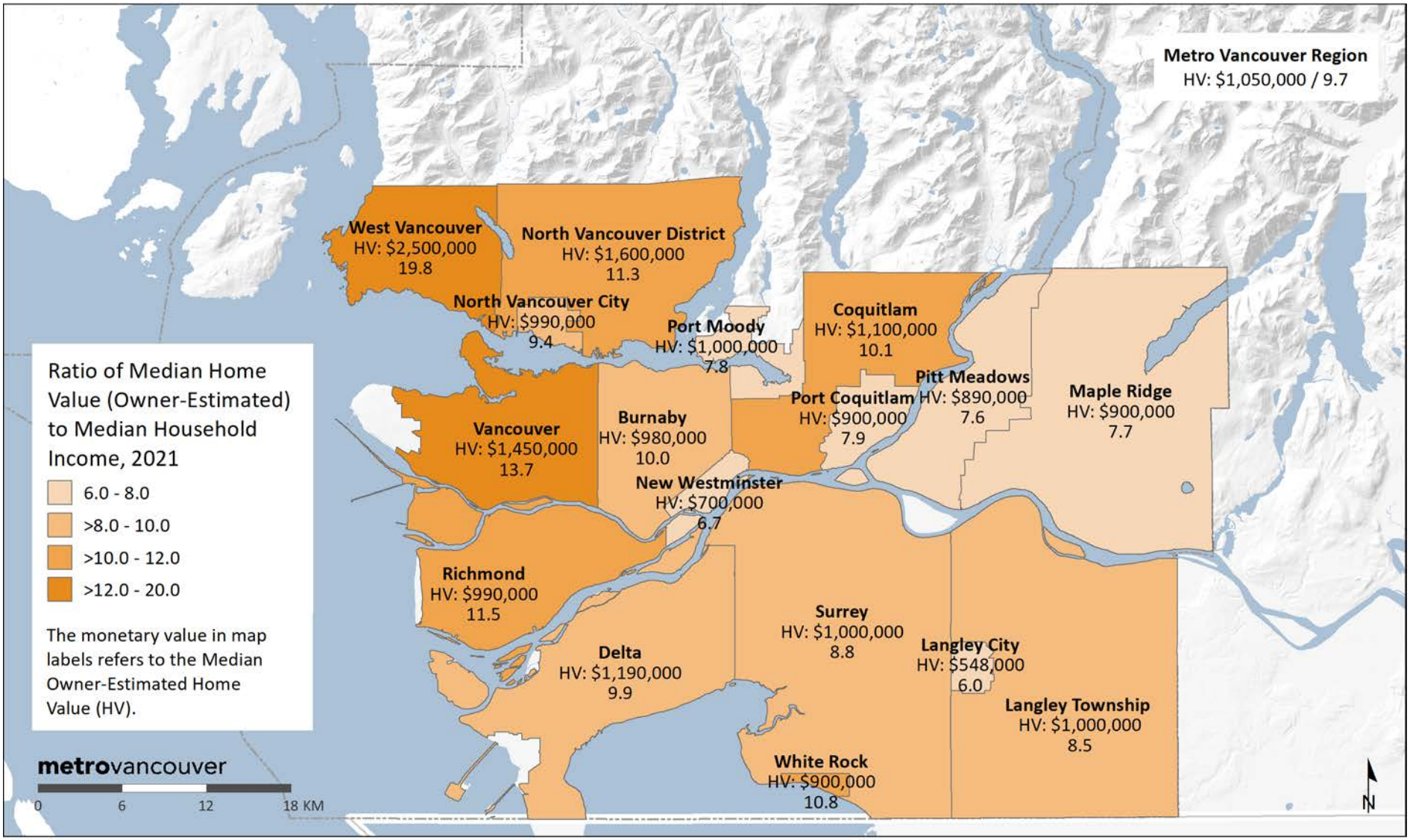
Table 3.5.7. Ratio of Median Value (Owner-Estimated) of Apartments, 5 or More Storeys, to Median Household Income, Metro Vancouver Jurisdictions, 2021 Census

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

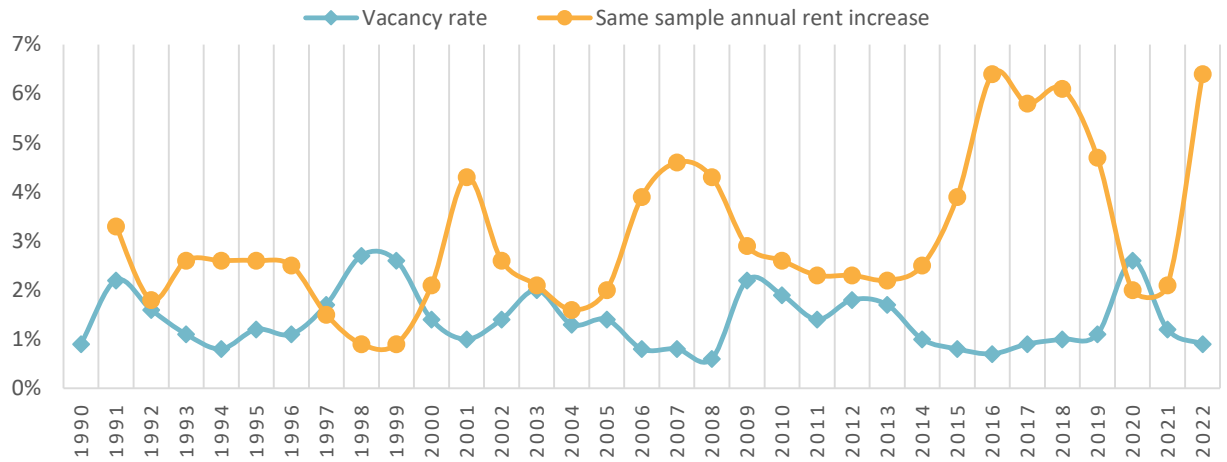
PART 4 | RENTAL HOUSING

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.

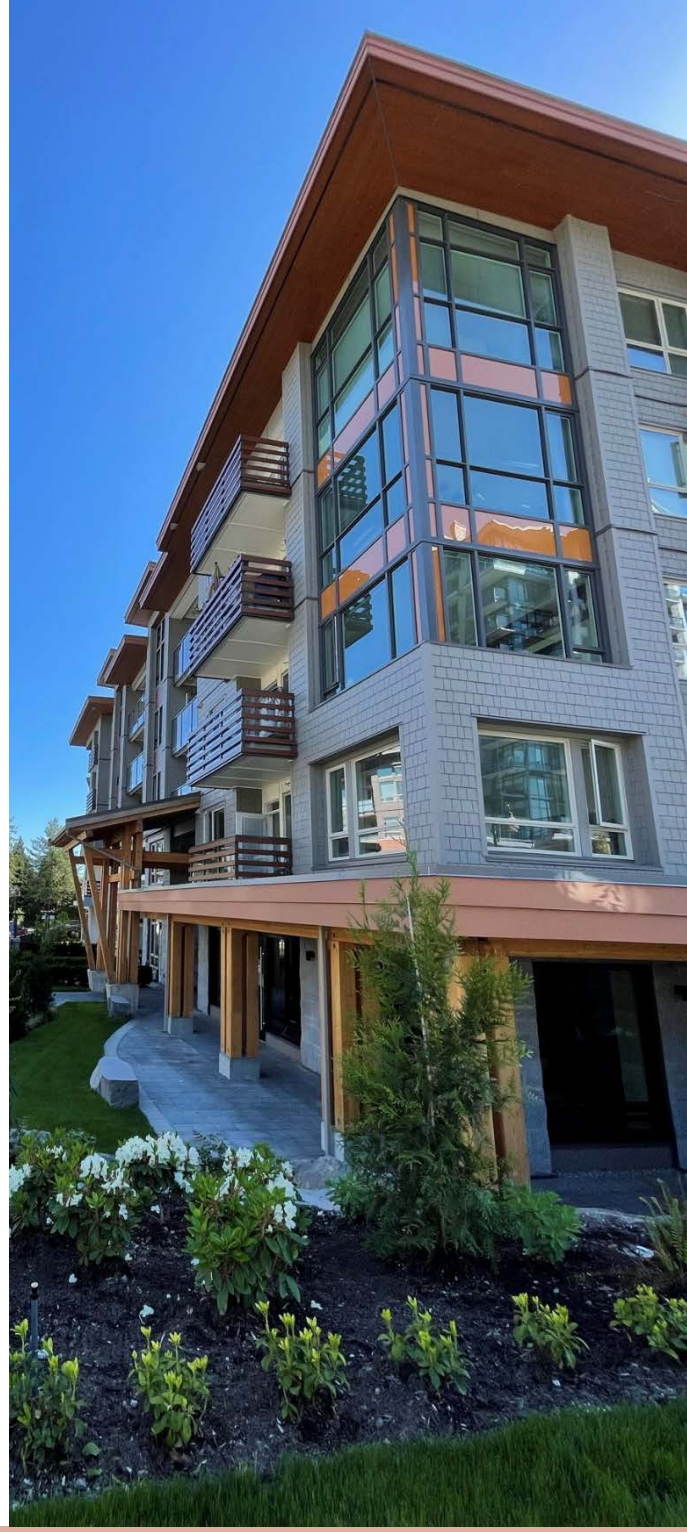
HIGHLIGHTS

- **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



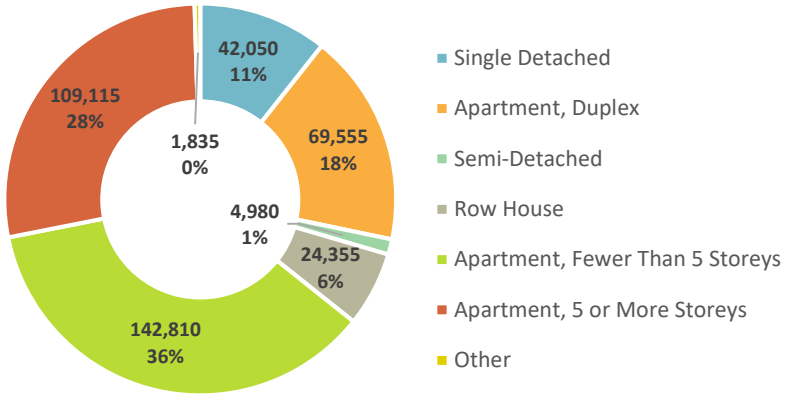
4.1 Renter-Occupied Housing Inventory by Structure Type and Age of Building

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

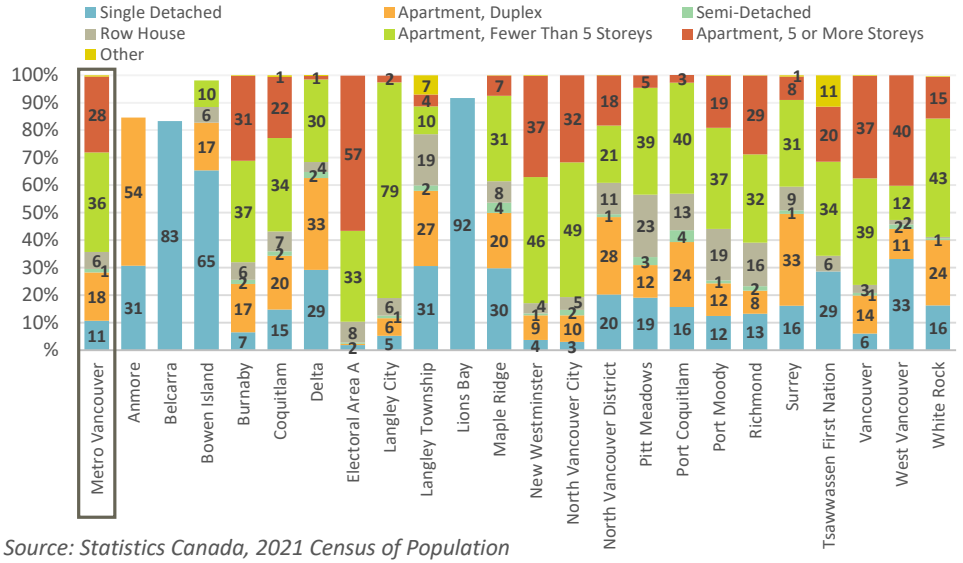
- In 2021, nearly two thirds (64%) of renter households in Metro Vancouver lived in apartments, with the majority living in low rise apartments. This distribution varied significantly across the region.
- Single detached houses and secondary suites accounted for another 29% of renter-occupied units in 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



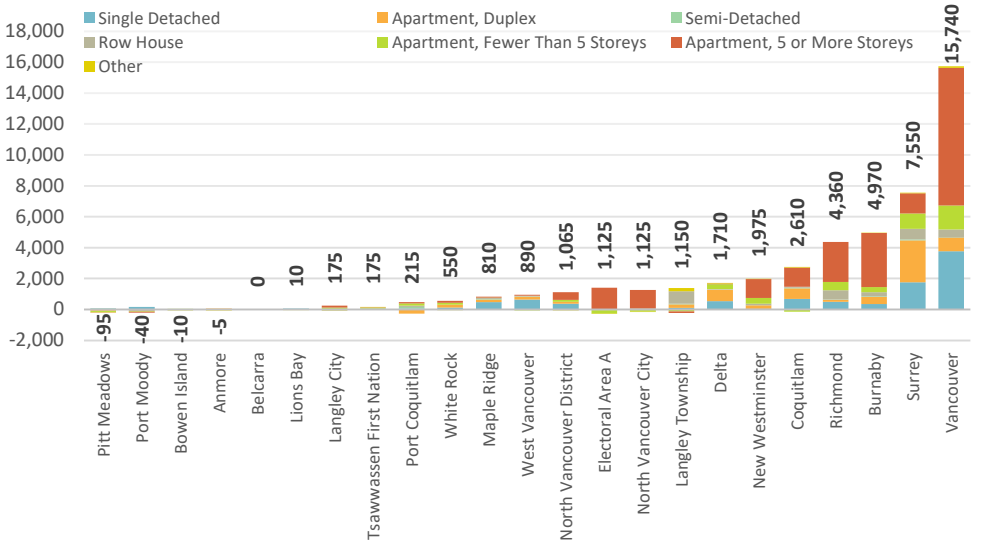
Source: Statistics Canada, 2021 Census of Population

Figure 4.1.1. Distribution of Renter-Occupied Dwellings by Structure Type, Metro Vancouver Jurisdictions, 2021



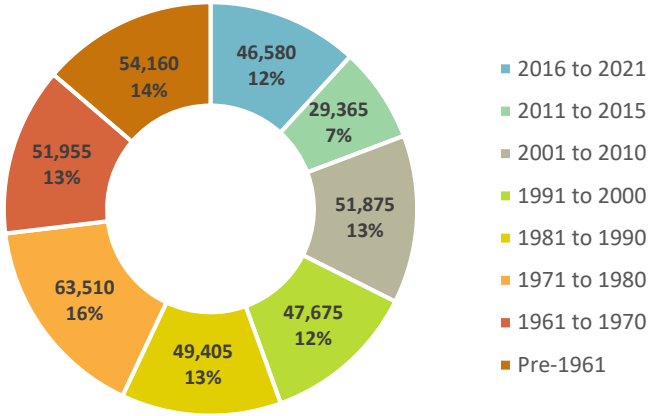
Source: Statistics Canada, 2021 Census of Population
Note: values may not add up to 100% due to data suppression.

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

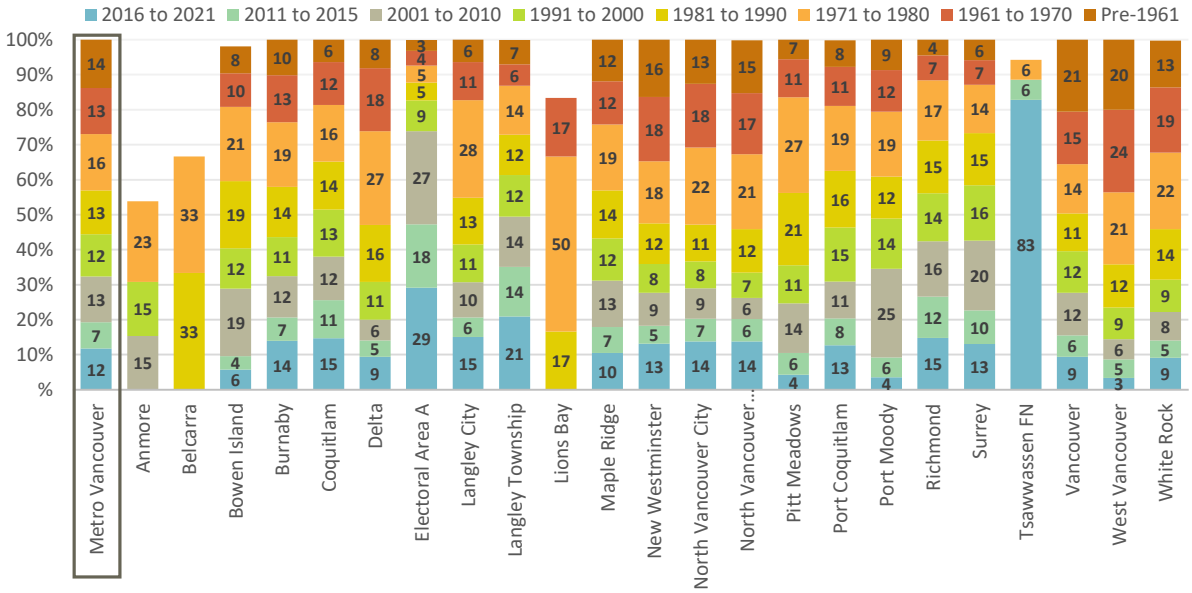


Source: Statistics Canada, 2021 Census of Population

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.

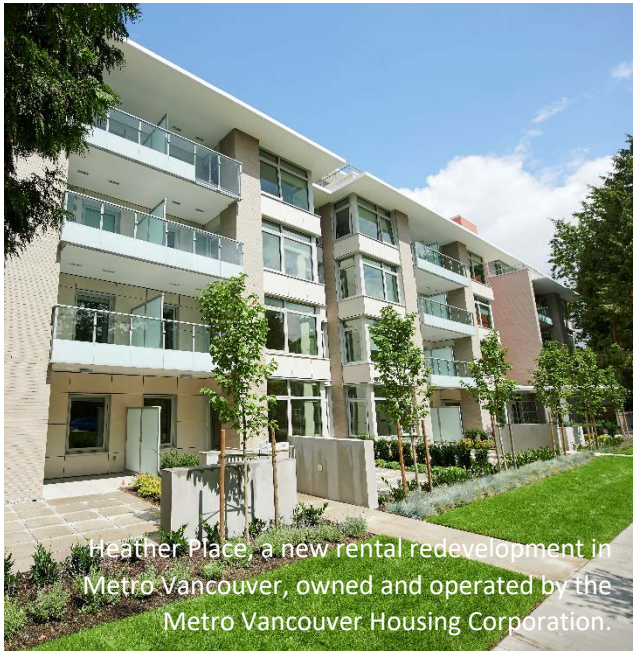

Heather Place, a new rental redevelopment in Metro Vancouver, owned and operated by the Metro Vancouver Housing Corporation.

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 Westminster	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 Westminster	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.

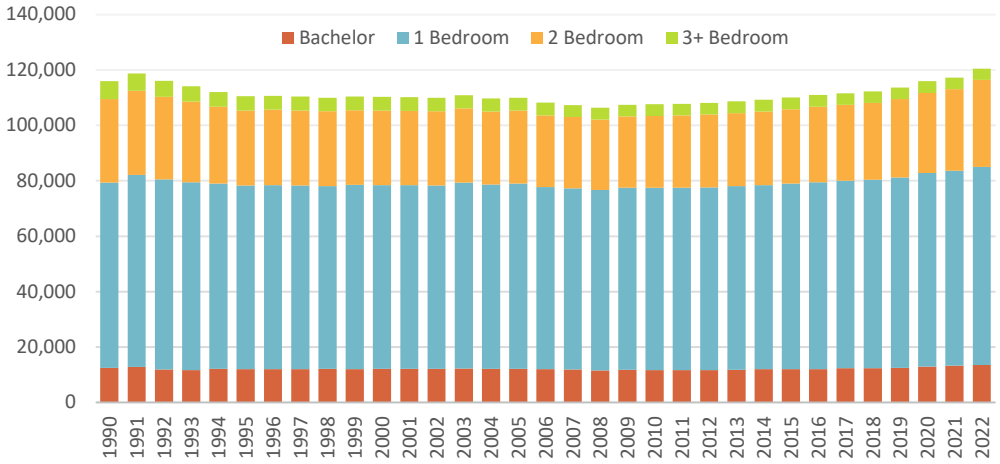
n/a: not available

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.

Figure 4.2.1. Purpose-Built Market Rental Inventory (Apartments and Townhouses), Metro Vancouver, 1990 to 2022

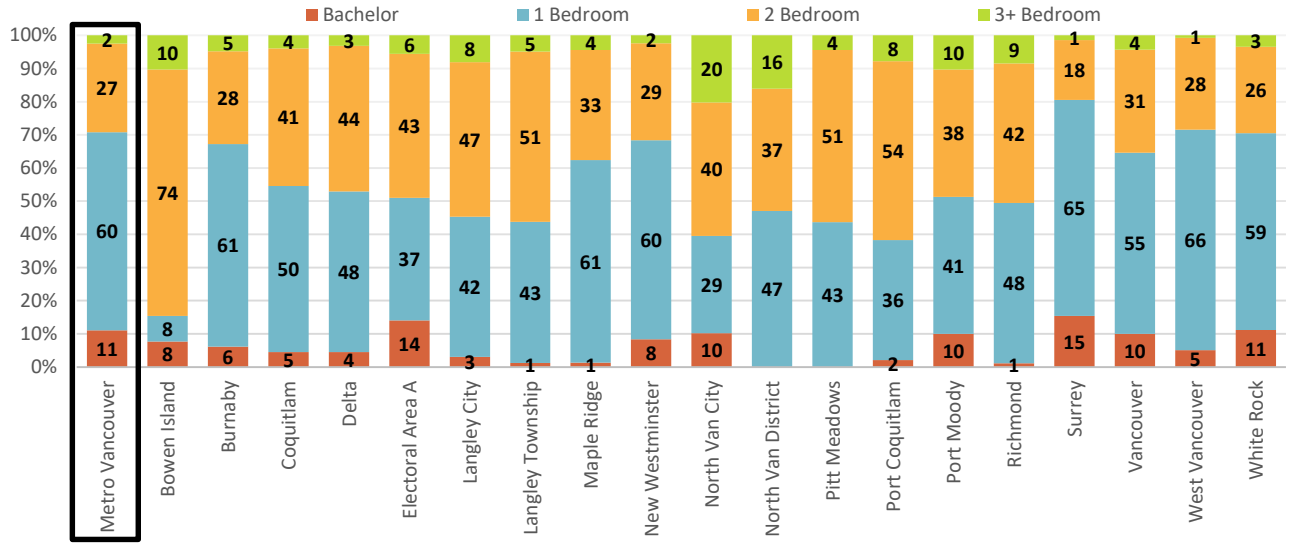


Source: CMHC Rental Market Survey

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.

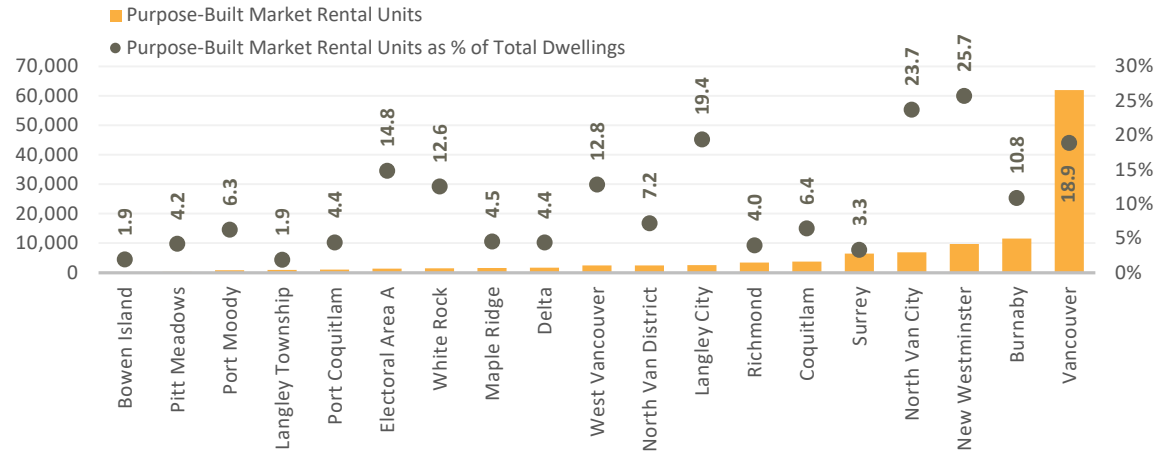
Figure 4.2.2. Distribution of Purpose-Built Market Rental Inventory (Apartments and Townhouses) by Bedroom Count, Metro



Source: CMHC Rental Market Survey

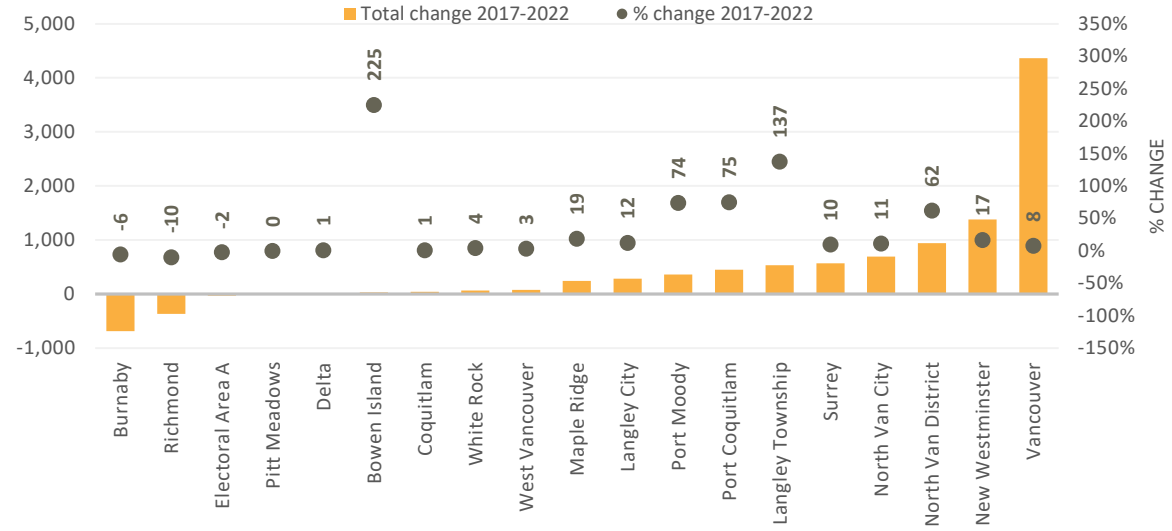
- The distribution and proportion of purpose-built rental units varies significantly across the region.
- In 2022, the City of Vancouver had the greatest share of purpose built rental units in the region (51%) – despite having only 30% of all dwellings in the region. Purpose built rental units represent 19% of all City of Vancouver dwellings.
- New Westminster 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 Westminster (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.

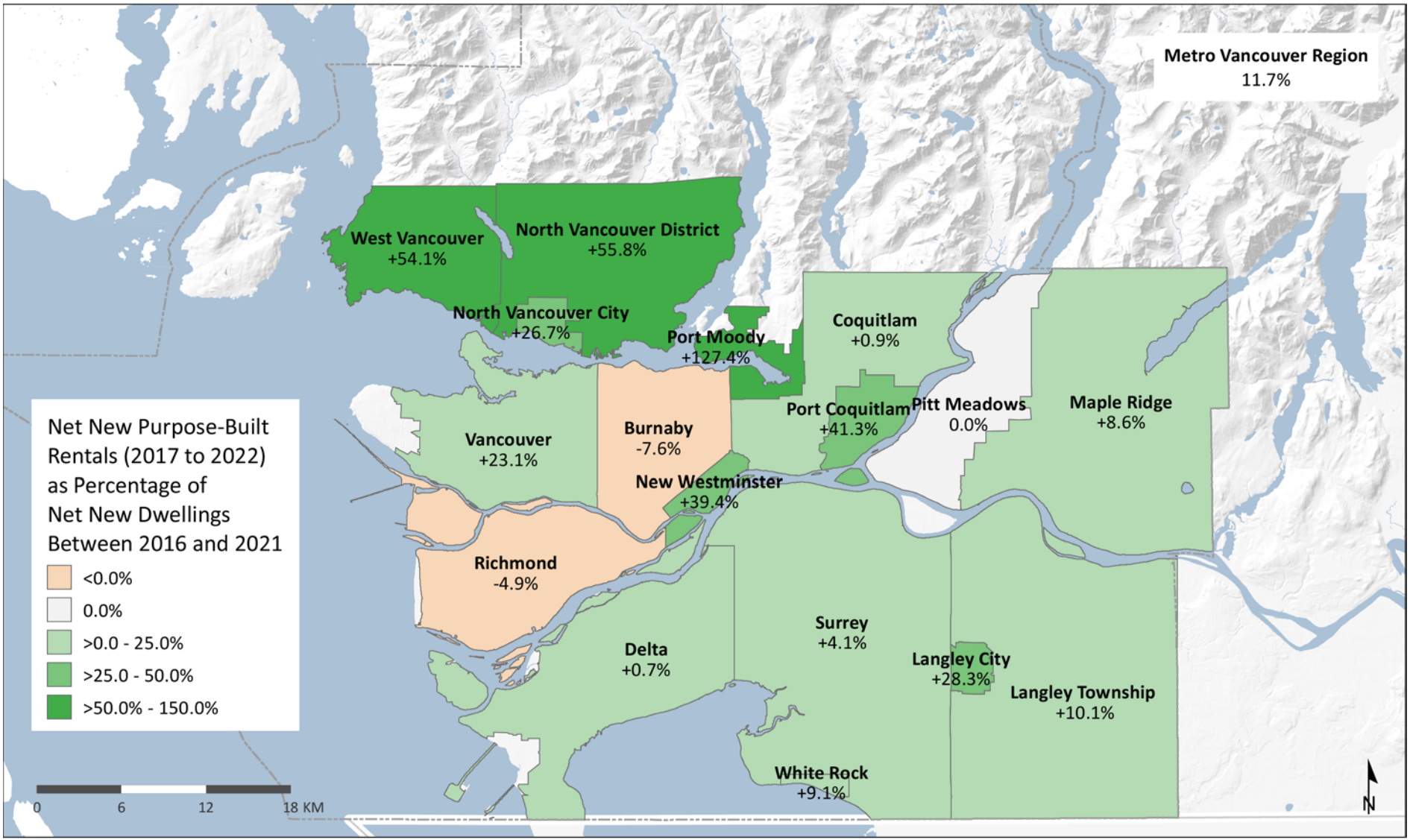
Notes: Data not available for small municipalities (Anmore, Belcarra, Lions Bay).

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



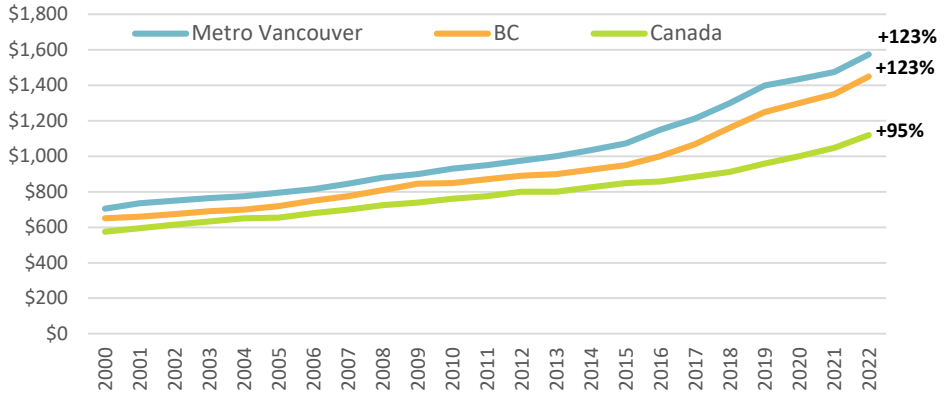
Note: The five 5-year trend of net new rentals was calculated using different time frames. The change in new purpose-built market rental apartments and townhouses was calculated for the period of 2017-2022, while the change in total dwellings was calculated for the period 2016-2021, following the Census. 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

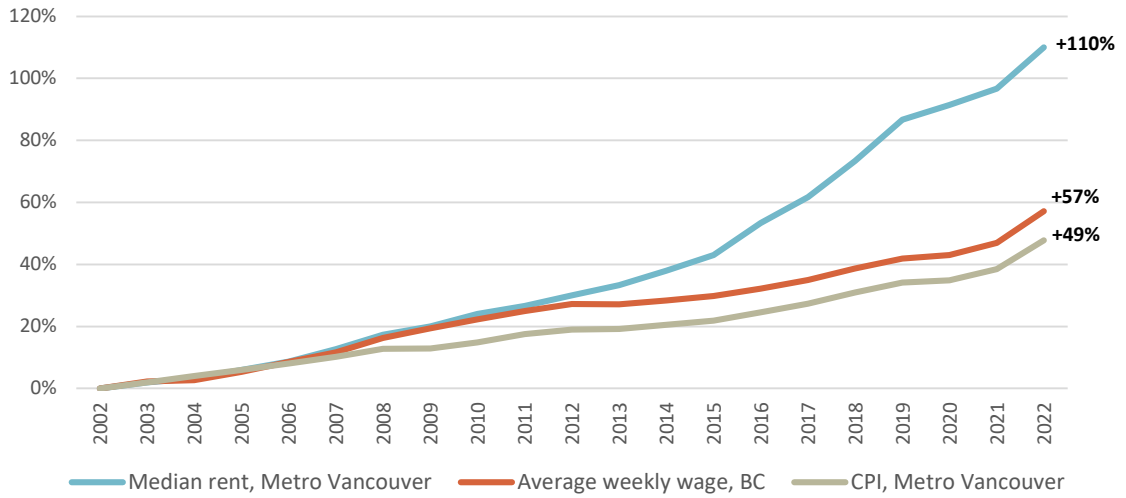


Source: CMHC Rental Market Survey

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.

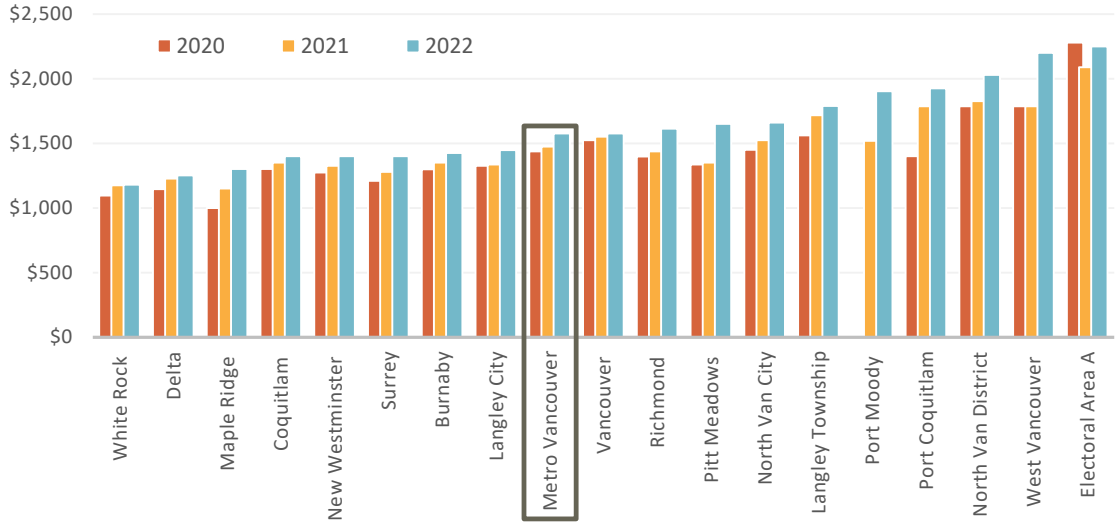
Figure 4.3.2. Percentage Change from 2002 Levels to 2022 in Median Market Rents (Metro Vancouver), Average Weekly Wages (BC), and Inflation (CPI, Metro Vancouver).



Source: CMHC Rental Market Survey, BC Stats

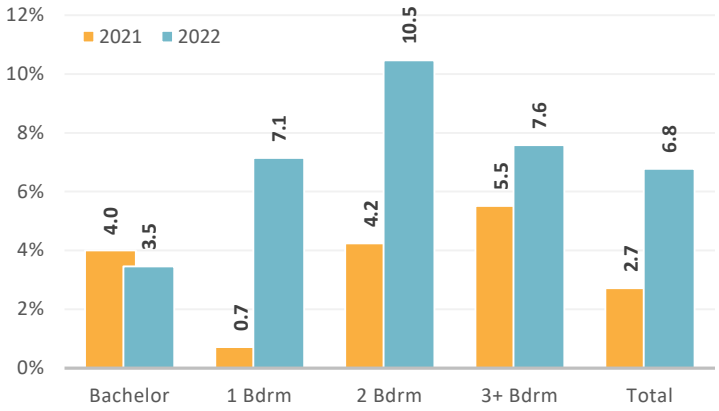
- There are substantial variations in median market rents across the region.
- Jurisdictions with the highest median rents in 2022 were Electoral Area A ($2,248), West Vancouver ($2,200), District of North Vancouver ($2,028).
- Median rents increased across all jurisdictions in 2022, reaching or surpassing 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



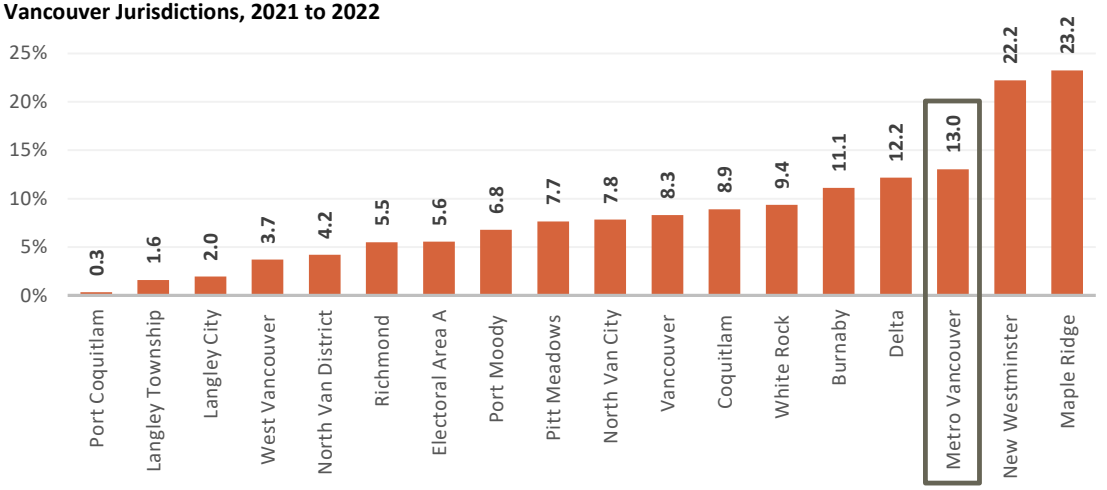
Source: CMHC Rental Market Survey

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%	$325	58.3%	$525
Coquitlam	$855	$870	$880	$938	$975	$1,100	$1,175	$1,250	$1,300	$1,350	$1,400	27.3%	$300	63.7%	$545
Delta	$820	$842	$863	$875	$895	$925	$975	$1,020	$1,145	$1,228	$1,252	35.4%	$327	52.7%	$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%	$488	45.6%	$704
Langley City	$830	$850	$850	$894	$985	$1,075	$1,134	$1,289	$1,325	$1,335	$1,446	34.5%	$371	74.2%	$616
Langley Township	$925	$950	$935	$900	**	$1,494	$1,445	$1,573	$1,560	$1,716	$1,788	19.7%	$294	93.3%	$863
Maple Ridge	$750	$750	$750	$800	$837	$850	$940	$1,038	$1,000	$1,150	$1,300	52.9%	$450	73.3%	$550
New Westminster	$815	$842	$863	$875	$938	$1,005	$1,138	$1,229	$1,275	$1,327	$1,400	39.3%	$395	71.8%	$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%	$401	70.4%	$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%	$518	72.6%	$853
Pitt Meadows	$950	$900	$925	$948	$933	$1,175	$1,225	$1,357	$1,335	$1,350	$1,650	40.4%	$475	73.7%	$700
Port Coquitlam	$825	$840	$850	$900	$933	$1,020	$1,170	$1,425	$1,400	$1,785	$1,925	88.7%	$905	133.3%	$1,100
Port Moody	$1,284	$1,249	$1,129	$1,250	$1,225	$1,280	$1,600	**	**	$1,520	$1,903	48.7%	$623	48.2%	$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%	$348	49.4%	$533
Surrey	$800	$850	$850	$865	$925	$993	$1,052	$1,125	$1,209	$1,280	$1,400	41.0%	$407	75.0%	$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%	$257	50.0%	$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%	$550	57.1%	$800
White Rock	$850	$850	$842	$860	$900	$975	$1,000	$1,100	$1,095	$1,175	$1,179	20.9%	$204	38.7%	$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%**	**$362**	**61.5%**	**$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.

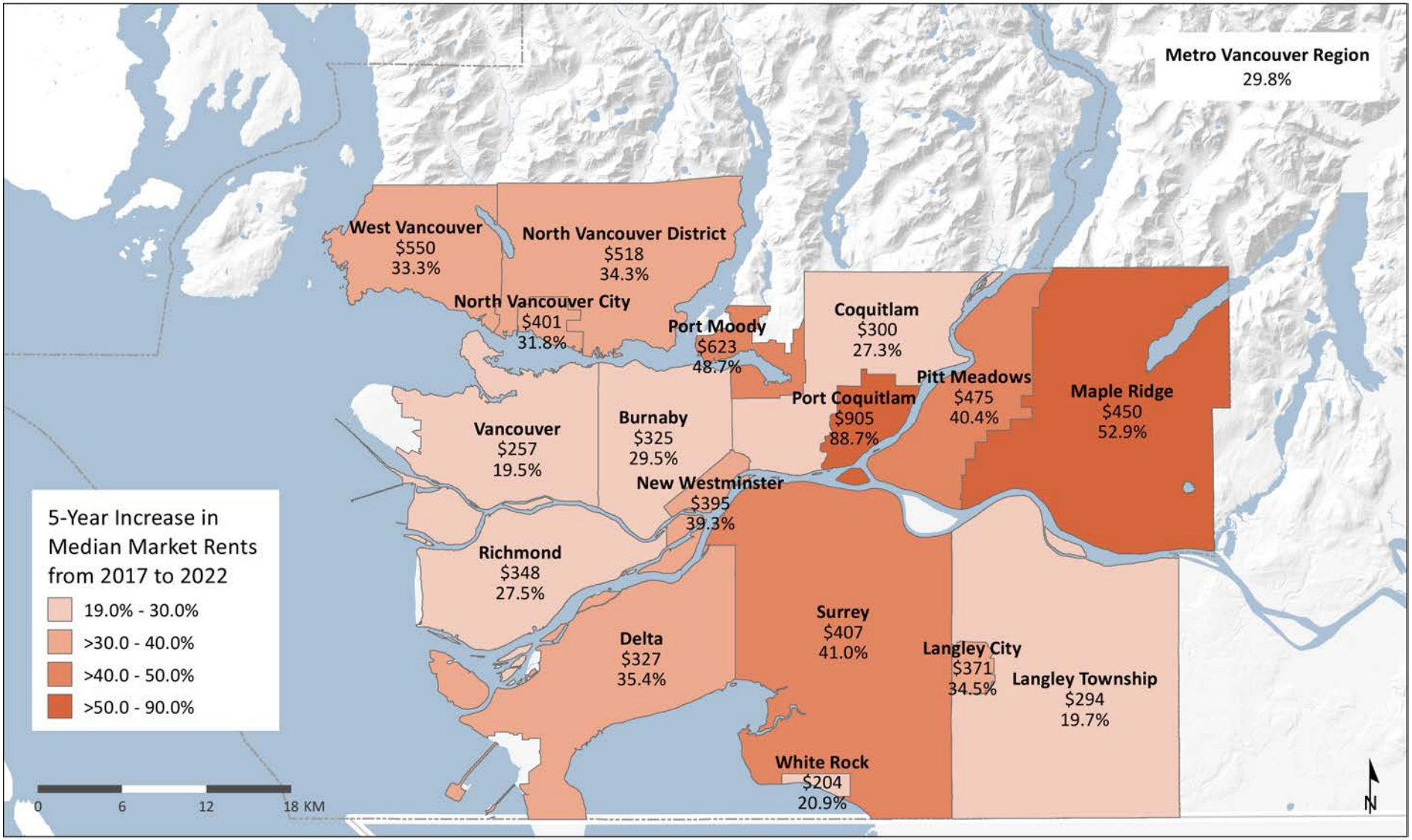
Notes: Data not available for small municipalities (Anmore, Belcarra, Lions Bay).

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

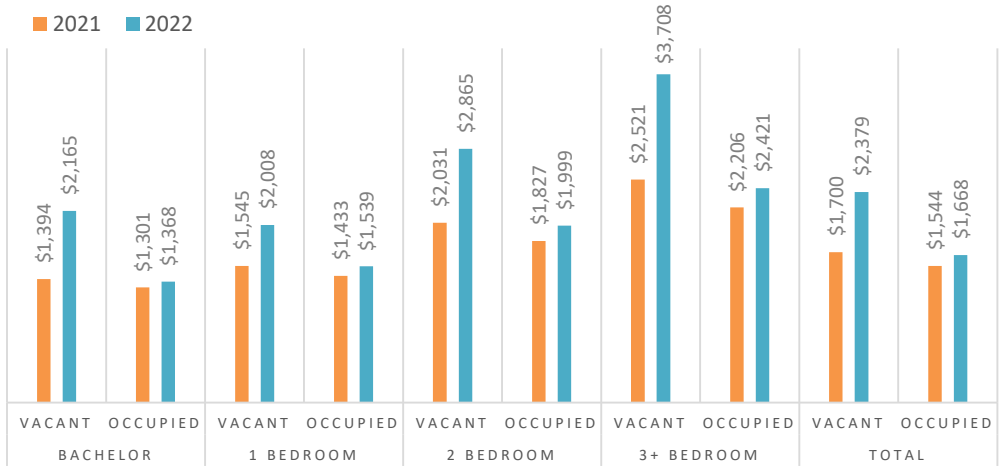
4.4 Average Rents of Vacant and Occupied Market Rental Units (Apartments and Townhouses)

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

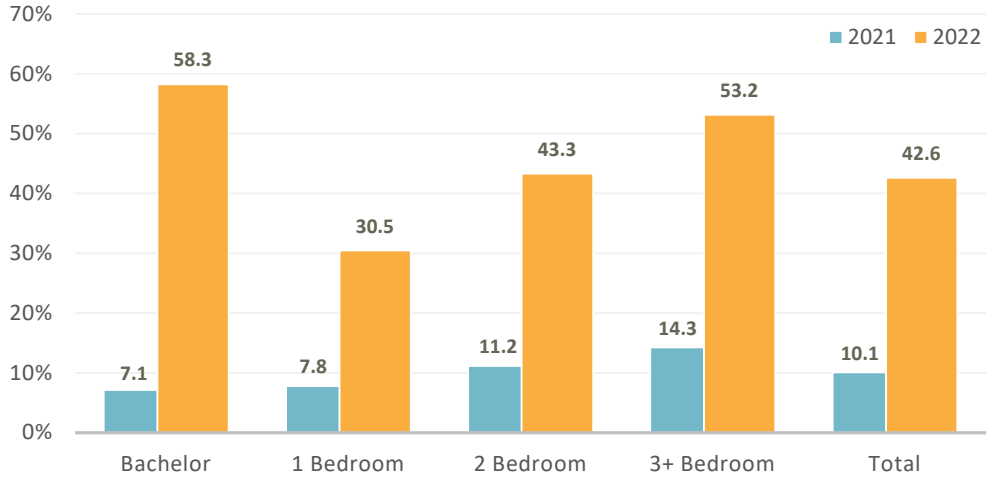
- Asking rents for vacant units are higher than the rent paid for occupied units.
- In 2022, the average asking rent for a vacant unit in Metro Vancouver was $2,379, 42.6% higher than the average rent for an occupied unit. The difference in rent between a vacant and occupied unit increased by over 30% 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



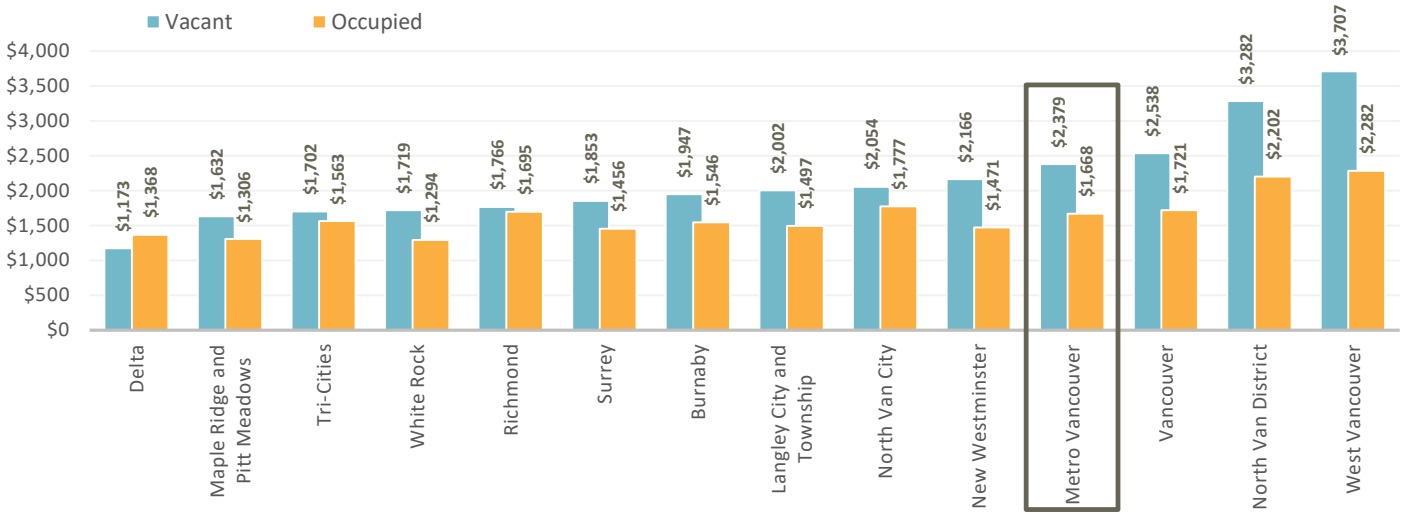
Source: CMHC Rental Market Survey

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

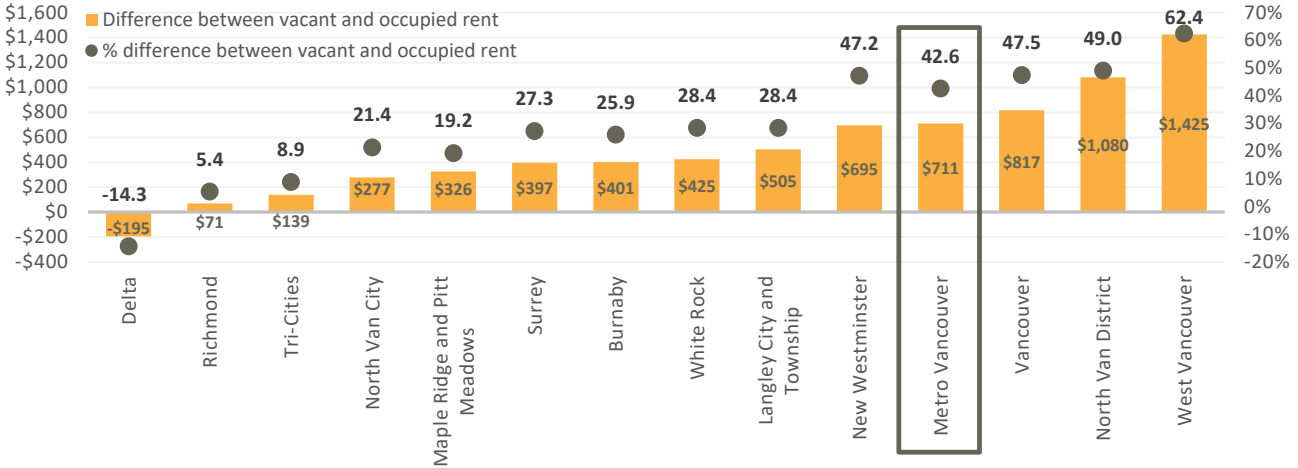


Source: CMHC Rental Market Survey

- 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.

- 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

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

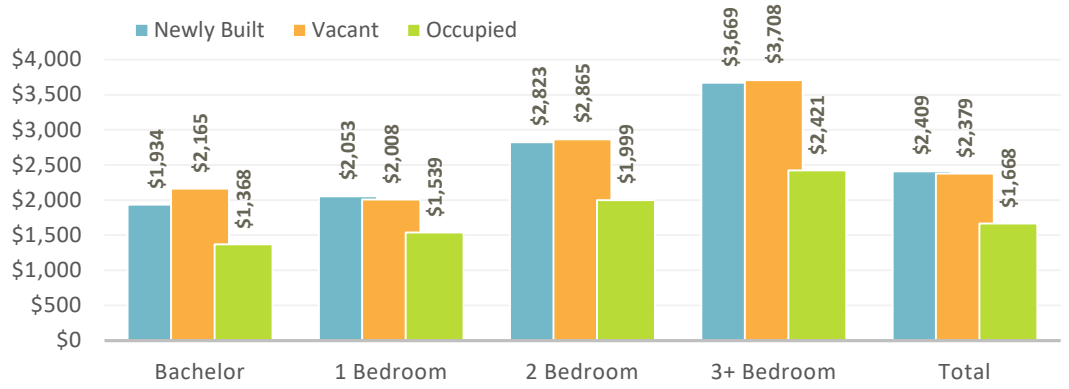
In 2022, the average rent for a newly built unit in Metro Vancouver was$2,409. This was 44.4% higher than the average occupied rent for an existing unit of any age, and 1.3% higher than the average asking rent for a vacant unit of any age.

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)

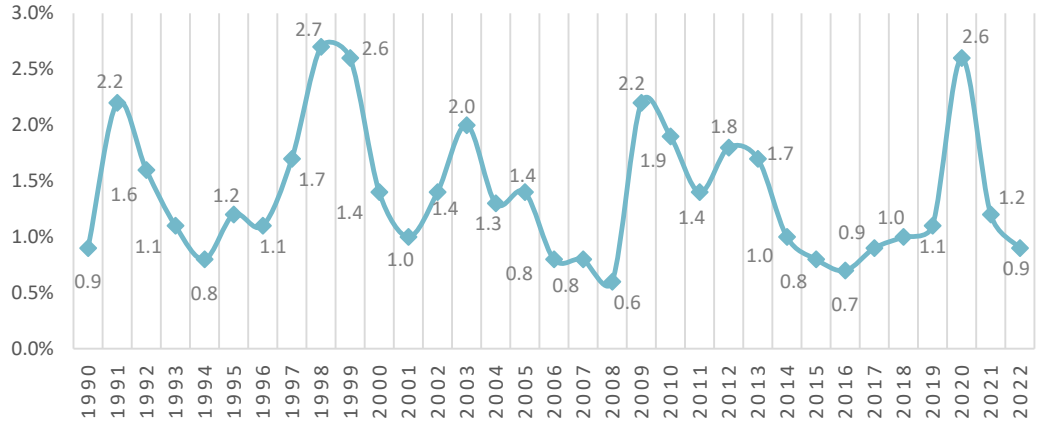
Vacancy rates are an indication of the health of the residential rental market. Generally, vacancy rates around 3% to 5% are considered to be a sign of a balanced market. Low vacancy rates lead to challenges for many households, particularly those with low incomes, in finding suitable and affordable 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

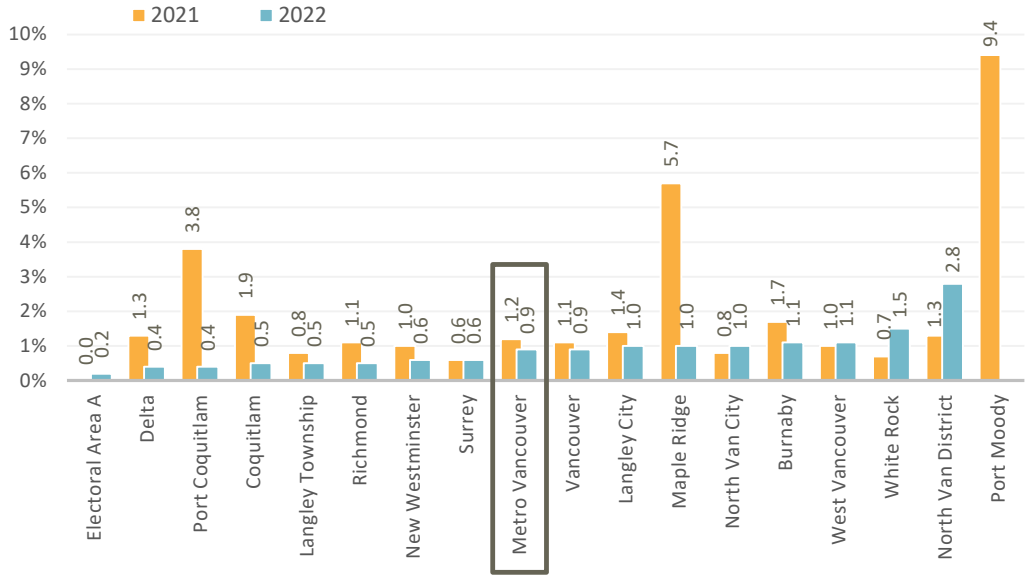
- Vacancy rates in the region have varied substantially in the past 30 years, but they have mostly remained well below the 3% that is considered to be a healthy rate (and a sign of a balanced market).
- In 2020, due to the COVID-19 pandemic and reduced demand from students and foreign workers, the regional 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

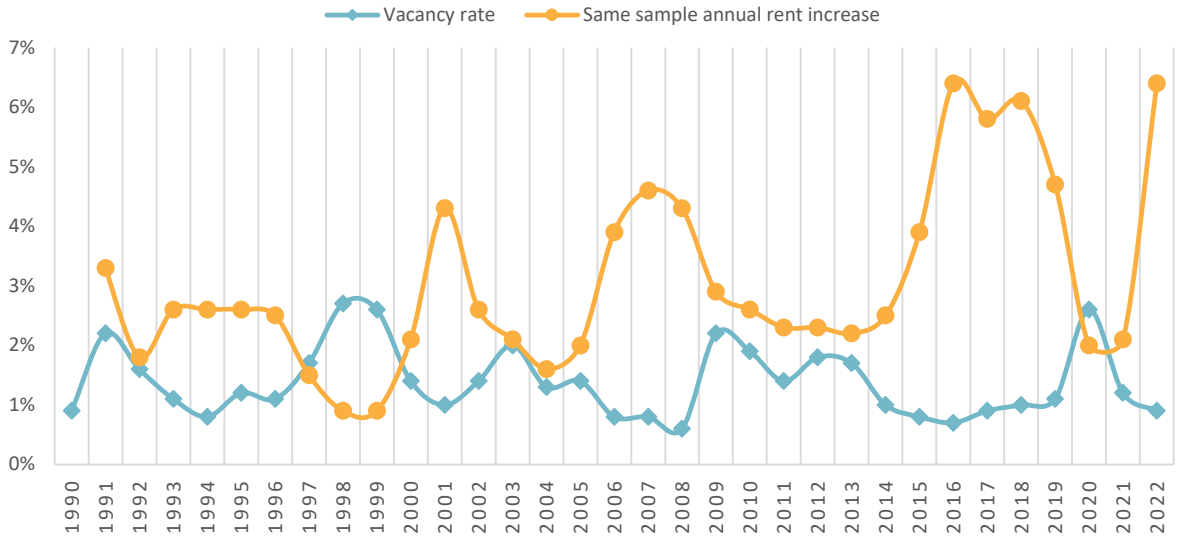
Figure 4.6.2. Vacancy Rates of Purpose-Built Market Rentals (Apartments and Townhouses), Metro Vancouver Jurisdictions, 2021 and 2022



Source: CMHC Rental Market Survey

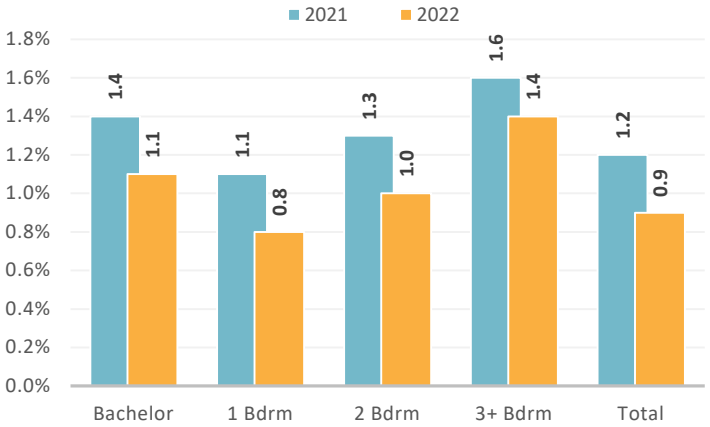
- Historically, low vacancy rates have been associated with increases in rent costs. Figure 4.6.3 shows the relationship between vacancy rates and the average annual rent increase in the purpose-built rental market in Metro Vancouver over the past three decades.
- As can be seen in 2022, the slight decrease 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



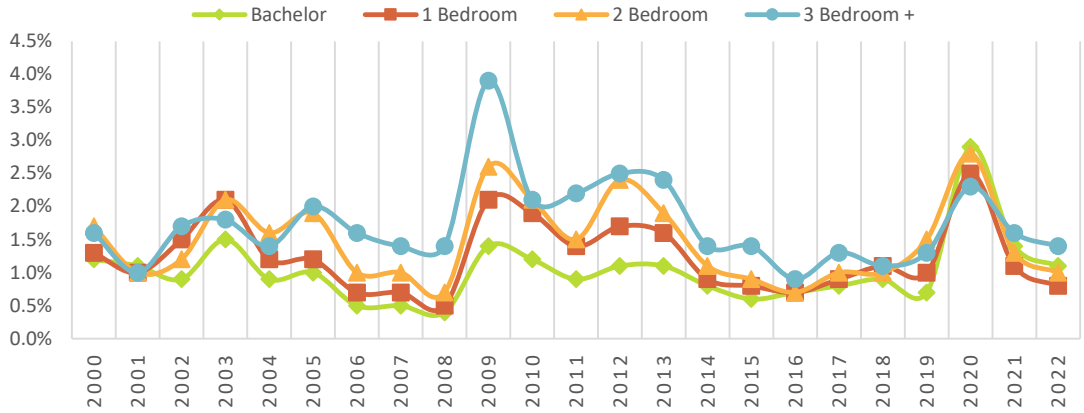
Source: CMHC Rental Market Survey

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.

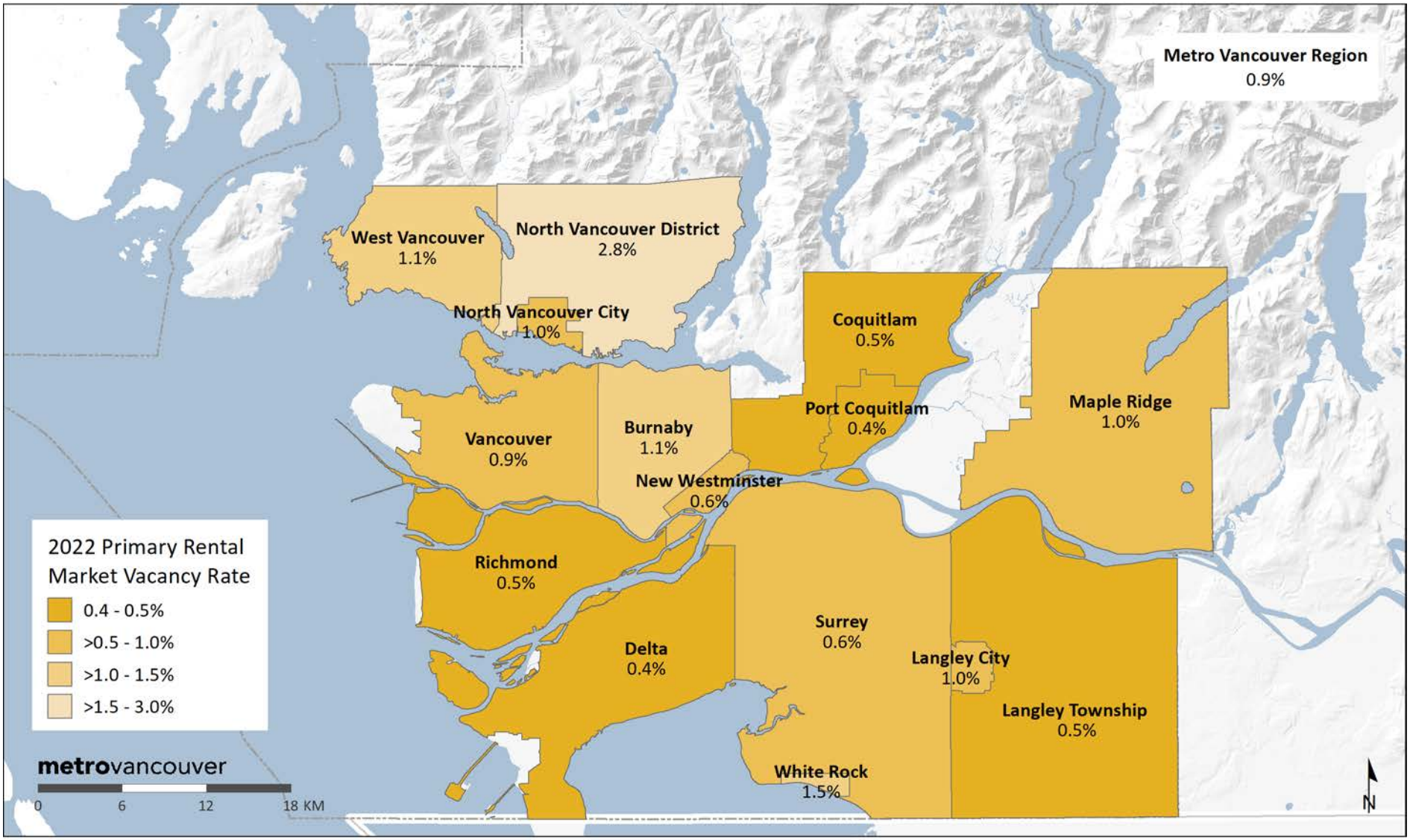
Notes: Data not available for small municipalities (Anmore, Belcarra, Lions Bay).

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

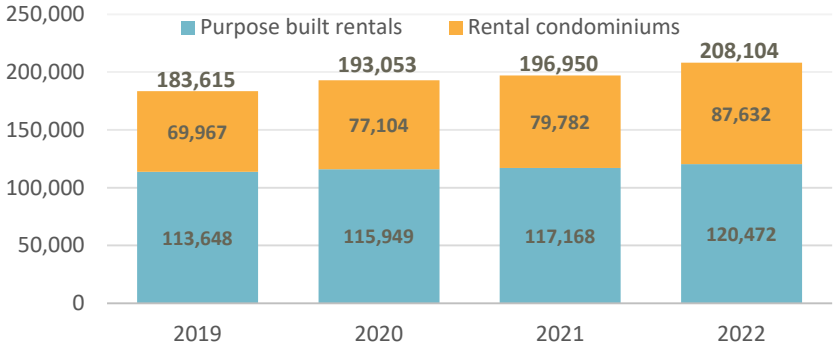
4.7 Rental Condominium Universe

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

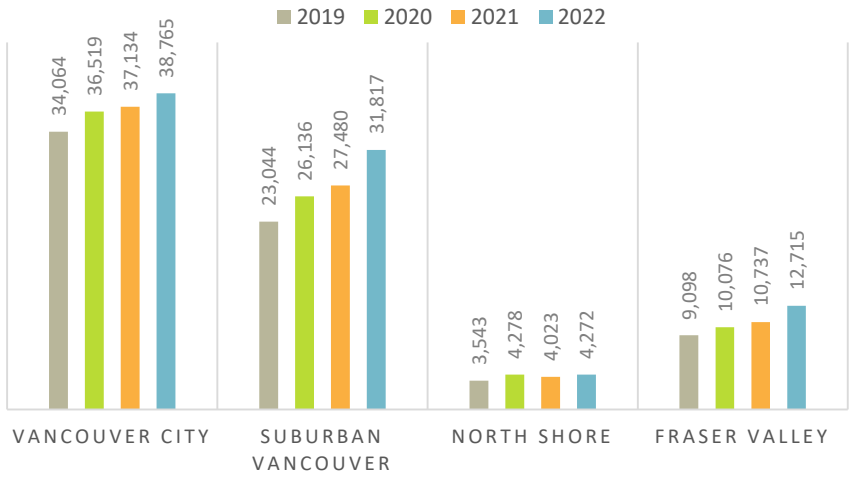
- In 2022, there were 87,632 rental condominiums in Metro Vancouver, compared to 120,472 purpose-built rental apartments.
- The number of rental condominiums has increased by 25.2% (17,665 units) between 2019 and 2022, compared to just 6.0% growth (+6,824 units) among purpose-built rentals during the 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



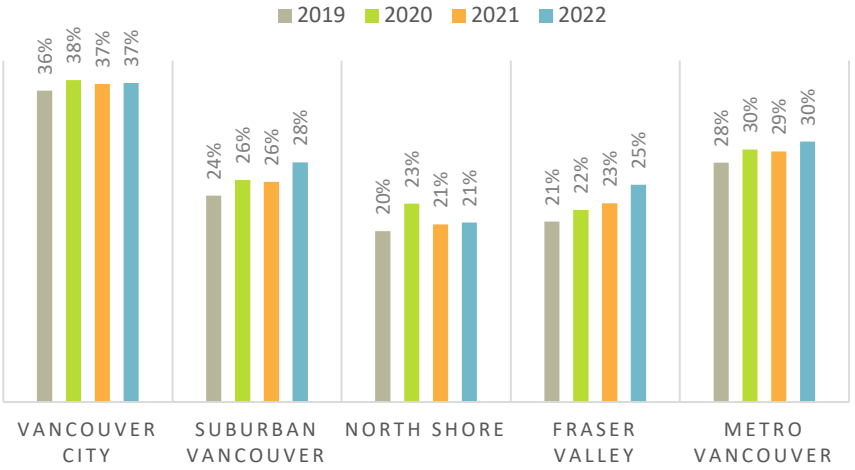
Source: CMHC Rental Market Survey

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.

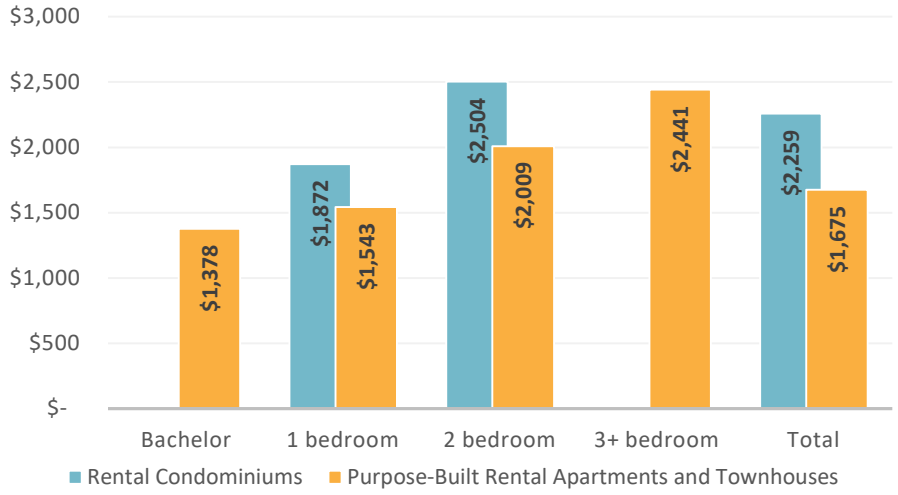
4.8 Average Rents of Rental Condominiums

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

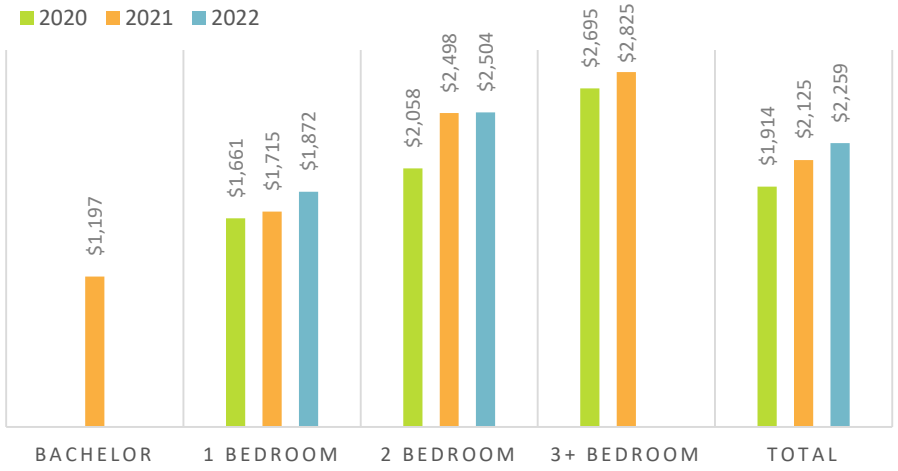
- In 2022, the average rent for a rental condominium in Metro Vancouver was $2,259, which was 35% (or $584) higher than the average rent for a purpose-built rental unit ($1,675).
- Average rents for rental condominiums has increased since the start of the COVID-19 pandemic (2020), by up to 18% for all 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



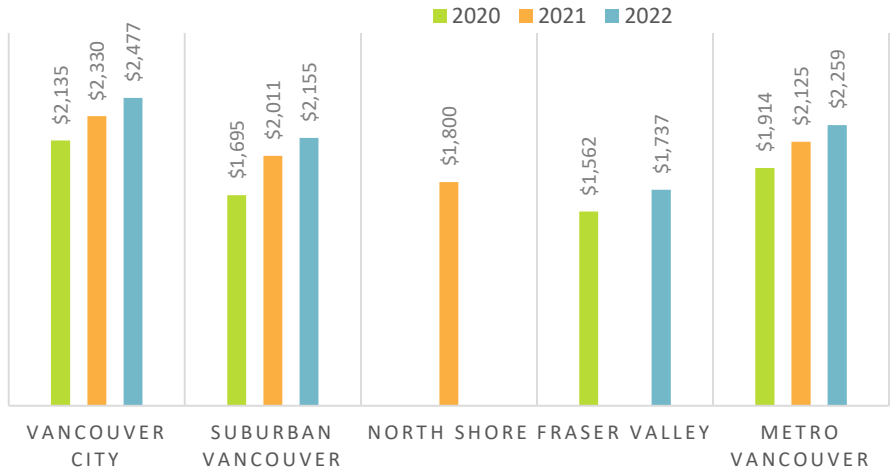
Source: CMHC Rental Market Survey

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.*

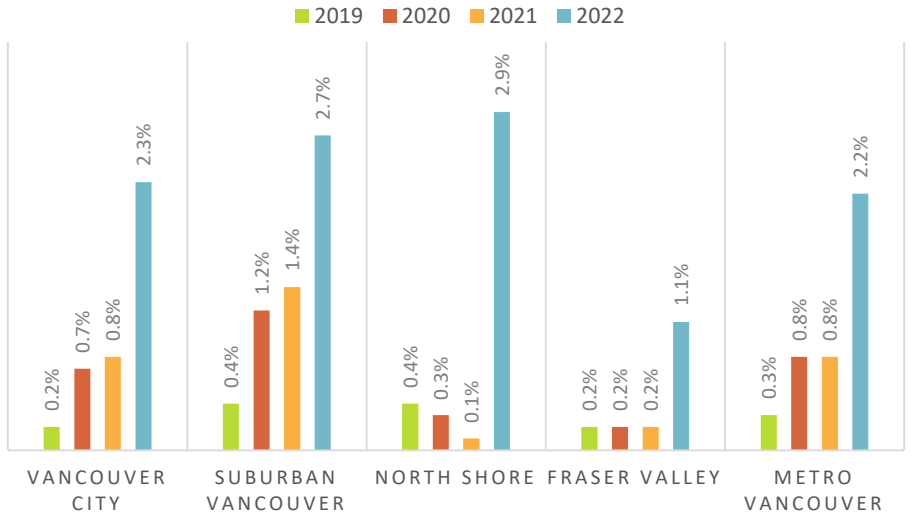
4.9 Vacancy Rates of Rental Condominiums

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

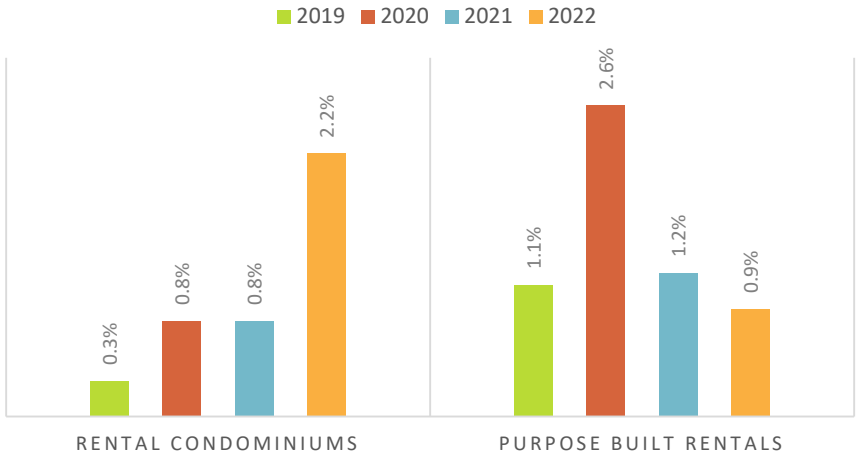
- In 2022, the vacancy rate for rental condominiums in Metro Vancouver was 2.2%, a 1.4% increase from the previous two years.
- Vacancy rates of rental condominiums were 1.3% greater than those of purpose-built apartments in 2022.
- Except for the Fraser Valley, vacancy rates exceeded 2% in 2022. The 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



Plaza 88, a multi-tower mixed-use development in New Westminster, combining condominiums, purpose-built rentals, shops, restaurants, services, and an integrated transit station.

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

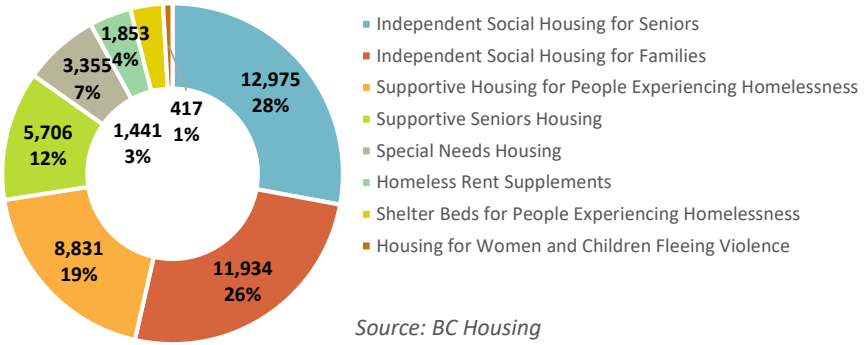
Non-market housing is affordable housing that is owned or subsidized by government, non-profits, or housing cooperatives, and where the housing is provided at below market rents. Non-market housing ranges from emergency housing, to supportive housing and cooperatives.

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

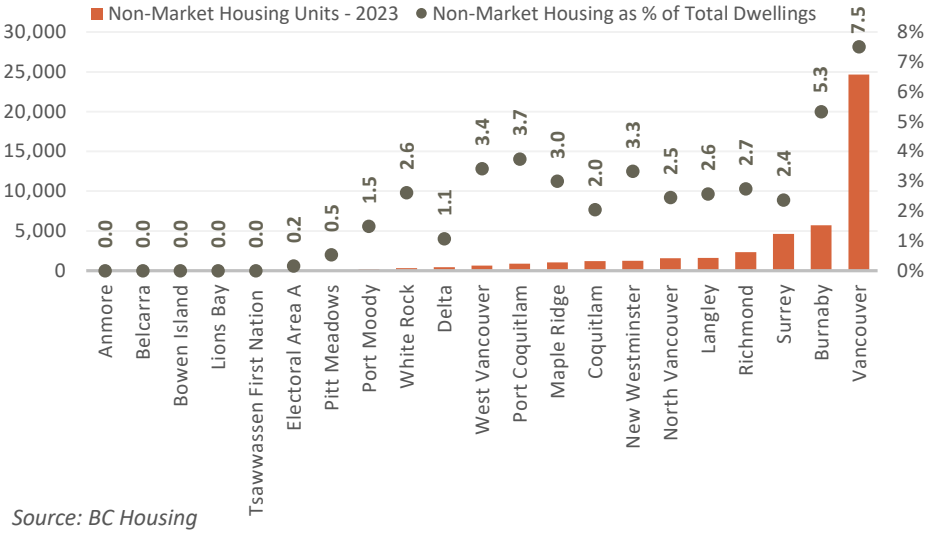
- In 2023, there were 46,512 non-market housing units in Metro Vancouver that had a financial relationship to BC Housing. This represents 4.2% of all dwelling units in the region (as recorded in the 2021 Census).
- More than half of the non-market units (54%) were independent social housing, followed 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



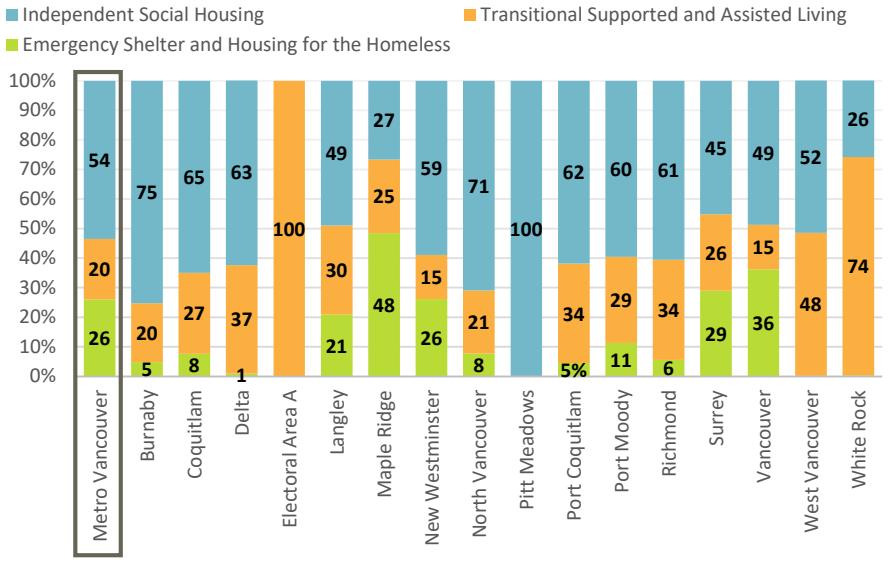
Source: BC Housing

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 violenceor 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.

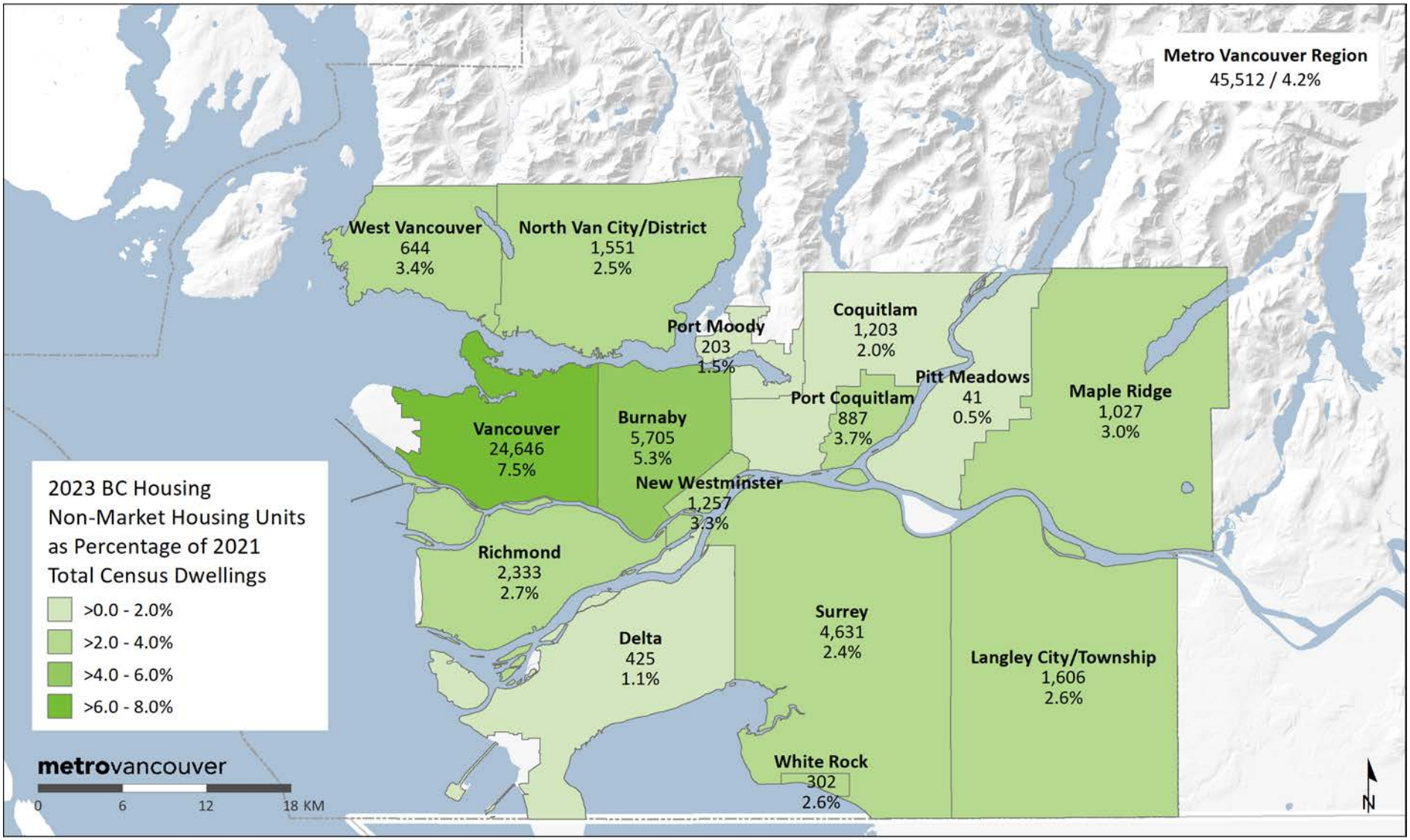
h. Independent Seniors: Housing for seniors where minimal or no additional services are provided. Seniors are usually defined as individuals who are 65 years of age and older.

*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

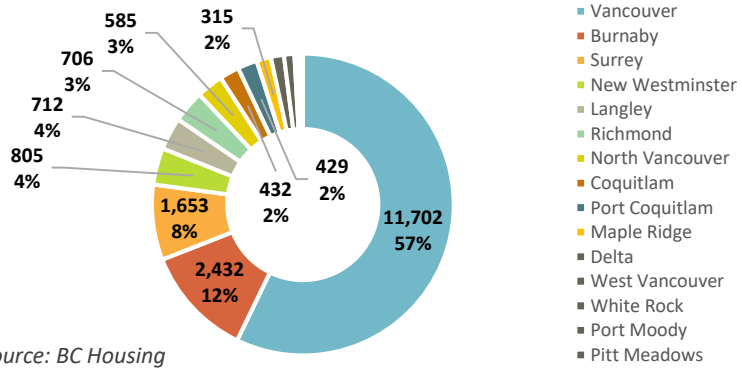
5.2 Non-Market Housing with Expiring Operating Agreements

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

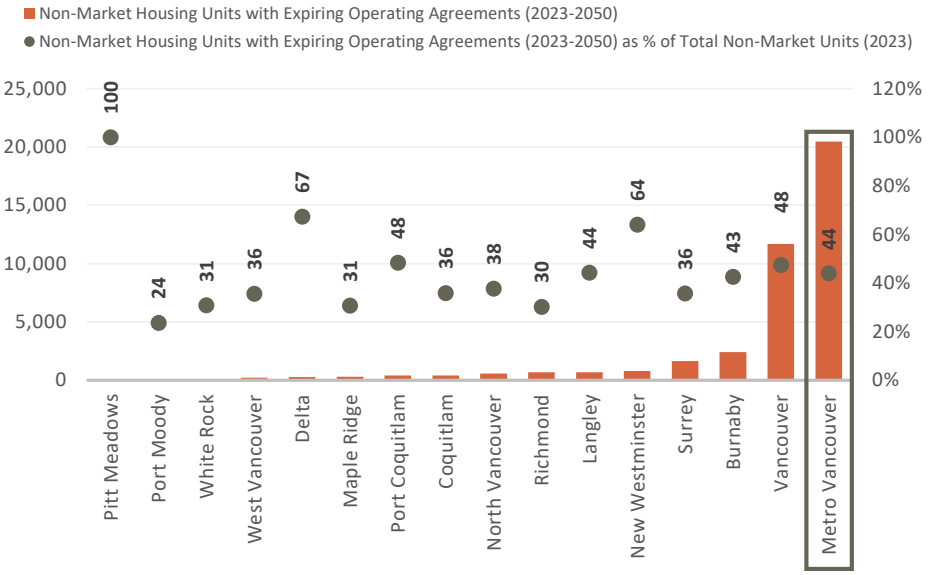
- In 2023, 20,468 (44%) of BC Housing non-market units with operating agreements in Metro Vancouver will expire by 2050. This represents 1.9% of total dwellings across the region (as recorded in the 2021 Census).
- The majority of BC Housing operating agreements for non-market units will expire by 2028 (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



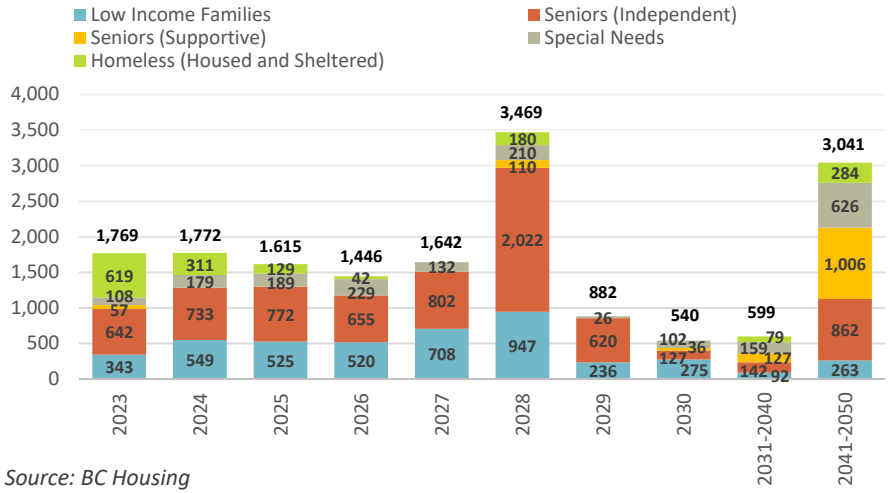
Source: BC Housing

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.

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 5.2.3. 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.

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 5.2.4. 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.

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 5.2.5. 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.

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.*

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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.

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.*

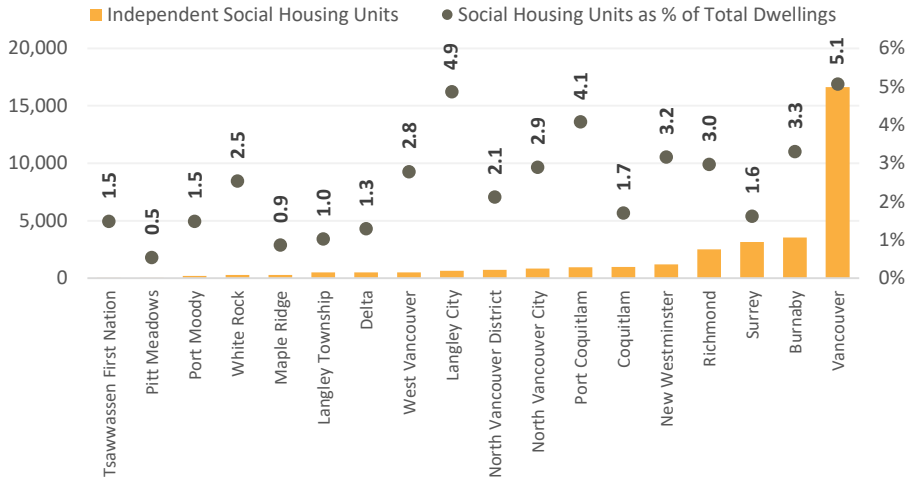
5.3 Independent Social Housing Inventory

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

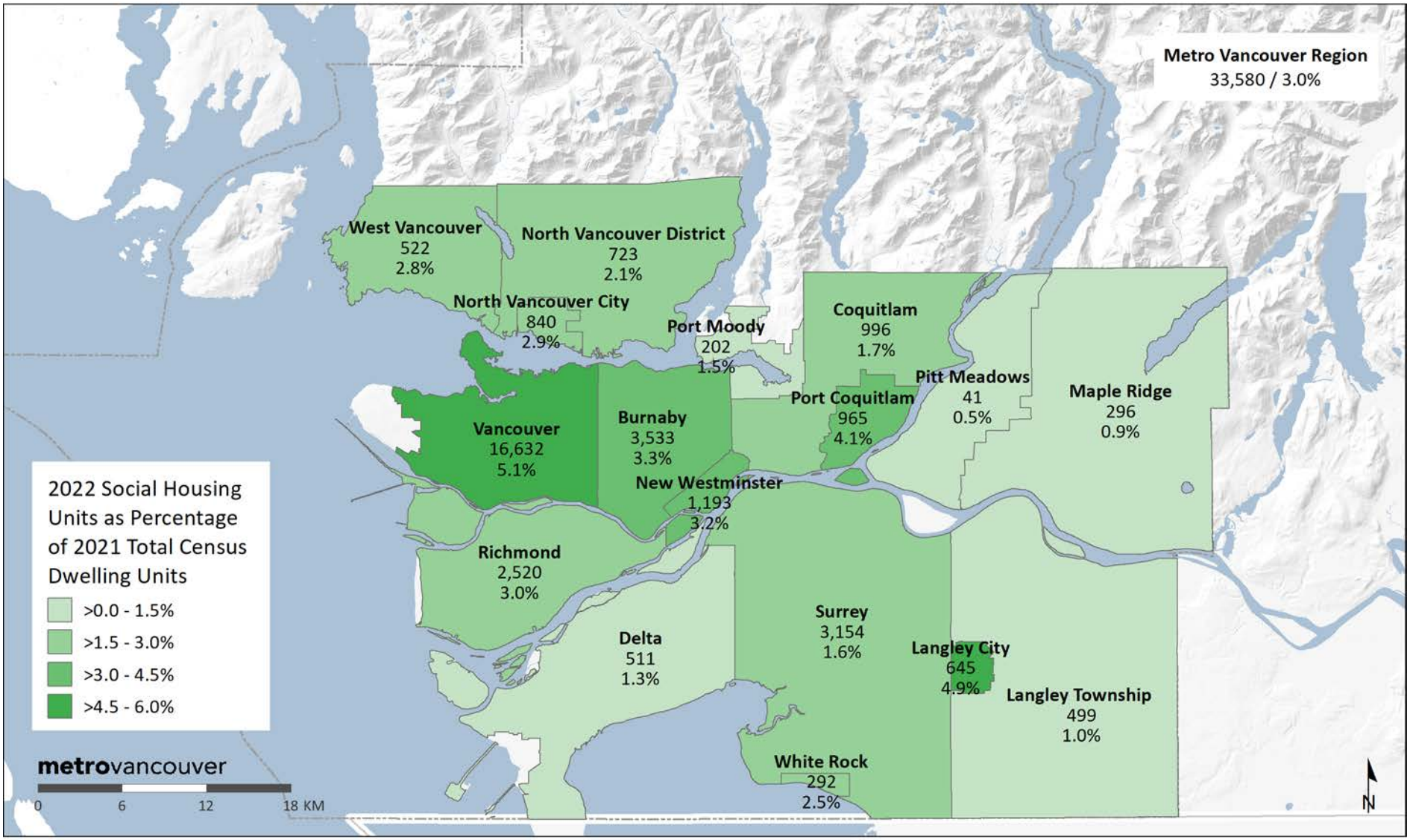
MEMBER JURISDICTION	Total Independent Social Housing Units (June 2022)	BC Housing Independent Social Housing Units (March 2023)
Burnaby	3,533	4,294
Coquitlam	996	782
Delta	511	269
Langley City	645	786**
Langley Township	499	
Maple Ridge	296	274
New Westminster	1,193	741
North Vancouver City	840	1,101**
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

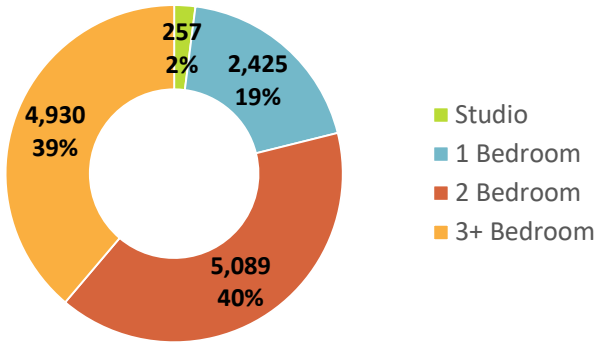
5.4 Co-operative Housing

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)

Figure 5.4. Co-operative Housing Units by Bedroom Count, Metro Vancouver, 2019



Source: Co-operative Housing Federation of BC (CHF BC).

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



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.



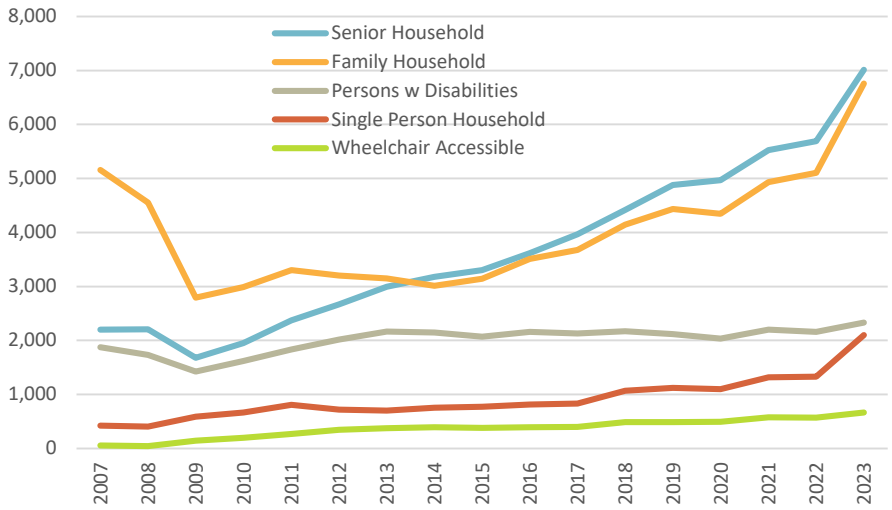
6.1 BC Housing Social Housing Waitlist

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

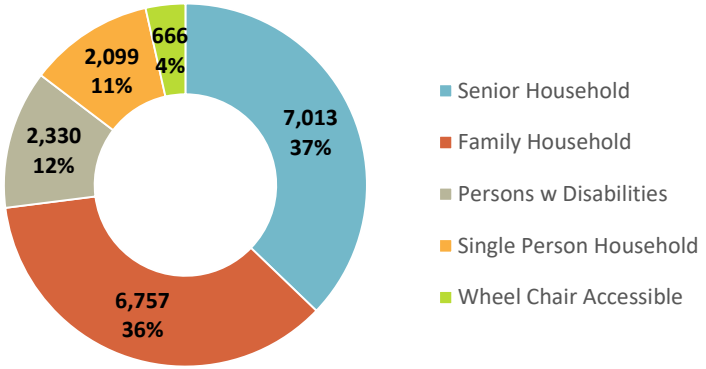
- In September 2023, there were 18,865 households on the BC Housing social housing waitlist in Metro Vancouver.
- This represented an increase of 4,008 households (27%) from the previous year (June 2022), driven by family and senior households.

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



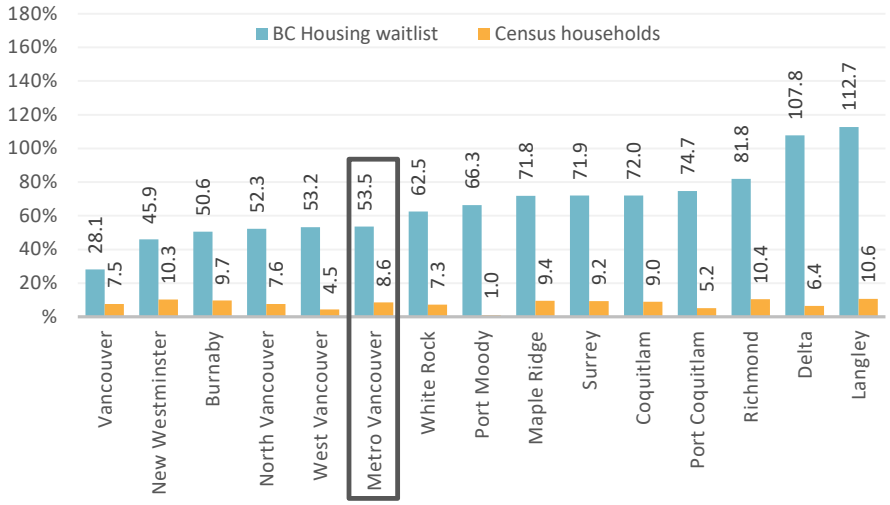
Source: BC Housing

- 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.

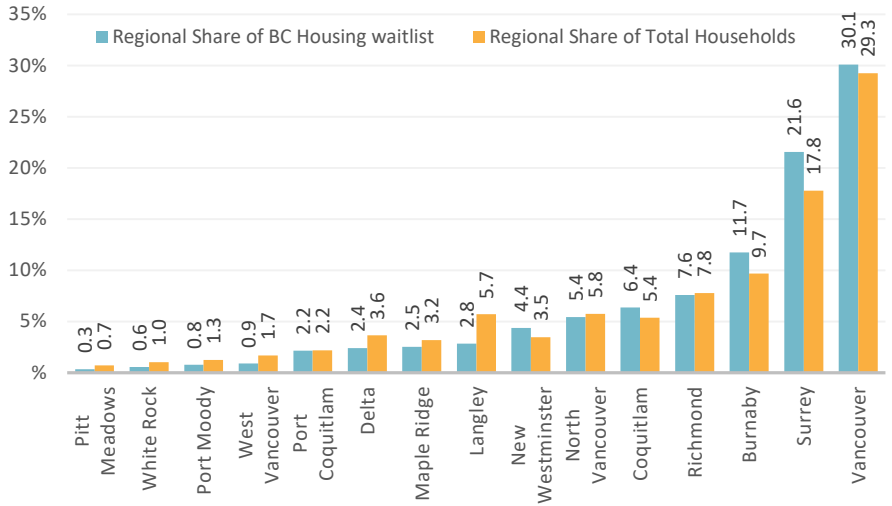
HOUSING NEED

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 paces 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

	Wait List - Total								Family Households								Single Person Households							
GEOGRAPHIC AREA *	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**

	Seniors								Persons with Disabilities								Wheelchair Accessible Unit							
GEOGRAPHIC AREA *	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)

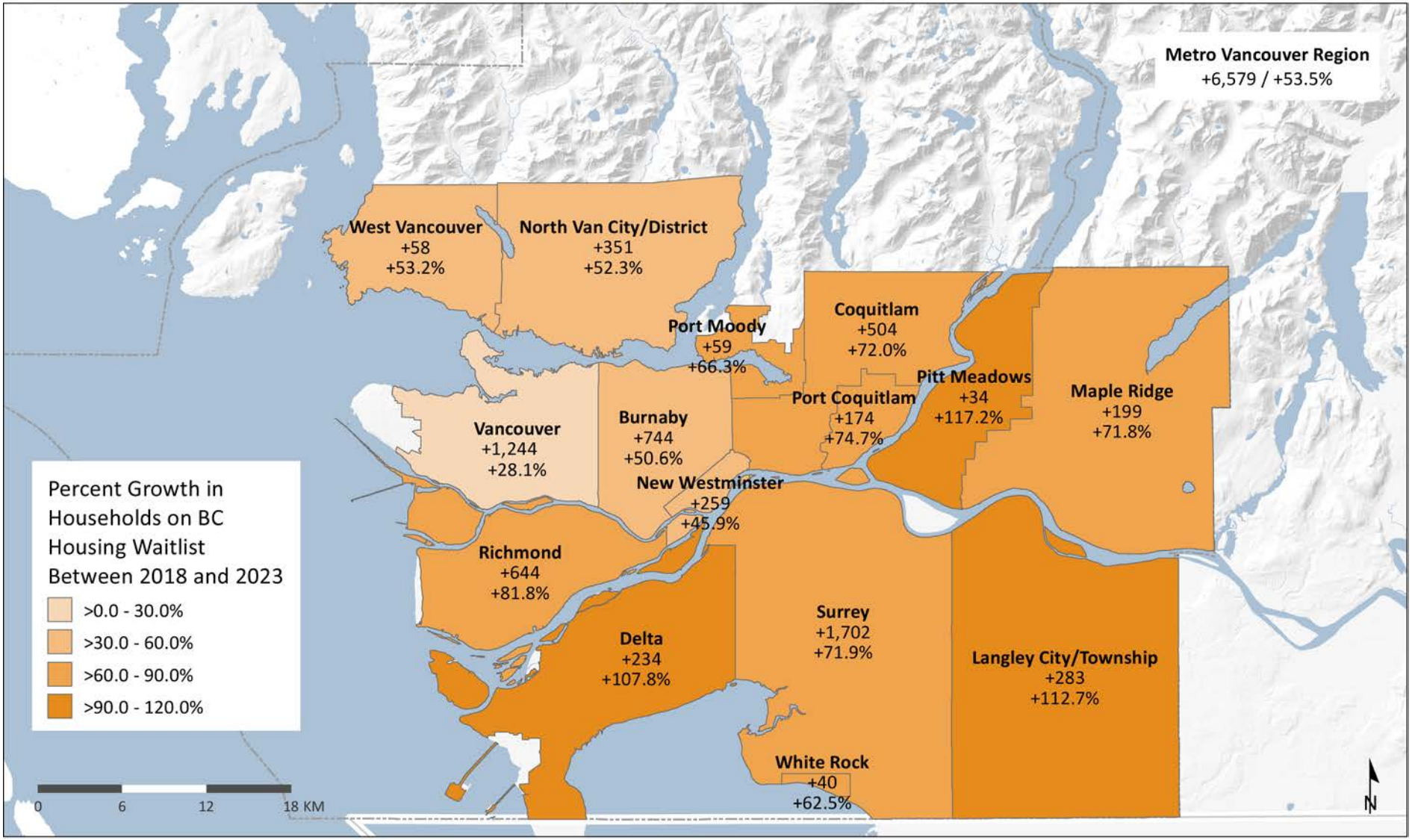
Notes: Rent Supplements, Transfers, and Pending Applications are not included in totals.

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

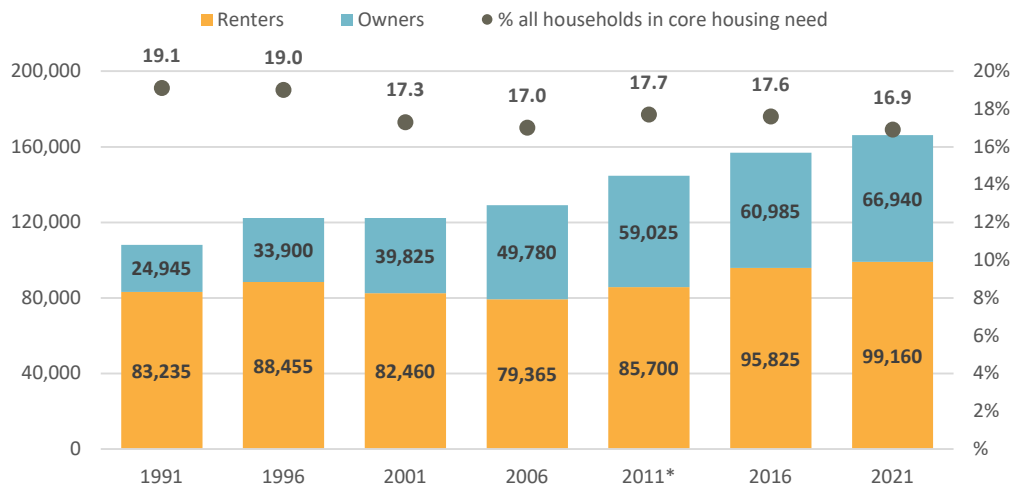
6.2 Core Housing Need by Tenure

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

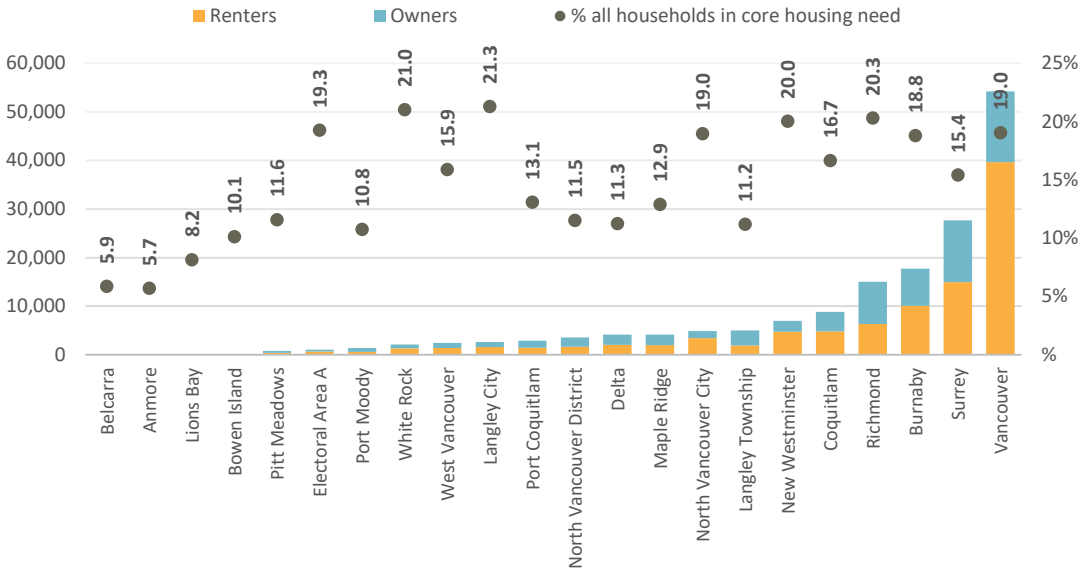


Source: Statistics Canada, 2021 Census of Population

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	Households in Core Need		All Households	Households in Core Need		All Households	Households in Core Need		All Households	Households in Core Need		All Households	Households in Core Need		All Households	Households in Core Need		All Households	Households in Core 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.'*

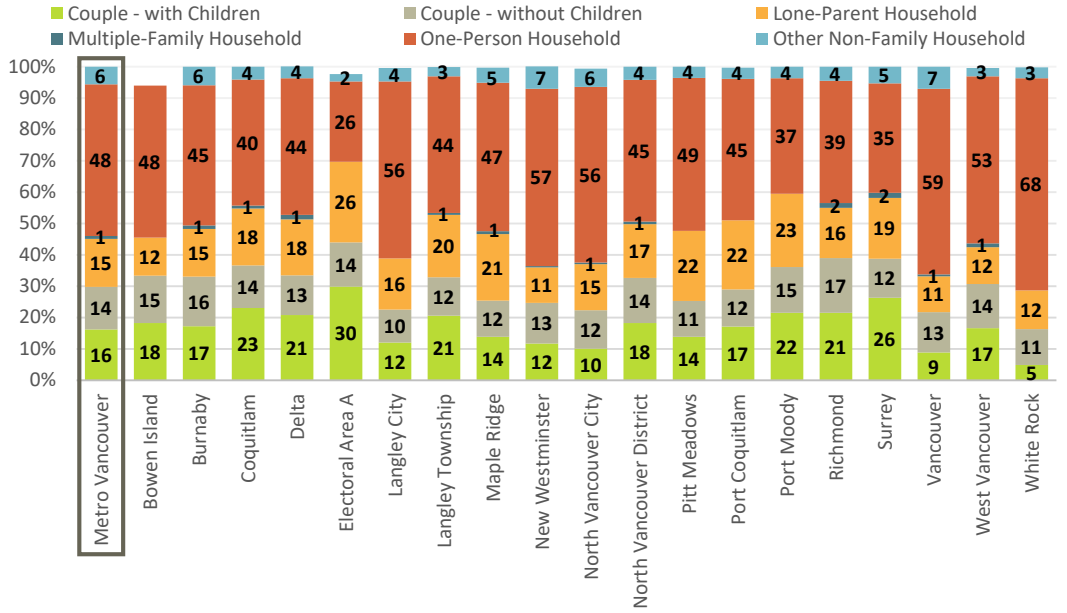
6.3 Core Housing Need by Household Type and Tenure

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

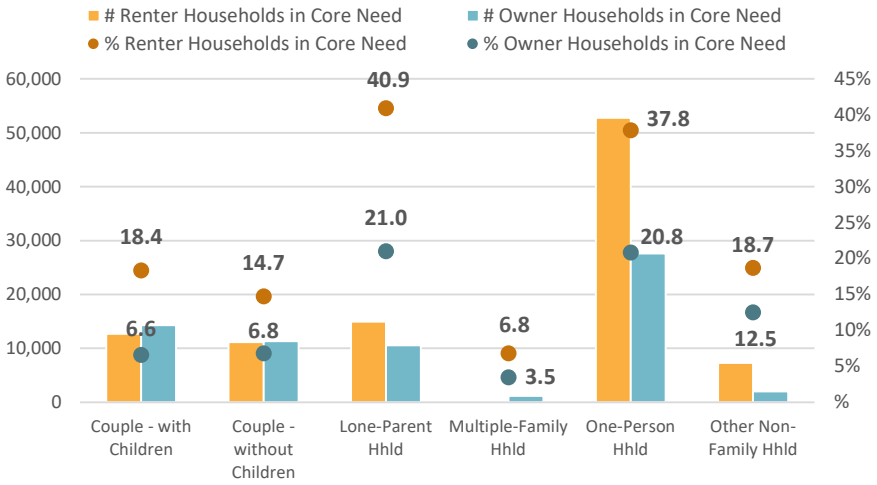
- In 2021, almost half (48.4%) of households in core housing need in Metro Vancouver were one-person households. One-person households and lone-parent households were over-represented among households in core need, as shown in Figure 6.3.3.
- One-person renter households were the largest group of households 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



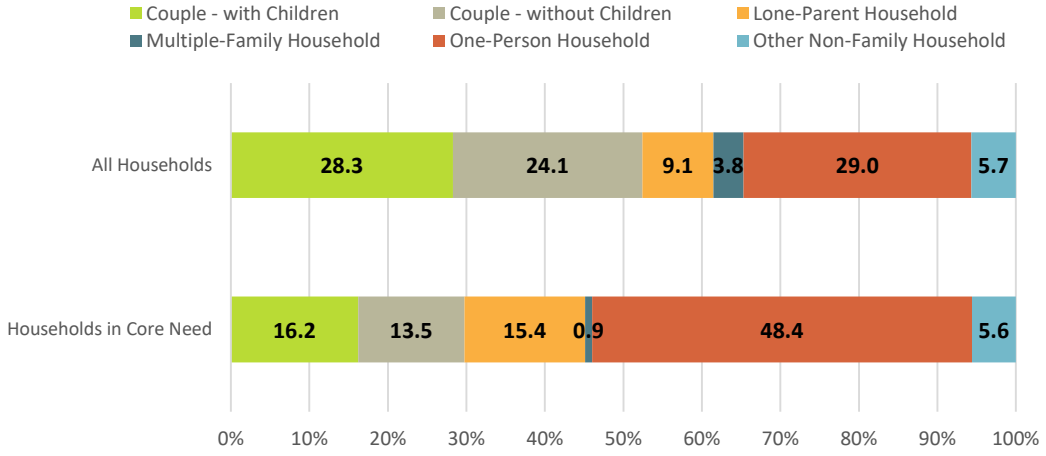
Source: Statistics Canada, 2021 Census of Population

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 House-holds	Couple - with Children	Couple - without Children	Lone-Parent Household	Multiple-Family Household	One-Person Household	Other Non-Family Household	Total House-holds	Couple - with Children	Couple - without Children	Lone-Parent Household	Multiple-Family Household	One-Person Household	Other Non-Family Household	Total House-holds	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	0
Belcarra	15	0	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	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	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 House-holds	Couple - with Children	Couple - without Children	Lone-Parent Household	Multiple-Family Household	One-Person Household	Other Non-Family Household	Total House-holds	Couple - with Children	Couple - without Children	Lone-Parent Household	Multiple-Family Household	One-Person Household	Other Non-Family Household	Total House-holds	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.

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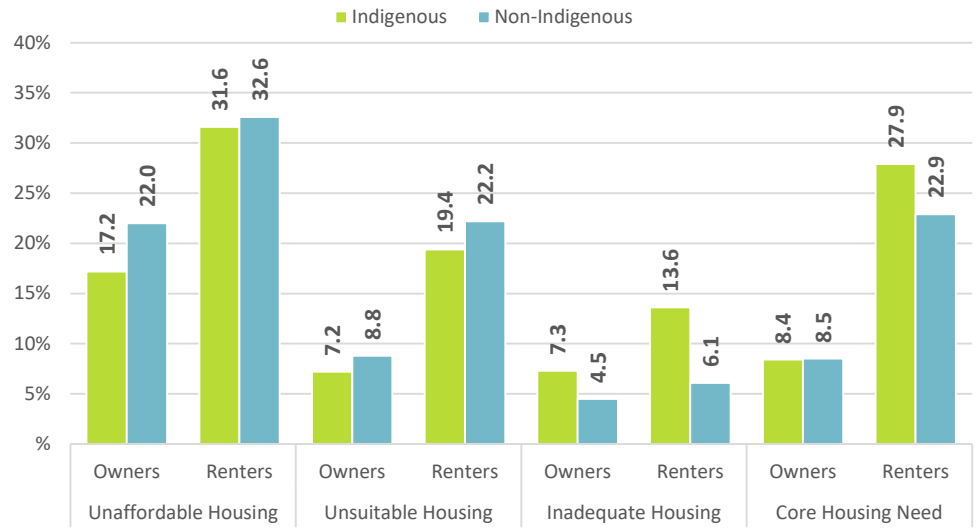
6.4 People Living Below Housing Standards, by Tenure, Housing Standard, and Indigenous Identity

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

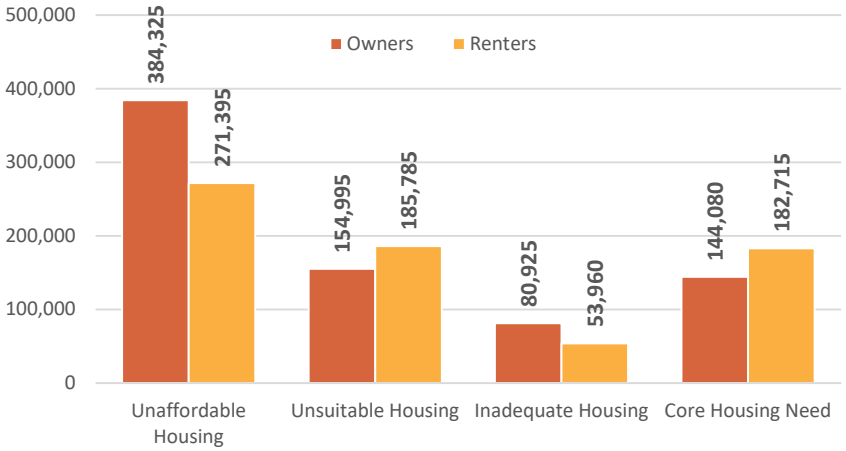
- Unaffordable housing is the most common unmet standard – 655,720 people lived in unaffordable housing in Metro Vancouver in 2021.
- Renters were more likely to live in unaffordable housing – 31.6% of Indigenous renters and 32.6% of non-Indigenous renters lived in unaffordable housing in Metro Vancouver 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



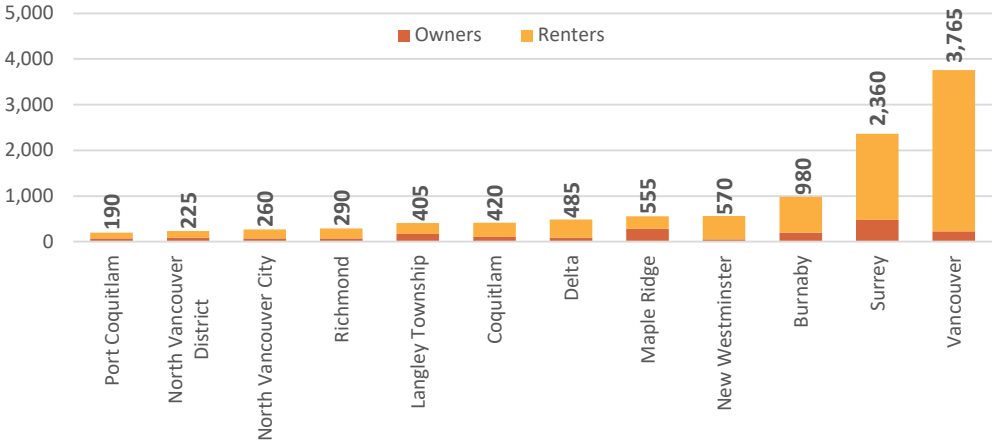
Source: Statistics Canada, 2021 Census of Population

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.'*

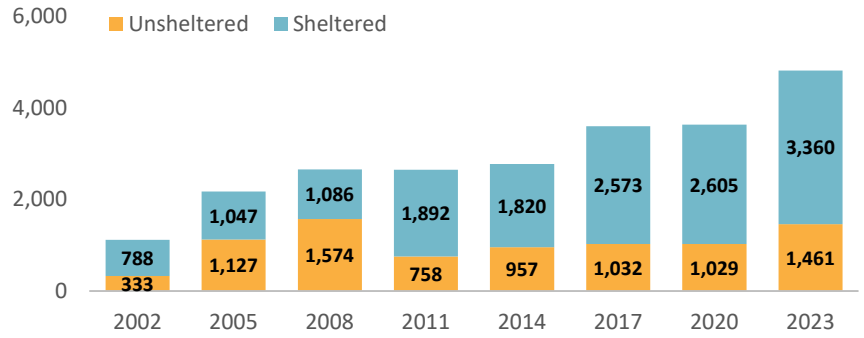
6.5 Homelessness

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.

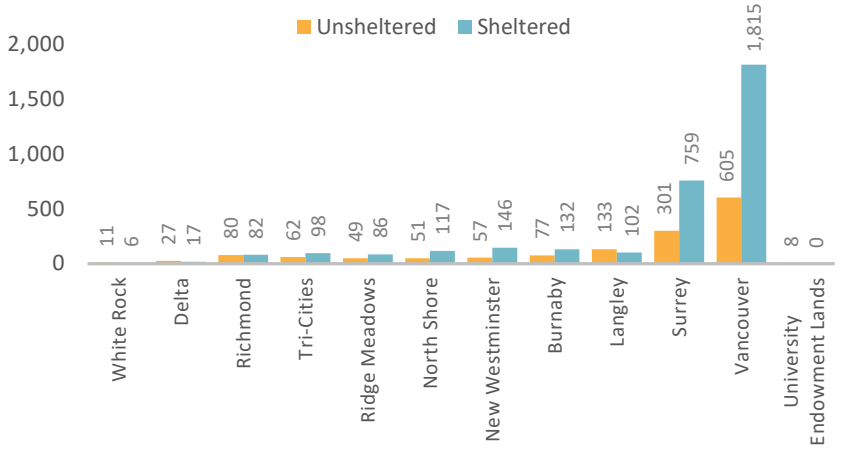
Figure 6.5.1. Sheltered and Unsheltered Individuals Experiencing Homelessness, Metro Vancouver, 2002 to 2023



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



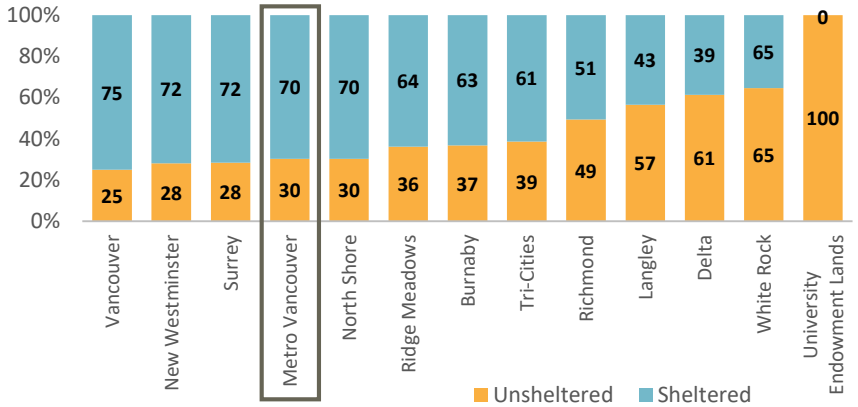
Source: BC Non-Profit Housing Association, 2023 Homeless Count in Metro Vancouver.

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).

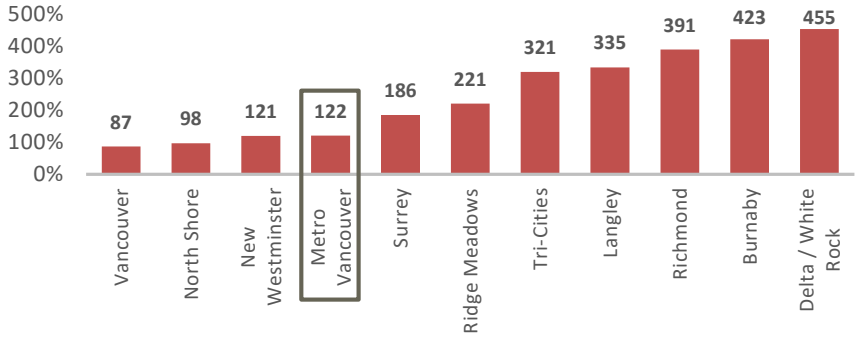
Despite initiatives to build more supportive housing, the number of individuals experiencing homelessness in the region continues to increase. Between 2005 and 2023, the region saw a 122% increase in the number of people experiencing homelessness, as shown in Figure 6.5.4.

Figure 6.5.3. Distribution of Sheltered and Unsheltered Individuals Experiencing Homelessness by Sub-Region in Metro Vancouver, 2023

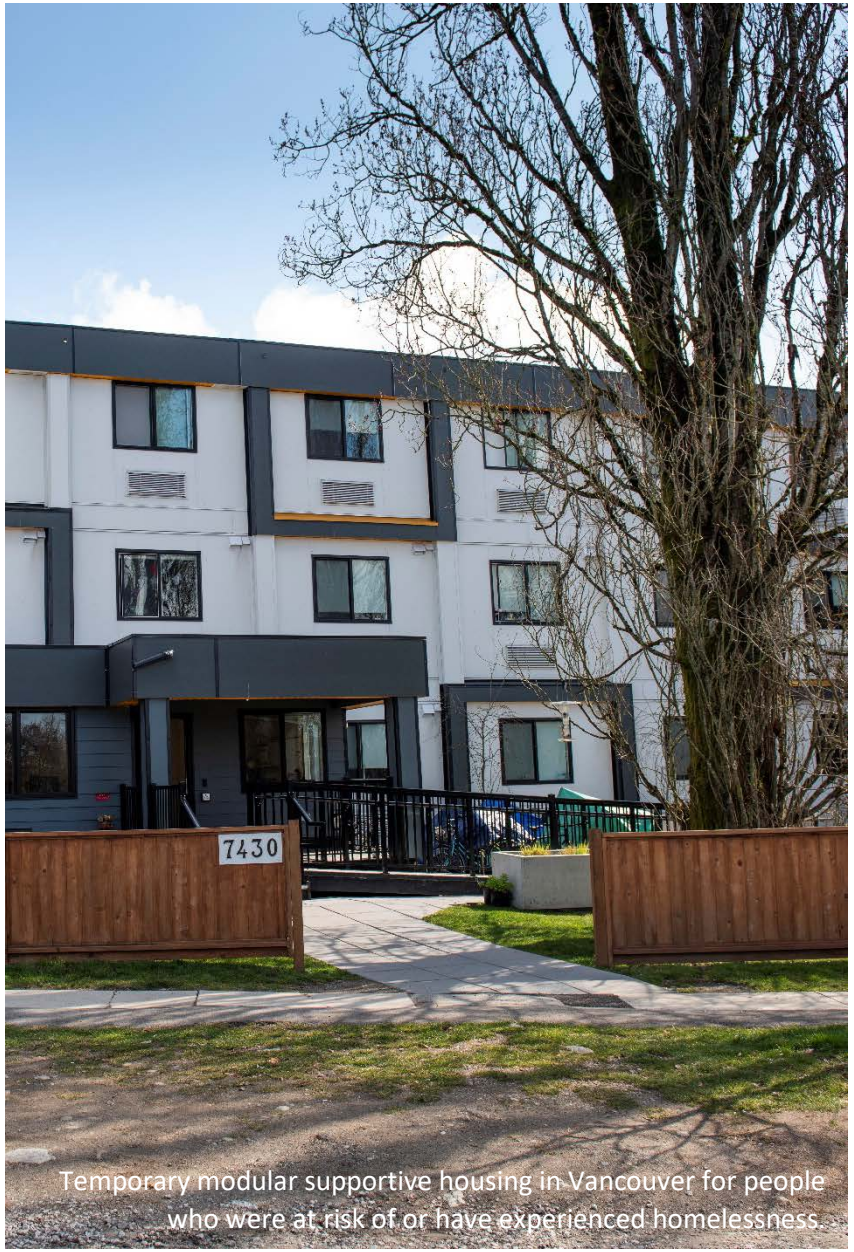


Source: BC Non-Profit Housing Association, 2023 Homeless Count in Metro Vancouver.

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.



Temporary modular supportive housing in Vancouver for people who were at risk of or have experienced homelessness.

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

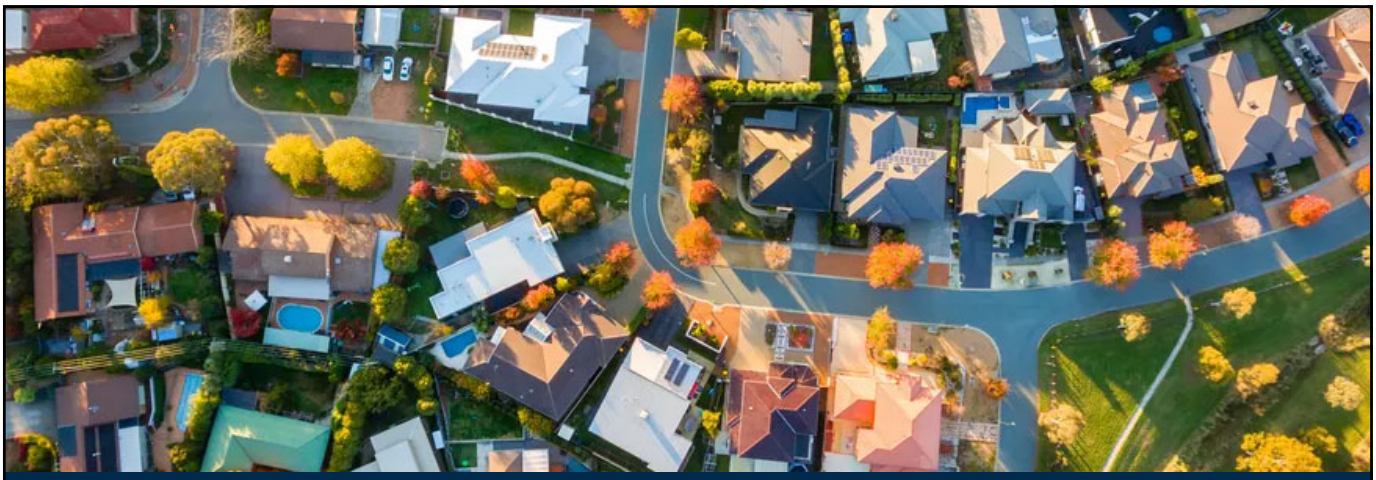
Privately initiated rental buildings with 3 or more units constructed for the purpose of long-term rental tenure and not subdivided into co-op, strata condominium, or fractional ownership arrangements. In Metro Vancouver they consist primarily of 3 or 4 story wood frame walk-up style apartments and high 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.



E5 ATTACHMENT 2



Metro Vancouver Housing Data Book

Sinisa Vukicevic, PhD
Program Manager, Planning Analytics
Regional Planning and Housing Services

Agatha Czekajlo, MSc
Senior Policy & Planning Analyst
Regional Planning and Housing Services

Regional Planning Committee, January 12, 2024

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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 Canada Statistique Canada

BC HOUSING

Co-operative Housing Federation of BC

FRASER VALLEY REAL ESTATE BOARD

BCNPHA BC Non-Profit Housing Association

REAL ESTATE BOARD OF GREATER VANCOUVER

CMHC SCHL

METRO VANCOUVER HOUSING DATA BOOK

What's new in this edition?

A look into the current state of housing construction

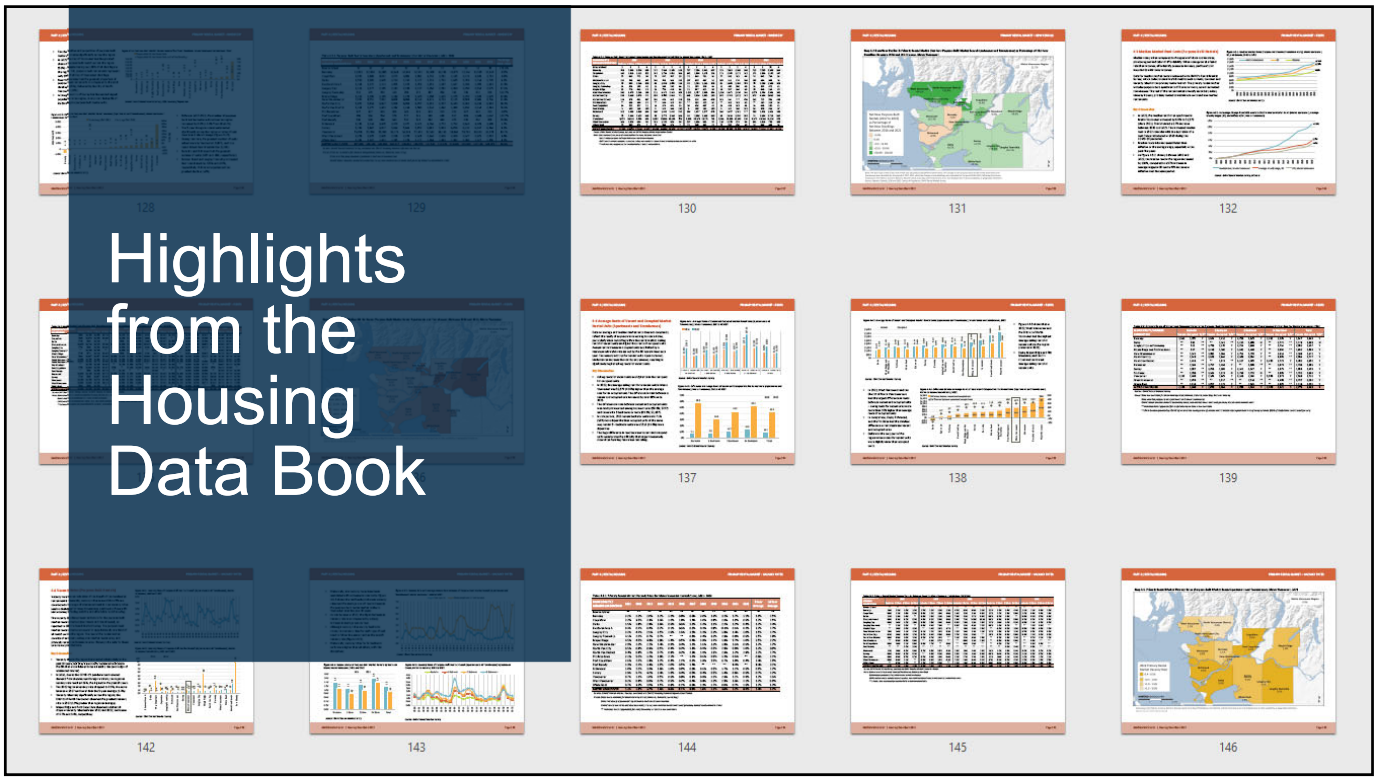
- Housing starts, completions, and demolitions (CMHC)

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)

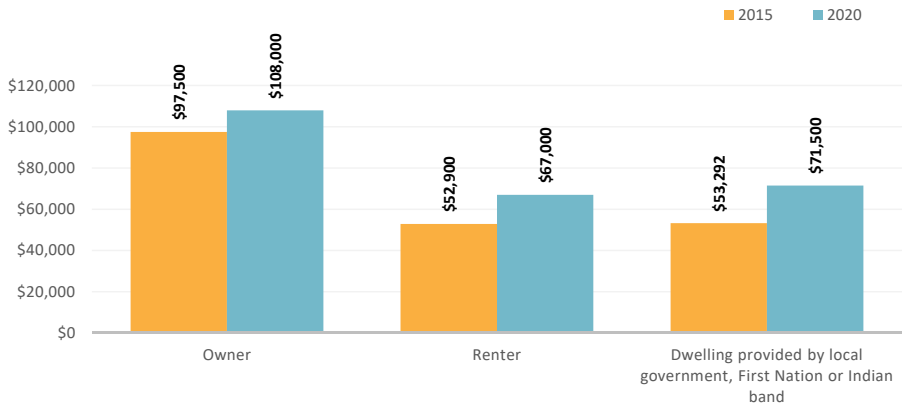


DEMOGRAPHICS & HOUSEHOLD INCOME

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

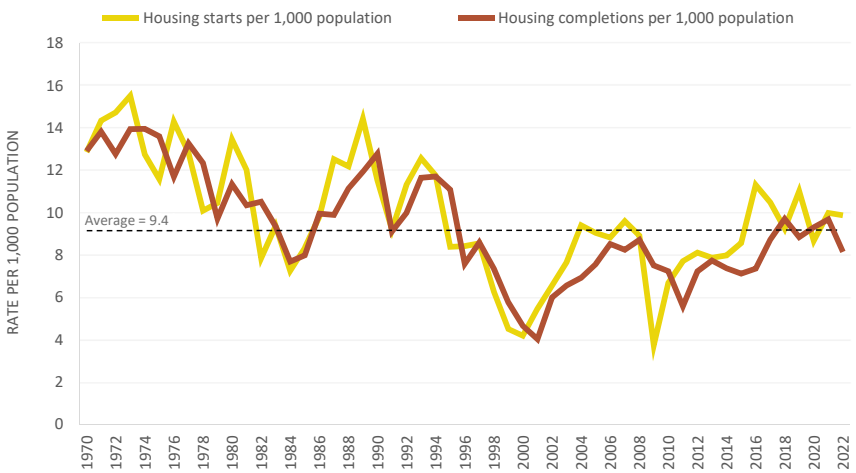


Source: Statistics Canada, 2015 and 2021 Census of Population

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HOUSING CONSTRUCTION

Housing Starts and Completions per 1,000 Population, 1970 to 2022



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%)

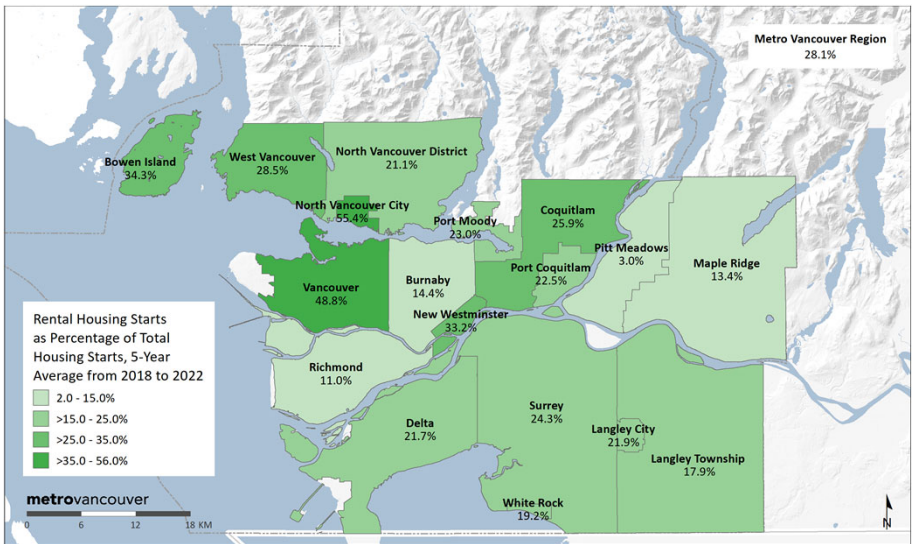
Source: Statistics Canada, CMHC

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

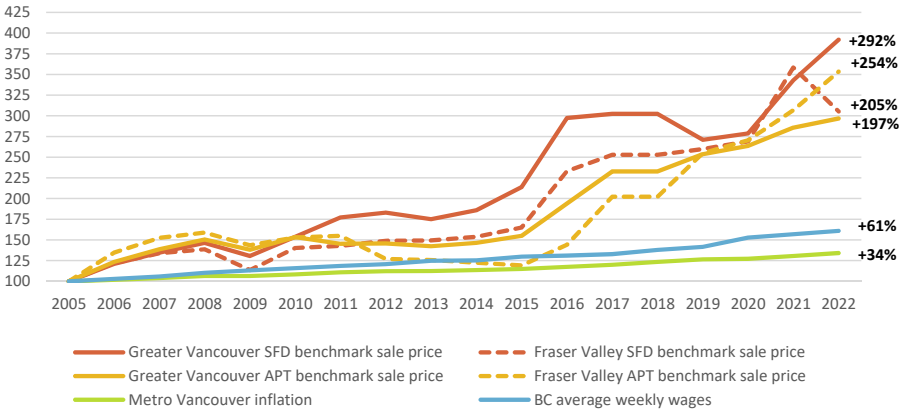
Rental starts increased by 48% between 2021 and 2022



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.

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

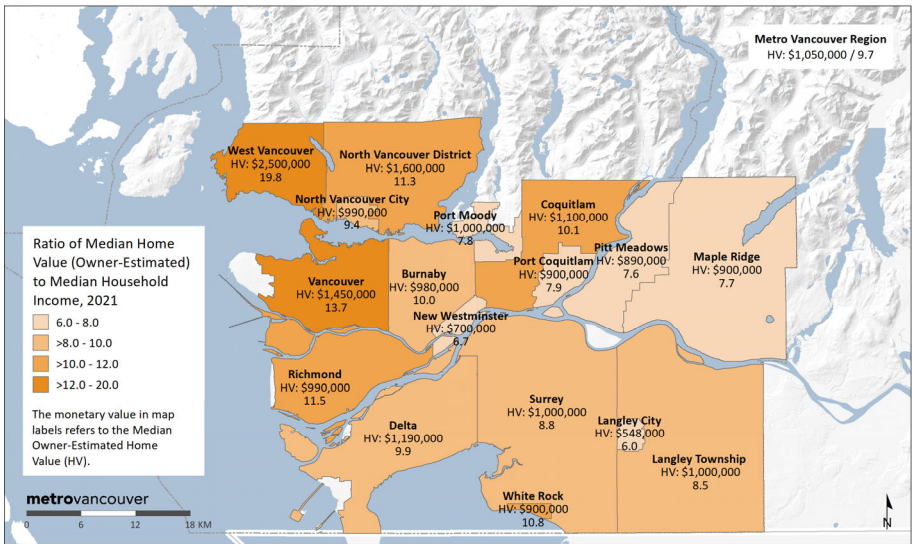
Benchmark resale prices have doubled or tripled during the past 15 years

During the same time, inflation increased by approx. 30%

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

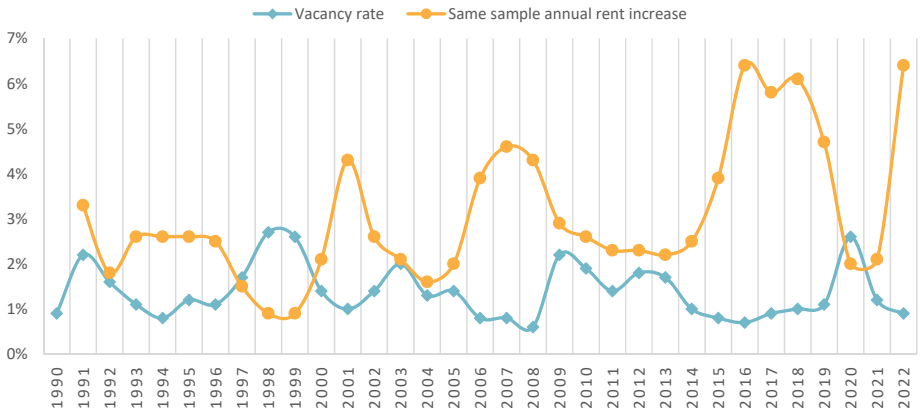


Source: Statistics Canada, 2021 Census of Population and custom data request
Tsawwassen First Nation, Anmore, Belcarra, Bowen Island, Lions Bay, and Electoral Area A are not displayed due to data availability, or geography limitations.

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

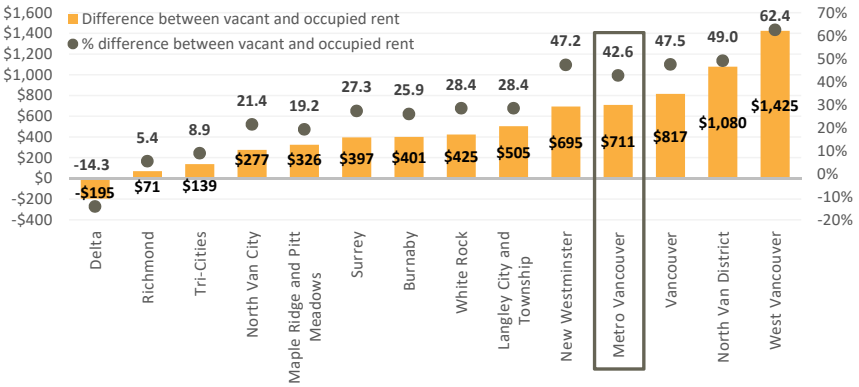


Source: CMHC Rental Market Survey

RENTAL HOUSING COSTS

Difference Between Average Rents of Vacant and Occupied Market Rental Units (Apartments and Townhouses), 2022

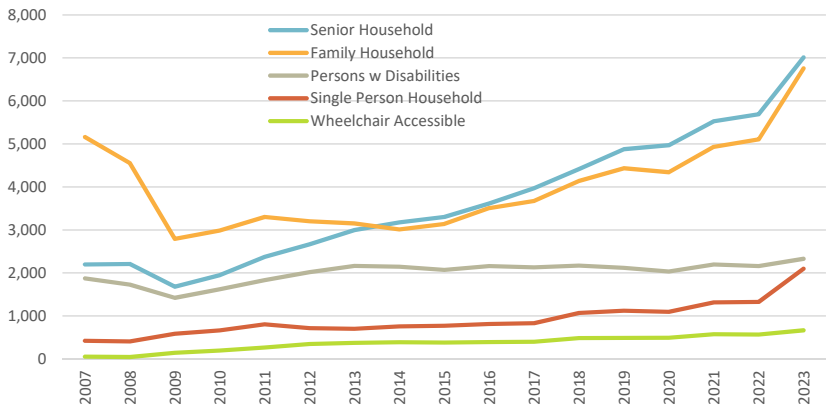
- Vacant units more expensive than occupied units
- Regional average asking rent for vacant units is 42.6% higher than the average rent for occupied units
- Average asking rent for vacant units in 2022 increased by over 30% since 2021



Source: CMHC Rental Market Survey

SOCIAL HOUSING WAITLIST

BC Housing Social Housing Waitlist by Category, Jun 2007 to Sept 2023



Source: BC Housing

- 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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Thank You

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14

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 Planning Committee

From: Jonathan Coté, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services

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

Subject: **Manager's Report**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated January 3, 2024, titled "Manager's Report".

ATTENDANCE AT 2024 STANDING COMMITTEE EVENTS

Participation at external events provides important learning and networking opportunities. The following events that fall under the purview of the Regional Planning Committee were included in the 2024 Leadership and Engagement budget. Both in-person and virtual attendance will be considered. If you have interest in attending any of the following, please contact the Committee Manager and Committee Chair via email by January 26, 2024.

American Planning Association National Planning Conference 2024

Place and Date: Minneapolis, Minnesota, April 13 – 16, 2024
Number of attendee(s): 2
The American Planning Association (APA) is a professional organization representing the field of urban planning. Its main function is to serve as a forum for the exchange of ideas between people interested in the field of urban planning. APA holds an annual conference (Reference 1). The 2024 program for the conference has a number of sessions related to topics relevant to regional planning.

Transit & Mobility Conference 2024

Place and Date: Philadelphia, Pennsylvania, October 20-23, 2024
Number of attendee(s): 1
The Transit & Mobility Conferences is an annual conference (Reference 2) that focuses on building complete communities that are built around transit and multimodal investments, from housing to business and economic development, including the implications for health, safety, equity, sustainability, access to opportunity and overall quality of life. Conference topics include:

- Transit-Oriented Development and Equitable Transit-Oriented Communities
- Transit and multimodal corridors, including policies, planning, design, engineering and implementation of different transit modes (from rail to BRT to bus systems) as well as station design, mobility hubs and street design.
- Community Engagement and Placemaking
- Technology, Data and other systems underpinning connected communities

Canadian Institute of Planners Conference 2024
Place and Date: Edmonton, Alberta, July 9 – 11, 2024
Number of attendee(s): 1
Every year, the Canadian Institute of Planners (CIP) hosts a conference (Reference 3) to bring together planners from across the country and from all areas of practice to address and discuss key issues and topics that impact the profession. The sessions of the conference generally revolve around a theme, but often cover the most topical and pressing issues of community building across the country and internationally such as: affordable housing, climate change, reconciliation, equity, transportation, economic development, and others. CIP typically partners with the local planning Provincial and Territorial Institutes and Associations to host a joint annual conference to ensure that it showcases the best the hosting region has to offer. Both CIP and the provincial affiliate work with local and national volunteers to determine the conference program, social events, and to identify sponsorship opportunities.

PROVINCIAL HOUSING LEGISLATION – UPDATE
In November 2023, the Province of BC introduced new legislation to amend the *Local Government Act* and the *Vancouver Charter*, with the aim of increasing housing supply:

- Bill 44: Housing Statutes (Residential Development) Amendment Act
- Bill 46: Housing Statutes (Development Financing) Amendment Act
- Bill 47: Housing Statutes (Transit-Oriented Areas) Amendment Act

Subsequently, on December 7, 2023, the Province issued policy manuals (References 4-5) and regulations (References 6-11) to implement Bills 44 and 47.

Metro Vancouver has been monitoring new provincial housing legislation, and engaging with member jurisdictions and the Province to better understand regional and local impacts, and evaluate alignment with *Metro 2050*, the regional growth strategy. While there is general alignment between the intent of the provincial legislation and the housing policies outlined in *Metro 2050*, preliminary analysis has identified a number of potential challenges resulting from provincial legislative changes and their effect on existing land use planning policies at both the regional and local levels. As a result, there are also opportunities to enhance the role of local governments and Regional Districts as implementation partners to ensure that the uniqueness of regional and local policies is recognized and leveraged to meet provincial housing objectives.

To this end, Metro Vancouver will continue to engage with member jurisdiction staff and the Province to better understand the opportunities and challenges that the new legislative framework provides, and how best to support and coordinate implementation to achieve shared objectives related to housing supply and affordability.

To date, Metro Vancouver staff have engaged member jurisdictions at multiple levels to share information, identify common themes and questions, and assist in coordinating a regional response. Targeted meetings were held with the Regional Administrators Advisory Committee (RAAC), Regional Planning Advisory Committee (RPAC), Regional Engineers Advisory Committee (REAC), Regional Transportation Advisory Committee (RTAC), the Regional Finance Advisory Committee

(RFAC), and the Mayor's Committee. Materials presented to and resulting from these meetings has been included for the Regional Planning Committee's information (Attachment 1).

Metro Vancouver staff will continue to work with member jurisdictions to fully understand the implications of provincial legislation. Further details are anticipated to be released by the Province in early 2024, including information about the $51M funding allocation, and instructions for updating Housing Needs Reports and Official Community Plans, and implementing pre-zoning. Staff will report back to the Regional Planning Committee and Board before the end of Q1 2024 with a more comprehensive update outlining options for a coordinated regional response to provincial housing legislation; strategies to pursue regional advocacy; and identification of supportive roles that Metro Vancouver can play to support member jurisdictions through implementation.

CUTA "HOUSING IS ON THE LINE" REPORT

Metro Vancouver participated in the Advisory Board for the Canadian Urban Transit Association's (CUTA) Housing is On the Line policy report (Reference 12), published in October 2023. The report is accompanied by an Information Backgrounder (Reference 13) and YouTube summary video (Reference 14).

The report explores linkages between the challenges of housing affordability and transit access, with 20 recommendations across five policy themes:

1. Activate Land
2. Evolve the Mandate of Transit Authorities
3. Ensure Inclusivity
4. Streamline Processes
5. Maximize Investments

The report makes reference to programs and research from the Metro Vancouver region, including Supportive Policies Agreements for rapid transit projects, TransLink's Real Estate Development Program, and Metro Vancouver's *Housing and Transportation Cost Burden Study* (which is currently being updated).

Some recommendations are not yet being implemented in Metro Vancouver and could help advance the achievement of *Metro 2050* goals. These ideas (some of which would require Provincial or Federal support) include:

- Prioritize building housing and supportive infrastructure near transit-accessible areas using federal funding programs;
- Pass enabling legislation for municipalities to address speculation in areas with new transit investments;
- Implement a GST/HST and PST tax rebate for purpose-built rentals and non-market housing within TOD areas;
- Undertake performance-based allocation for transit projects; and
- Fund operating costs for new transit capital projects.

ATTACHMENTS

1. Provincial Housing Legislation: Discussion and Implications of Bills 44, 46, and 47
2. Presentation re: Provincial Housing Legislation (Bill 44, 46, and 47, 2023)

REFERENCES

1. American Planning Association National Planning Conference
2. Transit & Mobility Conference
3. Canadian Institute of Planners National Conference
4. Bill 44: SSMUH Provincial Policy Manual and Site Standards
5. Bill 47: Transit-Oriented Areas Policy Manual
6. Order in Council 673/2023 (gov.bc.ca) (Regulation for Bill 44 – amends the *Local Government Act*)
7. Order in Council 675/2023 (gov.bc.ca) (Regulation for Bill 44 – amends the *Vancouver Charter*)
8. Order in Council 674/2023 (gov.bc.ca) (Regulation for Bill 47 – amends the *Local Government Act*)
9. Order in Council 676/2023 (gov.bc.ca) (Regulation for Bill 47 – amends the *Vancouver Charter*)
10. Order in Council 677/2023 (gov.bc.ca) (Regulation for Bill 47 – Designates Transit-Oriented Areas)
11. Order in Council 678/2023 (gov.bc.ca) (Further Regulation for Bill 47)
12. CUTA *Housing is On the Line* Report
13. CUTA *Housing is On the Line* Information Backgrounder
14. CUTA *Housing is On the Line* Summary Video

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Board and Information Services
Tel. 604 432-6250 Email: BIS-Secretariat@metrovancouver.org

Rise and Report (Items Released from Closed Meeting)

On December 15, 2023, the Mayors Committee authorized the following information to be released to the public:

Provincial Housing Legislation: Discussion and Implications of Bills 44, 46, and 47
That the Mayors Committee:

a) receive for information the report dated December 12, 2023, titled "Provincial Housing Legislation: Discussion and Implications of Bills 44, 46, and 47"; and
b) release from closed the report dated December 12, 2023, titled "Provincial Housing Legislation: Discussion and Implications of Bills 44, 46, and 47".

Released: December 19, 2023

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

CLOSED MEETING

To: Mayors Committee

From: Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, and Jonathan Coté, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services

Date: December 12, 2023 Meeting Date: December 15, 2023

Subject: **Provincial Housing Legislation: Discussion and Implications of Bills 44, 46, and 47**

RECOMMENDATION

That the Mayors Committee:

a) receive for information the report dated December 12, 2023, titled "Provincial Housing Legislation: Discussion and Implications of Bills 44, 46, and 47"; and

b) release from closed the report dated December 12, 2023, titled "Provincial Housing Legislation: Discussion and Implications of Bills 44, 46, and 47".

EXECUTIVE SUMMARY

During the first week of November 2023, the provincial government introduced Bills 44, 46, and 47 (2023) to stimulate the infill and intensification of housing in single-detached neighbourhoods and transit-oriented areas throughout the province. The three Bills received Royal Assent on November 30, 2023. The amendments will result in significant and historic changes to the planning framework for British Columbia, and implementation will impact Official Community Plan policies and Zoning Bylaw regulations across the Province, corresponding planning approval processes, as well as Development Cost Charge bylaws, and Community Amenity Contribution and Density Bonusing Programs.

Since the release of the legislation, Metro Vancouver staff have been working to analyze the impacts the upcoming legislation will have on the region and this report provides some information on this early analysis. Metro Vancouver staff have also been working closely with member jurisdictions at multiple levels to share information, identify common themes and questions, and assist in coordinating a regional response. Following the Mayors' Committee meeting on December 15th, 2023 Metro Vancouver staff will continue to work with member jurisdictions to develop a coordinated response to the provincial legislation. Through this work an updated report will be presented to the Regional Planning Committee and Board in January, 2024.

PURPOSE

To provide the Mayors Committee and MVRD Board with an update on: a) recent provincial housing legislation, and b) the work that Metro Vancouver staff have been undertaking to review the legislation and engage with member jurisdictions and the provincial staff to address questions and concerns related to the impacts this legislation will have on local governments in the region.

This matter is being presented at a closed meeting pursuant to Section 226 (1) (a) of the *Local Government Act* and the *Community Charter* provision Section 90 (2) (b):

> *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.*

BACKGROUND

In November 2023, the Provincial government introduced a series of legislation intended to stimulate housing supply. This legislation follows up on the "Home for People" plan that was released earlier this year and has been developed with the intent to fulfill the priorities set out in that plan, particularly as it relates to increasing and diversifying market housing supply in the province. Bills 44, 46, and 47 will result in significant and historic changes to the planning framework for British Columbia. The changes will involve the Provincial government more significantly in planning matters that have traditionally been the jurisdiction of local governments. This report provides a summary of the legislation, and an update on Metro Vancouver staff's efforts to support members through engagement on the changes.

SUMMARY OF LEGISLATION

Below is a short summary of each of the bills:

Housing Statutes (Residential Development) Amendment Act (Bill 44, 2023)

- Will require zoning bylaws be updated by June 30, 2024, to permit small-scale, multi-unit housing on all lots currently zoned for detached single-family or duplex use;
- Will require that Housing Needs Reports (HNRs) be updated using a standard method (to be set out in the forthcoming regulations), for a more consistent, evidence-based understanding of local housing needs across the Province; and
- Updated Housing Needs Reports will become the basis for reviewing and updating each municipality's Official Community Plan (OCP) and Zoning Bylaws by December 31, 2025, making HNRs a much more powerful tool.

Housing Statutes (Development Financing) Amendment Act (Bill 46, 2023)

- Adds fire protection, police and solid waste and recycling facilities to the list of purposes for which local governments may impose Development Cost Charges (DCCs); and
- Introduces Amenity Cost Charges (ACCs), a charge that can be imposed for the purpose of collecting funds to pay for capital costs relating to growth and the provision of amenities including community, youth or seniors' centres, recreational or athletic facilities, libraries, daycares, and public squares.

Housing Statutes (Transit-Oriented Areas) Amendment Act (Bill 47, 2023)

- Requires that municipalities designate Transit Oriented Development Areas (TOD Areas) near transit hubs; and
- In TOD Areas, municipalities will be required to permit housing development that meets provincial standards for allowable height and density.

Further details on the provincial legislation can be found in the attached summary document (Attachment 1).

PRELMINARY ANALYSIS

Since the release of the legislation, Metro Vancouver staff have been working to analyze the impacts the upcoming legislation could have on the region. This work is ongoing, however it is clear that such a fundamental realignment of the planning framework will require consideration of how regional land use plans, regional transportation plans, and the many interrelated tools for housing policy can be coordinated, aligned and designed to work in concert with the new planning framework. It is also clear that enacting the legislation will involve a historic level of effort on the part of member jurisdictions with many technical and political questions that will require analysis and thoughtful consideration.

Building a diverse and affordable housing stock is a key *Metro 2050* objective. There is general alignment between the intent of the provincial legislation and the housing goals outlined in *Metro 2050*. However, the preliminary analysis of the provincial legislation has identified a number of questions, concerns and gaps that have the potential to lead to misalignment between provincial policy and land use planning at both the regional and local levels. Below is a short summary of the most significant areas that have been identified:

- Spreading development more broadly by upzoning single-detached neighbourhoods (greenfield and infill) may make it challenging for local governments to meet the *Metro 2050* transit-oriented intensification policies and Urban Centre/FTDA targets. Although this development will occur within the Urban Containment Boundary, many of these areas are located in greenfield locations where local area plans have already been completed contemplating greater density closer to transit and commercial nodes. A blanket approach to density in these greenfield areas could result in a greater density of housing in parts of the region that are more car dependent. Spreading growth to outlying single-detached neighbourhoods in the region cannot be considered strategic infill.

- Additional analysis of the capacity created and growth trends will be required to make a clearer determination on how pre-zoning to permit Small-Scale Multi-Family Housing might impact utility planning. However, the short timeline required for local land use and zoning changes will be challenging to consider and adjust for any anticipated utility impacts.

- Requiring OCPs to accommodate more residential growth than is currently required will necessitate new consideration for the location of amenities, emergency services, community facilities, schools, transportation needs, etc. which require analysis and multi-stakeholder

discussions. While many OCPs in the region already include capacity for a minimum of 20 years of growth, those where more substantive changes are required will be challenged to implement within the required timeframes.

- New development financing framework will reduce some of the tools available to local governments to help fund community amenities. There is a substantial risk that the new legislation will reduce the ability of municipalities to generate much needed non-market/affordable housing units through development tools such as inclusionary zoning.

- Significant regional coordination and consensus over the past four years has underpinned the development of the housing and transit-oriented development policies of *Metro 2050* and *Transport 2050*. Provincial legislation has not utilized or referenced regional typologies (e.g. Urban Centres, FTDAs, and MTGCs), which may create unnecessary confusion and could potentially lead to a misalignment between regional planning and provincial policy.

Further details on the analysis conducted by Metro Vancouver staff can be found in the attached Briefing Note (Attachment 2). It is important to note that on December 7, 2023, the Province released further regulations and policy manuals related to their housing legislation. Staff have not yet had an opportunity to conduct a thorough review of these materials and will be reporting back with further analysis to the Regional Planning Committee and Board in January, 2024.

ENGAGEMENT WITH MEMBER JURISTICTIONS

Since the release of provincial legislation in November 2023, Metro Vancouver staff have been working with member jurisdictions at multiple levels to share information, identify common themes and questions, and assist in coordinating a regional response. Given the strong interest from member jurisdictions, this issue has been the focus of discussions at recent meetings for the Regional Administrators Advisory Committee (RAAC), Regional Planning Advisory Committee (RPAC), Regional Engineers Advisory Committee (REAC), Regional Transportation Advisory Committee (RTAC), and the Regional Finance Advisory Committee (RFAC).

Provincial representatives attended the November 16, 2023 RAAC meeting to provide a technical briefing, and to discuss the legislation. Members expressed concern about a number of issues including: impact on local government ability to negotiate to support community amenities; constrained timelines for the changes; the lack of resources available to support the work, and the potential of unforeseen implications on land use patterns, phasing of development, and infrastructure plans.

An earlier version of the Briefing Note attached to this report was provided, as was an opportunity for RAAC members to submit concerns and questions, with a commitment to recirculate an updated version with common themes and issues identified to support municipal responses to the legislation. RAAC members expressed thanks for Metro Vancouver staff's coordination and were supportive of identifying roles for the region to take on to support member jurisdictions' implementation of the legislation; for example in model OCPs, and Housing Needs Reports. An

update was also provided to RFAC on November 23, 2023 and once again the Briefing Notes was circulated and feedback sought.

A special joint workshop of RPAC, REAC and RTAC was held on November 30, 2023. The purpose of this engagement was to:

- create a forum to better understand the perspectives of member jurisdictions in response to provincial legislation;
- identify common and regionally significant concerns/challenges/questions to shape regional response to provincial legislation; and
- receive feedback on potential supportive roles Metro Vancouver could play to support member jurisdictions.

Through this engagement, Metro Vancouver received a significant amount of feedback from member jurisdictions. The feedback has been mixed, and the level of support/opposition for the provincial legislation varies across the region. This is not surprising given that the provincial legislation will affect member jurisdictions in different ways depending on their land use context and existing planning and development finance frameworks. However, a number of common themes and issues have emerged from the engagement including concerns that:

- the timelines associated with the legislative changes are not reasonable, and will stretch the capacity of municipalities and the consulting sector in the region;
- the legislation risks removing or curtailing several key tools that are currently used to deliver affordability in our region;
- the legislation will exasperate pre-existing deficiencies in provincial investments for new schools, emergency services, utilities and public transit;
- the new development financing framework will not provide local governments with the adequate tools needed to fund community amenities;
- the legislation will have very different and potentially negative impacts on the delivery of housing for areas with substantial greenfield locations as opposed to infill development; and
- local governments will not have the support to address localized impacts on utilities and infrastructure that result.

Attachment 3 is the summary of the results of the joint workshop including a list of questions municipal staff have for the Province. If the Board releases this report from closed, staff will forward these findings to the Province to inform ongoing meetings to support the legislation's implementation.

ENGAGEMENT WITH PROVICIAL GOVERNMENT

Metro Vancouver staff also sent the Briefing Note to senior provincial staff and requested meetings. Staff have since met with senior staff from both the Ministry of Housing and Ministry of

Transportation and Infrastructure to discuss the analysis, share some of the concerns that have been raised by member jurisdictions, and to offer support in developing regulations and policy documents to mitigate potential unforeseen implications. These meetings have been good discussions, and have set the stage for future meetings at both the staff and political levels. Below is a summary of the initial takeaways:

- New housing legislation is central to the provincial government's efforts to address housing issues in British Columbia. It was clear at the staff level that the Province is not willing to consider a significant step back with respect to any of the legislation that has been put forward.

- The Ministry of Housing acknowledged and recognized that the legislation has created some unintended consequences relating to the development of new affordable housing and protection of existing affordable rental housing. Ministry staff indicated that they would be bringing forward subsequent legislation in early 2024 to help address these issues. The Province also indicated that they were open to receive feedback from local and regional governments to help shape this work.

- The Ministry of Transportation and Infrastructure acknowledged that their work in Transit Oriented Areas does not utilize *Metro 2050* typologies, targets and policies. Despite expressing reservations about creating a unique policy for the Metro Vancouver region, the Ministry committed to continuing discussions about aligning our typologies and regional land use designations over time. This is critical as the Metro Vancouver federation has worked hard to develop consensus on these geographies, targets and policies, and has custom data from the Census for these geographies to be able to monitor progress over time.

- The Province appears to be open to continue working with local governments to make refinements and adjustments to regulations, timelines and policy manuals to ensure legislation can effectively be implemented at the local and regional government levels.

NEXT STEPS

Following the Mayors' Committee meeting on December 15th, 2023 Metro Vancouver staff will continue to work with member jurisdictions to fully understand the implications of provincial legislation. Through this work an updated report will be presented to the Regional Planning Committee and Board in January, 2024 which will outline options regarding: a coordinated regional response to provincial legislation; strategies to pursue regional advocacy; and identification of supportive roles that Metro Vancouver can play to support member jurisdictions in the implementation of the legislation.

ALTERNATIVES

This is an information report. No alternatives are presented. If the Committee passes the recommendations, staff will forward a copy of the report and attachments to Ministry of Housing and Ministry of Transportation and Infrastructure senior staff and to members of RAAC, RPAC, REAC and RTAC to support ongoing discussions about the legislation, regulations and implications for local governments.

FINANCIAL IMPLICATIONS
There are no financial implications associated with this report.

CONCLUSION
Recently introduced provincial legislation will result in significant and historic changes to the planning framework for British Columbia. The full impact on local governments is not yet fully understood and the Province continues to release additional information related to their legislation. Given the significant impact on our member jurisdictions, Metro Vancouver is well positioned to help the federation develop a coordinated regional response and play an important role to help support our members with the changing planning landscape in the Province.

ATTACHMENTS
1. Summary – Housing Statutes Amendment Act 2023
2. Briefing Note – Housing Statutes Amendment Act 2023
3. Notes from the Joint RPAC/REAC/RTAC Meeting on November 30, 2023

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QUICK REFERENCE GUIDE
Provincial Housing Legislative Changes (Bills 44, 46, 47, and Bill 45, 2023)

Housing Statutes (Residential Development) Amendment Act (Bill 44, 2023) – Summary
Small-Scale Multi-Unit Housing and Housing Needs Reports

- The Housing Statutes (Residential Development) Amendment Act (Bill 44, 2023) will require that zoning bylaws be updated by June 30, 2024 to permit small-scale, multi-unit housing on all lots currently zoned for detached single-family or duplex use.
    - Applicable only to lands within an urban containment boundary and for municipalities with populations greater than 5,000.
    - Exemptions exist for heritage lands, and lands not connected to a regional or municipal water/sewer system.
    - The Province has indicated that three (3) units will be permitted as-of-right on lots smaller than 280 square metres, four (4) units will be permitted on larger lots, and six (6) units will be permitted on lots within a prescribed distance from frequent transit (further details expected through regulations).
- The Housing Statutes (Residential Development) Amendment Act (Bill 44, 2023) will require that Housing Needs Reports (HNRs) be updated using a standard method (to be set out in the forthcoming regulations), for a more consistent, evidence-based understanding of local housing needs across the Province.
    - HNRs must now estimate housing needs for 20 years (rather than 5 years as previously required).
    - By January 1, 2025, all local governments will need to complete an *interim* Housing Needs Report that uses the new standardized methodology (to be provided to LGs in January 2024) and estimates housing needs for a 20-year timeframe.
- The needs identified in the updated Housing Needs Reports will become the basis for reviewing and updating each municipality's Official Community Plan (OCP) and Zoning Bylaws by December 31, 2025, making HNRs a much more powerful tool.
    - Municipalities will need to update OCPs every five years to reflect the most recent HNR.
    - Municipalities will also need to align their zoning bylaws with the OCP and HNR by pre-zoning for the 20-year total amount of housing units identified to meet housing needs.
    - Prohibits public hearings for proposed zoning bylaws for residential developments that are consistent with OCPs.

Housing Statutes (Development Financing) Amendment Act (Bill 46, 2023) – Summary
Development Cost Charges and Amenity Cost Charges

- The Housing Statutes (Development Financing) Amendment Act (Bill 46, 2023) adds fire protection, police and solid waste and recycling facilities to the list of purposes for which local governments may impose Development Cost Charges (DCCs).
- The Housing Statutes (Development Financing) Amendment Act (Bill 46, 2023) also introduces new legislative authority for Amenity Cost Charges (ACCs), a charge that can be imposed for the purpose of collecting funds to pay for capital costs relating to growth and the provision of amenities including community, youth or seniors' centres, recreational or athletic facilities, libraries, daycares, and public squares.
    - ACCs may vary by area, zone, use, or lot/development size, but must be a set charge based on a per lot, per unit, or per square metre basis.

- Exemptions exist for places of public worship, social housing, classes of affordable housing to be prescribed by regulation, and projects where there is no increase in the population of residents or workers expected to result from the development, or ACCs have previously been paid.
- Affordable housing is not defined as an amenity for the use of ACCs.
- To impose ACCs, a local government must adopt an ACC Bylaw, and in doing so, ensure opportunities for public consultation.
- ACCs (like DCCs) may be waived or reduced for non-profit rental housing and for-profit affordable rental housing.

Housing Statutes (Transit-Oriented Areas) Amendment Act (Bill 47, 2023) – Summary

Minimum height and densities in TOD areas and parking standards

- The Housing Statutes (Transit-Oriented Areas) Amendment Act (Bill 47, 2023) requires that municipalities designate Transit Oriented Development Areas (TOD Areas) near transit hubs.
  - TOD Areas are defined as land within 800 metres of a rapid transit station (e.g., SkyTrain station) and within 400 metres of a bus exchange.
  - In TOD Areas, municipalities will be required to permit housing development that meets provincial standards for allowable height and density.
    - Allowable standards are based on Transit-Oriented Areas Types (see Figure 1).
  - Municipalities will also be required to remove parking minimums and allow for parking to be determined by need and demand on a project-by-project basis in TOD Areas.

Figure 1: Transit-Oriented Areas Types

Transit Oriented Development Areas – Policy Framework

TOA Type	Transit Hub Type	Prescribed Distance	Minimum Allowable Density (FAR)	Minimum Allowable Height (Storeys)	Type of Building
TOA Type 1 (Metro Vancouver)	1A) Rapid Transit	200m or less	Up to 5.0	Up to 20	Condo Tower
		201m – 400m	Up to 4.0	Up to 12	High Rise, Mid-rise
		401m – 800m	Up to 3.0	Up to 8	Mid-rise
	1B) Bus Exchange	200m or less	Up to 4.0	Up to 12	High Rise, Mid Rise
		201m – 400m	Up to 3.0	Up to 8	Low-rise, Townhouse
TOA Type 2 (Victoria/Kelowna/Other Medium-Sized Munis)	Bus Exchange	200m or less	Up to 3.5	Up to 10	Mid-rise
		201m – 400m	Up to 2.5	Up to 6	Low-rise/Townhouse
TOA Type 3 Other qualifying areas	Bus Exchange	200m or less	Up to 2.5	Up to 6	Low-rise
		201m – 400m	Up to 1.5	Up to 4	Townhouse

Miscellaneous Statutes Amendment Act (No. 4) (Bill 45, 2023) – Summary

Availability of shelter for enforcing bylaws in relation to encampments

- The Miscellaneous Statutes Amendment Act (No. 4) (Bill 45, 2023) introduces a description of 'reasonably available alternative shelter', which must be available to a person experiencing homelessness before a local government can seek an injunction to enforce bylaws in relation to a person sheltering at an encampment while homeless.
  - The availability of alternative shelter is described as a staffed place where an individual may stay overnight, and have access, either at, or nearby the shelter to a bathroom, a shower, and one meal per day.

BRIEFING NOTE
Housing Statutes Amendment Act, 2023
Bill 44 – Residential Development, Bill 46 – Development Financing, Bill 47 – Transit-Oriented Areas

KEY MESSAGES

- Bills 44, 46, and 47 – 2023 result in significant and historic changes to the planning framework for British Columbia.
- Enacting the legislation will require a historic level of effort on the part of member jurisdictions with many technical and political questions that will require analysis and thoughtful consideration.
- With such a fundamental realignment of the planning framework, there is a need to further consider how regional land use plans, regional transportation plans, and the many interrelated tools for housing policy can be coordinated, aligned and designed to work in concert with local planning efforts.
- Regular, open dialogue is necessary to ensure member jurisdictions are supported in implementation.

COMMENTS

1) <u>Bill 44, 2023 – Housing Statutes Amendment Act (Residential Development)</u>

Alignment with Regional Growth Strategy

- Legislation requiring pre-zoning to permit Small-Scale Multi-Family Housing is only applicable to lands within an Urban Containment Boundary that are already connected to a municipal or regional water/sewer system – this is aligned with Metro 2050's base principle of urban containment.
- Pre-zoning to permit Small-Scale Multi-Family Housing (SSMUH) is expected to intensify traditionally single-detached neighbourhoods over time, and as such, will increase impervious surfaces. This will likely have an impact on the region's tree canopy and make it more difficult to achieve regional goals and the target related to urban tree cover.
- The region has approximately 4,015 hectares of greenfield lands, with the majority of these lands being designated for residential uses in local Official Community Plans. Some of these lands have already been planned for higher density housing, but SSMUH is anticipated to increase residential growth and the pace of growth in these areas.
- There are cases where the SSMUH requirements may not be appropriate, but which are not currently exempted, such as areas that are currently zoned single family, but which are designated in OCPs for higher density. An exemption or an extension for implementation in these areas would support improved housing and planning outcomes.
- Spreading development more broadly by upzoning single-detached neighbourhoods (greenfield and developed) may make it challenging for local governments to meet the Metro 2050 transit-oriented intensification policies and targets for Urban Centres and Transit Corridors (FTDAs). Although this development will occur within the Urban Containment Boundary, many of these areas are located at the edges of the region and will likely result in a greater density of housing

in parts of the region that are more car dependent. Spreading growth to the most distant single-detached neighbourhoods in the region cannot be considered strategic infill.

- ***The growth management framework, policies and targets of Metro 2050, the regional growth strategy is largely missing from the provincial legislation. New conversations are required to ensure the consensus building achieved through Metro 2050 is not lost or undermined, and is instead leveraged to help accomplish shared housing goal in the Metro Vancouver region. Additional future changes are required to ensure alignment between provincial legislation and the regional growth strategy.***

Support Investments in Utilities and Infrastructure

- Metro Vancouver will be reviewing the provincial modelling and economic analysis and conducting additional analyses to develop a better understanding of how pre-zoning to permit Small-Scale Multi-Family Housing in areas currently zoned for single-detached dwellings will impact population distribution and growth. The Province's materials indicate that the change is likely to lead to a substantial number of net new units, requiring significant infrastructure investment.
- Additional analysis of the capacity created and growth trends will be required to make a clearer determination on how pre-zoning to permit Small-Scale Multi-Family Housing (SSMHU) might impact utility planning. However, the short timeline required for local land use and zoning changes will be challenging to consider and adjust for any anticipated utility impacts.
- If density shifts within localized neighbourhoods are substantial, specific local infrastructure, would be the most likely to be impacted due to their relatively smaller size.
- ***While the legislation allows for requests for delayed implementation in extraordinary circumstances, where there is significant utility and infrastructure work required to enable development, permitting municipalities to phase the implementation of the SSMUH legislation will help better coordinate investments in required infrastructure.***

Consider the Role of the Region in Housing Needs Reports

- Metro Vancouver is pleased that the Province is introducing a common methodology for Housing Needs Reports (HNR). HNR instructions forthcoming in January 2024 should provide clear guidance for how to estimate current and future housing need *by bedroom count*, and how to calculate *existing or unmet housing need*.
- ***Consider allowing regional districts to prepare Housing Needs Reports on behalf of member jurisdictions, using the required methodology, and facilitating access to joint funding and resources for regional projects (e.g. remove the need to pass individual council resolutions for jurisdictions wishing to access funding to work on regional projects). This approach has the potential to improve regional coordination and planning, while requiring fewer resources to implement at the local level.***

Provide Paths to Ease Implementation as Municipalities Update OCPs, Zoning Bylaws and Associated Regulations

- The requirement that zoned capacity be introduced for 20-years of residential development will largely move BC local governments away from discretionary approvals and toward as-of-right approvals. This may have the effect of reducing development timelines and increasing certainty, but such consequential changes, in addition to the undertaking the numerous legislated bylaw changes, may also require that municipalities update other associated regulations in tandem with their OCPs and Zoning Bylaws. This will vary by jurisdiction, but closely related policies and planning work that is triggered by the changes may include:

  - Creating new or significantly revising Development Permit Area Guidelines;
  - Developing Transit Oriented Area Plans or neighbourhood plans;
  - Revising all infrastructure capacity studies;
  - Adopting a new municipal financial framework including updated Development Cost Charge Bylaws;
  - Adopting or revising housing policies;
  - Updating Subdivision and Development Control Bylaws.
- Requiring OCPs to accommodate more residential growth than is currently required will necessitate new consideration for the location of amenities, emergency services, community facilities, schools, transportation needs, etc. which require analysis and multi-stakeholder discussions. While many OCPs in the Metro Vancouver region already include capacity for a minimum of 20 years of growth, those where more substantive changes are required will be challenged to implement within the required timeframes.
- It will be challenging for municipalities to succeed in meeting the proposed timelines given the historic changes required as municipalities move from negotiated to as-of-right development. The legislated changes will stretch the capacity of municipalities and the consulting sector in BC.
- ***Strong and successful implementation will require the development of many new policies, plans, studies, strategies and bylaws. In many cases the timelines outlined will be insufficient to realize the scale of change to local regulations that is envisioned. The Province should allow municipalities to develop a reasonable local implementation plan and timeline, consider the capacity of BC local governments, monitor progress, and maximize opportunities for collaboration and shared resources. This could include:***
  - ***Enabling roles for regional government (including preparing Housing Needs Reports on behalf of members).***
  - ***Considering approaches to streamlining or pooling procurement and ensuring sufficient consulting capacity.***
  - ***Preparing reference materials, including detailed and standalone zoning and development standards matched to legislative requirements, which can be adopted or modified by local governments.***

2) Bill 46, 2023 - Housing Statutes Amendment Act (Development Financing)

Funding and Securing Affordable Housing

- In current planning practice, municipalities contribute to housing objectives by capturing a portion of the additional land value created through rezoning to contribute towards affordable housing (inclusionary housing). There is a substantial risk that the new legislation will reduce the ability of municipalities to generate much needed non-market/affordable housing units through new development. We understand that the province is actively considering introducing additional legislation to enable inclusionary zoning in BC.
- ***The legislation risks removing or curtailing several key tools that are currently used to deliver affordability in our region: contributions to housing reserve funds and the direct delivery of affordable units by the private sector. New legislation needs to be developed to create additional tools for housing affordability and help ensure the target of 15% affordable homes in Urban Centres and FTDAs is met:***
  - ***Inclusionary zoning should be enabled in legislation with guidance on how and when it should be used.***

- ***New funding programs and mechanisms should be developed to complement inclusionary zoning and expand the delivery of non-market housing.***
- ***New funding should match or exceed what would otherwise have been collected through Housing Reserve Funds and should include an efficient model for administration and disbursement of funds that works for Metro municipalities.***

Amenity Cost Chart (ACC) Framework

- Bill 46 provides that the Minister may introduce additional regulations pertaining to Amenity Cost Charge waivers or exemptions for affordable and non-market housing.
- Even with the policy guidance manuals provided by the Province there is uncertainty around when and how municipalities may negotiate for amenities outside of the ACC framework Generally, projects providing affordable housing components are challenged to provide contributions for other amenities and public benefits. With the new legislation providing no new mechanisms for generating non-market housing, and potentially curtailing some existing mechanisms, a consistent exemption framework from Amenity Cost Charges for *non-market* and *for profit affordable rental housing projects* would be beneficial to ensure these projects are not burdened with additional costs.
- There will be insufficient time for municipalities to update utility plans and update and adopt DCC / ACC bylaws prior to zoning changes coming into effect.
- Provincial modelling suggests that the changes will lead to a doubling of dwelling starts in Metro Vancouver area—there will be significant new demand for amenities and infrastructure which in some cases needs to be planned for in advance.
- ***There remains uncertainty as to how municipal tools can be applied to generate housing and other public benefits outside of the ACC/DCC framework (ie negotiated approaches, bonusing, etc.). Clearer guidance and more analysis is required to assess impacts to municipal finances.***

1) Bill 47, 2023 – Housing Statutes Amendment Act (Transit-Oriented Areas)

Impact on Existing Purpose-Built Rental Housing

- Metro Vancouver member jurisdictions have placed considerable policy emphasis on curtailing the loss of existing purpose-built rental housing through strata conversion policies, rental replacement policies, tenant relocation policies, rental-only zoning designations, etc.
- The policy guidance has clarified that these tools can still be used in TOA areas and that these commitments can still be secured through rezoning. However, with zoning Bylaws expected to more closely mirror OCPs, and most development expected to become as-of-right within two years, it is unclear how these commitments could be secured in the future.
- Without new tools to encourage rental housing and minimize the impacts of redevelopment, the establishment of minimum densities near transit, as well as the requirement to introduce zoned capacity for 20-year anticipated housing needs may increase and speed up development pressures on these purpose built-rental properties.
- ***To avoid accelerating the loss of existing housing stock that is more affordable than newly built homes, strong policies are required to set market expectations for existing rental properties within TOAs where displacement of existing tenants will occur through redevelopment by:***
  - ***Providing guidance for how Residential Rental Tenure Zoning could be effectively used when pre-zoning in accordance with Housing Needs Reports/TOD Areas.***

- ***Adopting stronger tenant relocation policies in the Residential Tenancy Act in redevelopment situations.***

Land Use Implications in TOD Areas

- Providing flexibility in the implementation of the TOAs will lead to better outcomes: clearly allowing municipalities to achieve the intent, but in differing ways that are unique to local circumstances (including topography, urban design, etc.) will lead to enhanced outcomes. For example, allowing lower density limits on some sites and higher limits on others, provided the overall density is met. There are some statements that suggest this intent in the policy manual though additional clarity is needed.
- Significant regional coordination and consensus over the past four years has supported the development of the transit-oriented development policies of Metro 2050, the Regional Growth Strategy, and Transport 2050, the Regional Transportation Strategy (prepared by TransLink). In favor of consistency across the Province, the legislation does not reference the growth areas types within Metro 2050: Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors.
- ***The changes in the legislation have made transportation system planning and land use planning inextricably linked. New processes and further consideration are required to ensure coordination between the Provincial regulations, the Metro 2050 maps and growth framework and transit system planning.***

What is the timeline for implementation?

- December 2023 – SSMUH and TOD areas policy manual and site standards provided to be provided to local governments *(update: released December 7th, under review)*
- January 2024 – HNR instructions provided to local governments
- January/February 2024 – Details announced for $51 million funding allocation
- June 30, 2024 – Local governments must have updated their bylaws to accommodate SSMUH requirements, and to designate TOAs
- June/July 2024 – OCP/zoning review/update instructions provided to municipalities.
- January 1, 2025 (date subject to regulation) – Local governments must have completed their interim HNR.
- December 31, 2025 (date subject to regulation) – Municipalities must have completed their first review and update of their OCPs and zoning bylaws (based on interim HNR).

METRO VANCOUVER REGIONAL DISTRICT

Joint meeting of the
REGIONAL PLANNING ADVISORY COMMITTEE
REGIONAL ENGINEERING ADVISORY COMMITTEE
REGIONAL TRANSPORTATION ADVISORY COMMITTEE

On the Housing Statutes Amendment Act

Notes from the Special Joint Meeting of the Regional Planning Advisory Committee (RPAC), Regional Engineers Advisory Committee (REAC), and Regional Transportation Advisory Committee (RTAC) held Thursday, November 30, 2023 at 1:00 pm via videoconference.

After an initial presentation and overview, the group broke into 6 breakout rooms to discuss various aspects of the Housing Statutes Amendment Act. Upon convening into the plenary again, the group went through a MentiMeter Survey. Results are below.

Breakout Room Discussion #1 – Small Scale Multi Unit Housing

- Council sees this as an opportunity to provide more housing on single detached lots, market solutions.
- Question about how this legislation interacts with existing subdivisions. And how it might apply to smaller lots.
- Staff eager to see more from province.
- Big question about infrastructure planning; hard to know take up levels of new development and thus needed infrastructure.
- Concerned about unsophisticated applicants having challenges and causing challenges.
- Feedback from developers is that there will be more uptake on this in greenfield areas with new development, rather than older lots infill sites.
- Would not have planned to allow growth in lower density areas, rather than focused in urban centres.
- Infrastructure concerns, particularly sanitary. As well as transportation
- 481.3 (b)(ii) does not include lots that allow both suites AND coach houses. These lots would be excluded from the restrictive zone and therefore not captured by SSMU legislation. Leaves a bit of a loophole for munis that don't want to rezone to allow for SSMU.
- OCP references maintaining character in older established residential neighbourhoods – but now 3,4,6 units on lots as a right, will change the character of the neighbourhoods.
- Didn’t anticipate this much density in some areas, and will need infrastructure upgrades (particularly storm sewerage, as they still have combined systems; with increased impervious areas, will have more rain runoff into combined sewers).
- Hope that the uptake on this new development will be slow, so as to give them time to accommodate it.

- If there is development spread around the region, it becomes harder to serve with effective transit.
- Tree canopy goals for the next 10 years will need to be revisited. We need to review all data to see what is feasible and what's not feasible.

Questions:

- Question about how this legislation interacts with existing subdivisions. And how it might apply to smaller lots.
- how much scope for local regulations to 'colour' this – such as details about setbacks, trees, parking, etc that might impact achievable development yields
- Definition about 'restricted zones' – how does this apply to residential zones that already allow additional suites (basement suite and coach house)?
- Question is about text in Bill 44 -- 481.3 section question – about restrictive zones, which are defined in b). The key word in the phrase is "OR"? How does this apply to their RS zones?
- What about interim applications in process now?
- Contradicting language about – minimum requirements stated by the province; what if the developer wants to build less?
- How to communicate this to the community? No public hearings required for rezoning; yet now province also waived need for OCP compliance? What is the opportunity for public notification / engagement?
- Understands that if the property is over an acre, the small unit housing provision does not apply. If so, could the owner of a larger lot subdivide it without a rezoning?

Breakout Room Discussion #2 – Maintaining Affordability

- Biggest concern is that they have been given 10% of the information needed to proceed with anything.
- Work on affordable housing initiatives (eg. secured market rental policy, updating their tenant relocation policy, and undertaking work around older stock rental retention) have been put on hold.
- There is a role for Metro and all of us to work together to advocate for things that we see might be missing.
- Concern legislation has started to put upward pressure on land values given some of the direction around densities.
- We have been working hard to strengthen tenant assistance/relocation policies. These policies are leveraged through rezoning, so there is concern that tenant protections could be weakened if not addressed.
- Legislation seems to be focused on housing supply rather than housing affordability
- Bill 47 could really undermine the ability to leverage affordable housing through rezoning processes.
- Lose the ability for right of ways and other frontage improvements – this need to be addressed.
- Right now it seems like supportive housing and non-market housing is outside of DCC & ACC programs.
- Don't want information given piece meal want it all together.

- Concerned that this is going to hurry up redevelopment of existing purpose built rental that doesn't need to rezone and it will not encourage property owners to keep their properties well maintained.

Questions

- Is it possible to secure affordability/tenure in one unit with the small-scale housing?
- Will municipalities have the option to restrict strata and require multiplexes to be rental only?
- Where do municipalities have flexibility and where are we mandated to bring in our updated zoning bylaws?
- Will the rezoning process be entirely gone? Will there be a new process where we can achieve certain things like road dedications and affordable housing agreements.
- DP tools – will there still be the ability to control form and character?
- What scenarios can we continue to use density bonus for?
- Is there are going to be any density requirements for BRT stations?

Breakout Room Discussion #3 - Utility and Infrastructure

- Working on utility and transportation planning on the basis of where we are expecting high growth. With densities changing, there are some areas we do not intend on development happening, but now it could with the new legislation.
- Concerned with reduced setbacks. Very little space left from sites. Higher densities requires wider space for utilities
- Sanitary sewage implications; not sure what it means for potential holds on brownfield developments until utility services are in place to catch up
- Water systems are sized to accommodate fire protection flows. Higher density means higher flow capacity is needed. In some areas, existing systems may or may not be okay. Need to assess things like pump station and other utility capacities.
- In some of our suburban environments where we have lower density and long pipe networks, what will the impact be? Additional modelling requirements needed. Province should grant funding for these additional modelling components to occur.
- There are a lot of parcels where we'd like to see access management provisions and lot consolidation. Not sure how these new incentives might disincentivize those activities and impact our ability to change access points off to rear-lanes or side streets, or deter some of the lot consolidation
- It's very top down. No real consideration of implications on a municipal level – which we've identified and shared the same concerns. We need some early balancing to get back to the government on a regional level.
- Concerned about combining sewer capacity
- Province needs to engage and take more time to understand how muni's work and how we need to work to be successful.

Questions

- what will we do about infrastructure? Water, sewer, storm water, how to handle garbage collection? Where will we see hotspots?

- How will this impact BC Hydro to be able to serve this density within the lower mainland?
- What mechanism to pay for small scale multi-unit housing growth? If there's no rezoning permit, how to collect DCC to pay for some of this growth in system?
- What are some water system designs we are going to see from the province? How to build the property line and separation? For buildings, what does that mean for increasing flow requirements?
- What does it mean for building requirements; fire sprinklers – sprinklers would reduce requirement to have a higher flow requirement.

Breakout Room Discussion #4: TOD Area Types & Parking Standards

- Heights and FARs don't make sense and the language is confusing: e.g. "up to" and "minimum".
- TODA doesn't apply in Richmond. Can't have a building more than 15 stories based on federal regulations / proximity to airport.
- TOD circles good in concept but when applied ends up being more complex
- For cities wanting to push parking lower close to SkyTrain, this legislation is going to help them achieve this.
- Looking to advocate to the Province to provide mapping
- 12 storeys have always been a challenge – as they are not economically viable
- The part that is missing is funding to create more transit so we can actually move all the people around.
- No prioritization of growth in regionally designated centres, Legislation doesn't mention the regional geographies & Bus Exchanges are not regional centres.

Questions

- Issue with access intersection - what properties get touched by the TOD geography?
- Is there are going to be any density requirements for BRT stations?
- How does this legislation apply to future transit service?
- How do we achieve other TOD measures (e.g. parking reduction negotiations with developers), are there going to be other tools to allow to negotiate with developers?
- Not clear if TOD areas are just a land use designation or are they actually needing to be pre-zoned still?

Breakout Room Discussion #5 – Impacts on Municipal Finance

- This changes the entire system of funding including reserve funds (e.g. child care/affordable housing)
- Potential challenge of when DCC transition takes place – if we get big influxes we may need to borrow more money while waiting for the DCC to come in; may slow down the provision of amenities
- The ability to resource all of this doesn't seem doable; can the Province supply support to strategize and reduce staff/consultant competition?
- Feeling defensive and that LGs are in a scapegoat position – developers may say we're not moving fast enough to implement these changes
- Concerned about the lack of capacity for all this work

- How are density bonusing/inclusionary zoning now provided for under ACC? Have provided child care under CACs and have used density bonus to provide housing
- The list of exemptions and waivers is also a problem – there are 2 different protocols and it's unclear when one applies vs another
- Already an uncertain market – there are huge pressures to figure this out and deliver; LGs will bear the brunt in the transition period
- Metro Vancouver may be able to assist by doing some analysis on coordinating CDD/ACC rates across the region
- Revenues currently collected from current development finance structure are used to deliver much needed amenities to service growth. Concern new framework will not provide same level of funding to local governments
- Insufficient time to implement a holistic local government development finance program
- Local governments will need time to assess how to structure ACC programs to ensure they recoup the necessary revenues to cover the costs of the required infrastructure.
- There is a significant risk that in-stream development will hold off proceeding until additional clarity is available related to the respective local govs' fee programs. This may result in the slowdown of development and thus provision of new housing supply

Questions

- If we can't use density bonusing – can the ACC be reconfigured?
- It may be more flexible but will it be the same pot of money?
- What does it mean to densify above what the province is prescribing? Approving towers above 20 stories – does the ACC apply or is it a density bonus model?
- Have questions about the provision of affordable housing; how do we continue to support that?
- Are currently non-eligible park improvements(eg. park buildings, field lighting, turf fields, tennis courts, spray parks, etc) included in the new DCC Framework

Breakout Room Discussion #6 Planning Framework

- Struggling with the details, and how to bring council along with the implications of the changes
- Concerned short timelines will impact public engagement for OCP changes. Efforts to improve public engagement and working collaboratively with First Nations may not be possible with rushed timelines
- Would like to ask for some flexibility to give municipalities a chance to respond in a staggered way, in order to accommodate needs for utility and infrastructure.
- Major concerns are not just of municipal staff's ability to respond to legislative changes but also that the consulting capacity will be tapped out.
- Would also like to request for province to allow phasing.
- Funding studies that set stage for the plans is a problematic budgeting/capacity issue.
- Would advocate for province to change legislation to not have to send any notifications out that we are not holding public hearings.

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Special Joint Meeting - RPAC, REAC and RTAC Thursday, November 30, 2023; 1:00pm - 2:30pm

Housing Statutes Amendments Act

Mentimeter

Join at menti.com | use code 3602 7142

1. What are the most significant challenges introduced by the new legislation?



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2. What other challenges need further consideration?

Timelines

Electric vehicle charging strategy

Funding for increased transit service to accommodate the increased population expected as a result of this legislation.

Capacity

Having to do replanning for each municipality and for region

capacity to do the necessary analysis and policy given limited resources

better understanding of impacts including lack of resources

School capacity

37

2. What other challenges need further consideration?

Industry capacity

Different ways to land density in TOD areas (i.e., typologies other than towers.)

Future planning processes. New neighbourhood plans are going to take a long time to complete as communities will see this as their only opportunity for input

Setting legislation without detailing processes

Resource capacity

Neighbourhood nuances

Public notice requirement despite public hearing removal from process

Data and modelling requirements

37

2. What other challenges need further consideration?

Are building code requirements being considered to assist with secondary suites, laneway and SSMU housing?

Impacts to neighborhood parking, challenges to curbside management and parking enforcement resources

Potential loss of faith in value / role of local government

Financial support for changes

DBZ/inclusionary Zoning to support housing delivery

Transportation Infrastructure Improvements to support Growth/Mode Share/TOD/No Parking Requirements

Design

Curbside management with no parking minimums

37

2. What other challenges need further consideration?

Disconnect with RGS

potential densification at the extremities due to cost of land

park amenities

SSMUH and subdivision

Bottleneck with all future public consultation in OCP stage

hospitals and clinics

Quality of the housing to be deliveredDensity in areas where there is not enough servicing and public transportation supply.

Ability to plan the long term transit infrastructure needs at TOD areas

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2. What other challenges need further consideration?

How to secure road dedications, SROWs, and infrastructure upgrades

The need to consolidate the new policy directions.

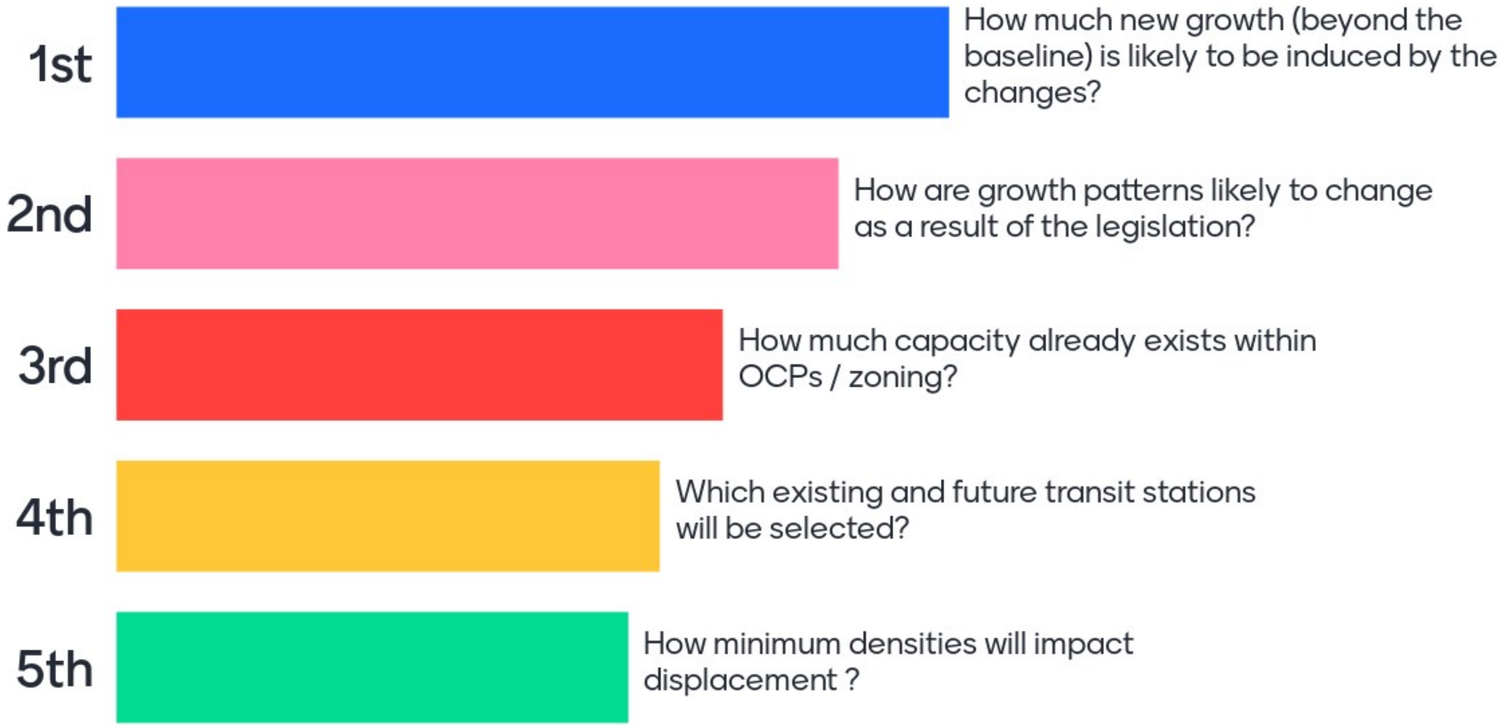
Impact on ability to assemble land for higher density development

Need to better define transit station type. Many RapidBus stops should get more density than outlying bus exchanges

Affordability will still be a problem if we don't have the right balance of developments vs demand to live in cities

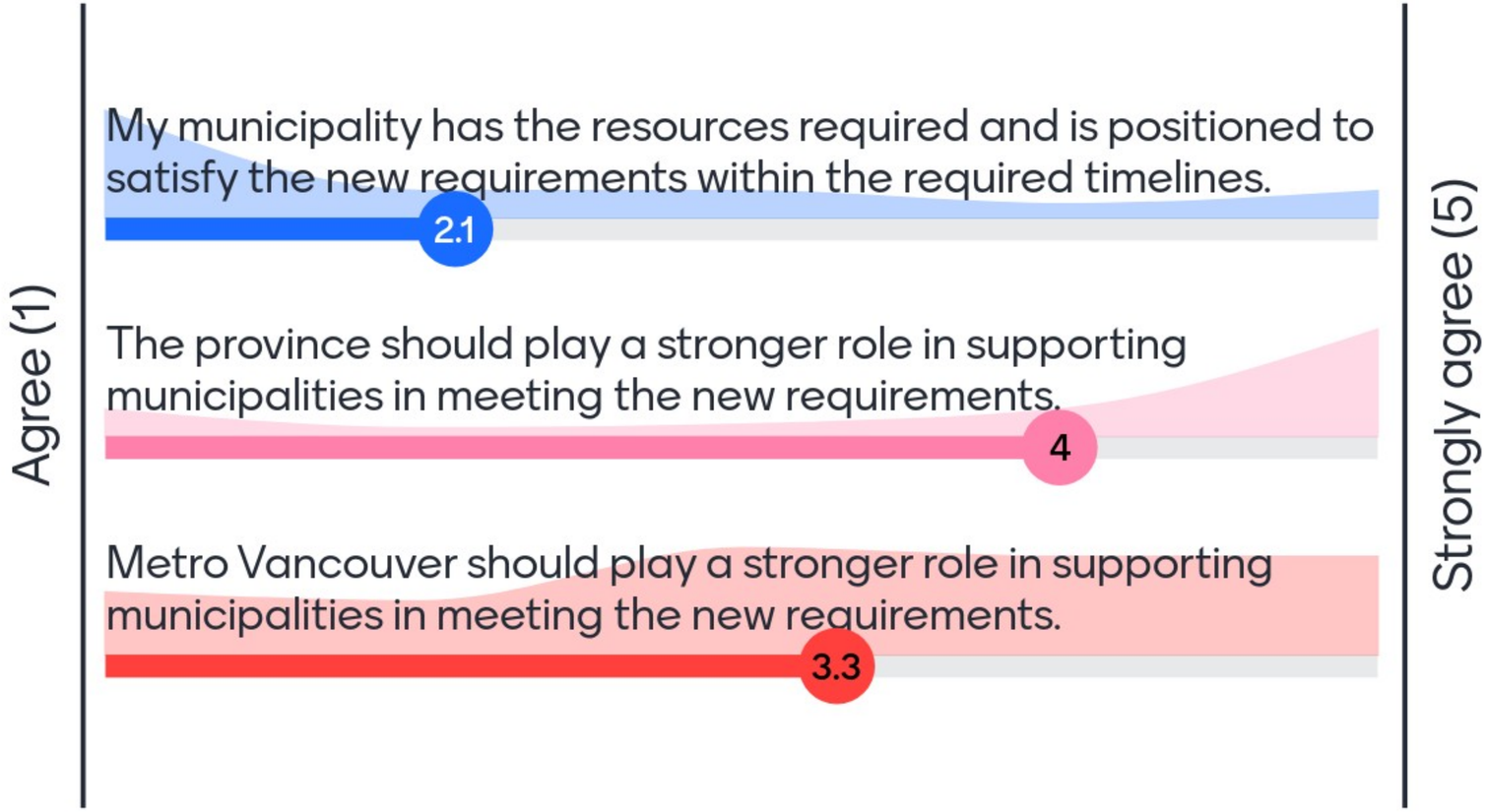
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3. What do we need to better understand?



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4. Resourcing



48

5. To maximize limited resources and meet short time frames, we should further consider:



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6. If you could have one thing clarified or addressed in the forthcoming regulations:

Define TOD areas

Can we still density bonus

What about affordable housing?

Clear definitions

Longer timeframes and funding for capacity

define "frequent" transit stop

DCCs

What methodology should munis follow to operationalize this?

31

6. If you could have one thing clarified or addressed in the forthcoming regulations:

consequences for non compliance

What is the province's real objective with all this?

Tools for funding and infrastructure needed

How do we receive $ contributions from developers in TOD (and are the areas to be designated or zoned?)

Ability to exempt environmentally sensitive and hazard land lots from SSMU.

responsibilities and authority

What is considered a bus exchange

timing and better understanding of market realities before introducing new bills

6. If you could have one thing clarified or addressed in the forthcoming regulations:

Remove SMUH legislation - distorts our planning framework

Commitment to funding transit expansion

What tool we can use when developers ask to go beyond density bonus

Clarity around DBZ for housing., exemptions and waivers

Funding of servicing needs, especially transit and transportation

How will affordability in TOD areas be protected?

Requirements for water metering at each new unit built under this program

What other legislation might be coming?

6. If you could have one thing clarified or addressed in the forthcoming regulations:

funding to complete the updates and defining geographical limits where the statutes apply

What aspects of development are still negotiable?

How to support providing more transportation options with zero parking in TOD areas

Acknowledge quality of life that comes from detailed local level planning

Can we zone the TOD areas for tenure type (strata/rental)?

Clearly understand the implications before finalizing the legislation

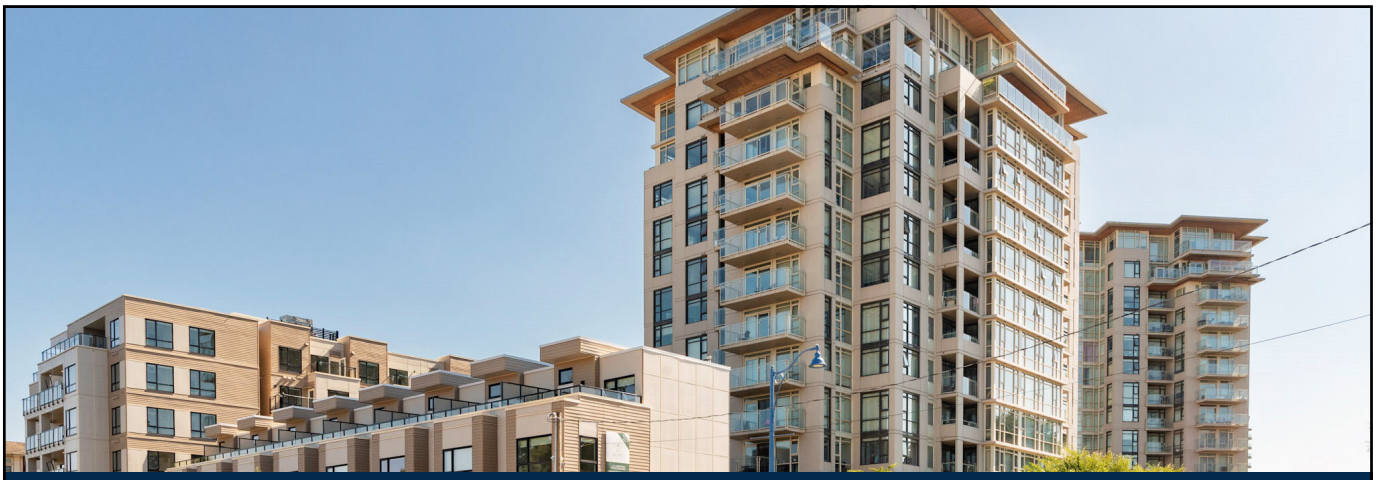
are zones allowing SFD with both basement suites & detached suites included in Restricted Zones (Bill44)?

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Mentimeter

Thank you!

E7 ATTACHMENT 2



Provincial Housing Legislation (Bill 44, 46, and 47, 2023)

REGIONAL CONSIDERATIONS AND *METRO 2050* IMPLICATIONS

Jonathan Coté
Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services

Regional Planning Committee, January 12, 2024

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PROVINCIAL HOUSING LEGISLATION

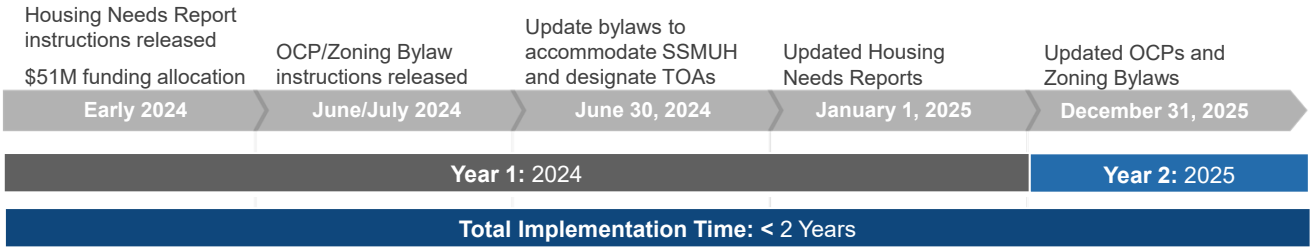
Housing Statutes Amendment Act

Bill 44	Bill 46	Bill 47
Residential Development	***Development Financing***	***Transit-Oriented Areas***
• Small-Scale Multi-Unit Housing • Housing Needs Reports • Pre-Zoning and Public Hearings	• Development Cost Charges/Development Cost Levies • Amenity Cost Charges	• Minimum height and densities in TODAs • Parking standards (remove minimums)



TIMELINE FOR IMPLEMENTATION

Bills 44, 46, and 47



ENGAGEMENT TO DATE

- Backgrounder on implications circulated to:
  - RAAC meeting **(November 2023)**
  - Joint RPAC / REAC / RTAC meeting **(November 2023)**
  - RFAC presentation (November 2023)
  - Mayors' Committee meeting **(December 2023)**
  - Provincial government Staff-to-staff meetings **(Ongoing)**
- Council of Councils **(February 2024)**

METRO 2050 IMPLICATIONS

Goal 1: Create a Compact Urban Area

- Opportunity: Legislation focuses growth within Urban Containment Boundary and encourages densification in transit-oriented centres
- Challenge: Spreading growth and density to outlying neighbourhoods in the region cannot be considered strategic infill; legislation does not use agreed upon *Metro 2050* growth structuring geographies (UC and FTDAs)



METRO 2050 IMPLICATIONS

Goal 2: Support a Sustainable Economy

- Opportunity: High cost of housing is considered an economic disadvantage for the region
- Challenge: TOA Legislation may encourage applications to convert industrial lands to residential in transit oriented areas



METRO 2050 IMPLICATIONS

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

- Opportunity: Legislation does not impact lands outside the Urban Containment Boundary and Conservation & Recreation lands
- Challenge: Legislation will intensify development in low density neighbourhoods making it more difficult to achieve regional urban tree canopy target; permits by right low density, car dependent urban development in outer parts of region.



METRO 2050 IMPLICATIONS

Goal 4: Provide Diverse & Affordable Housing Choices

- Opportunity: Legislation is aligned with regional goals to build more diverse and affordable housing
- Challenge: New development financing framework will reduce tools local governments have available to fund non-market / affordable housing



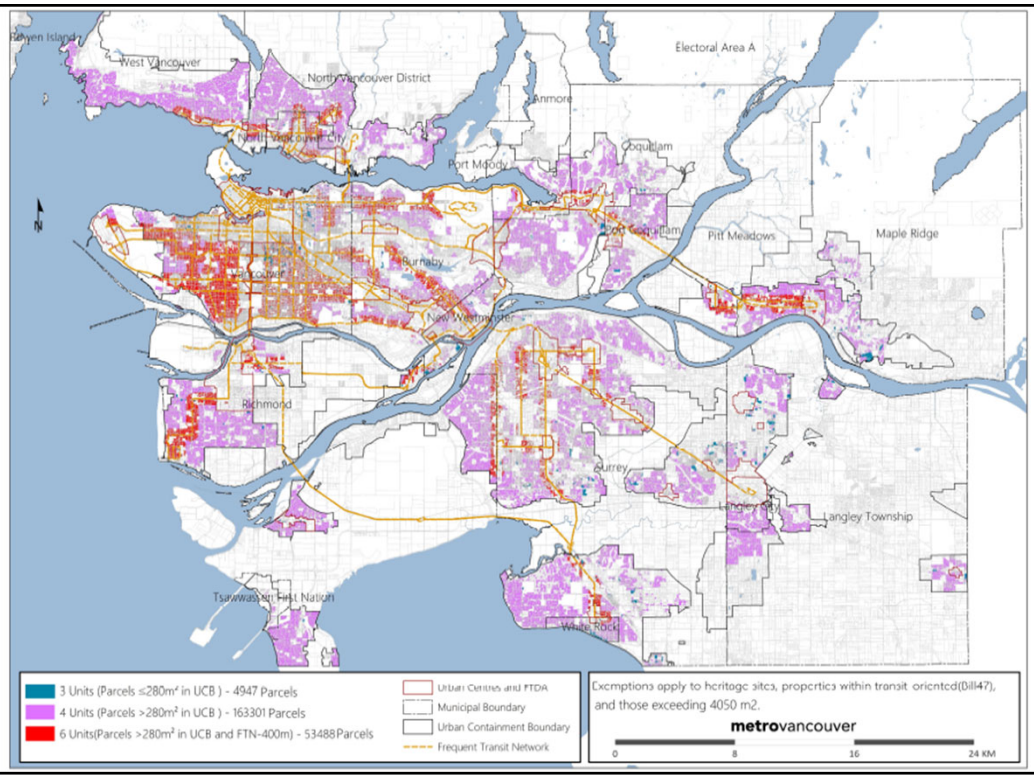
METRO 2050 IMPLICATIONS

Goal 5: Support Sustainable Transportation Choices

- Opportunity: Bill 47 focuses densification in locations that are well served by public transit;
- Challenge: Bill 44 will result in higher density housing in locations of the region that are not well serve by public transit.

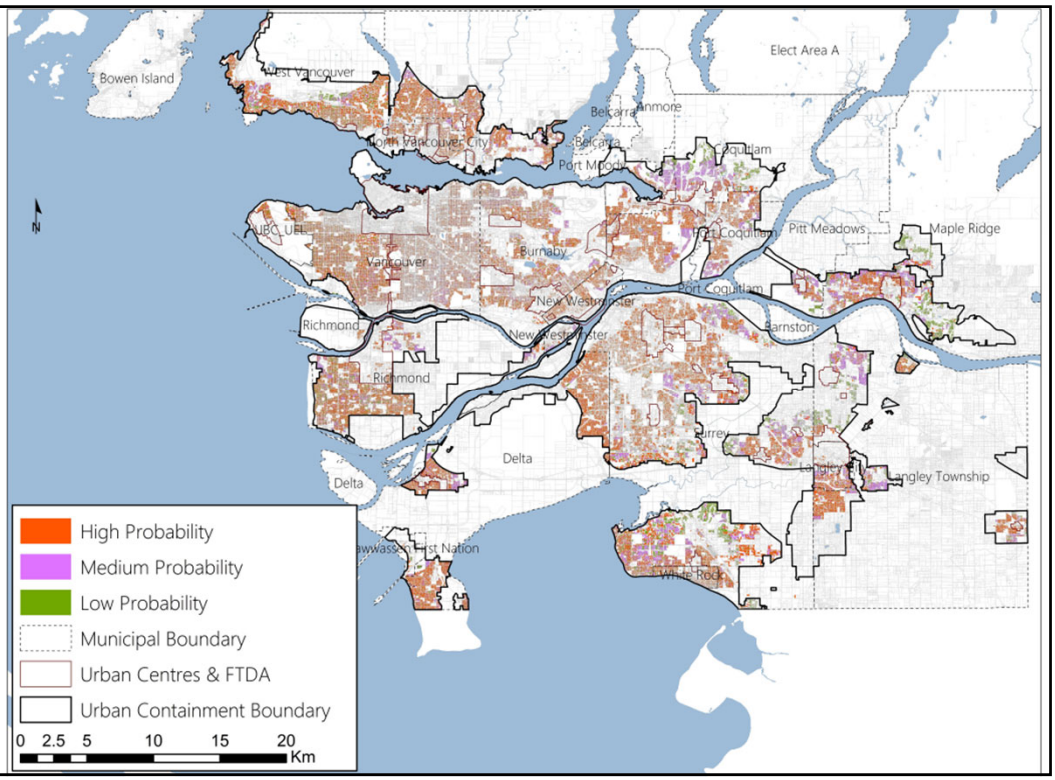


Bill 44 Small Scale Multi-Unit Housing



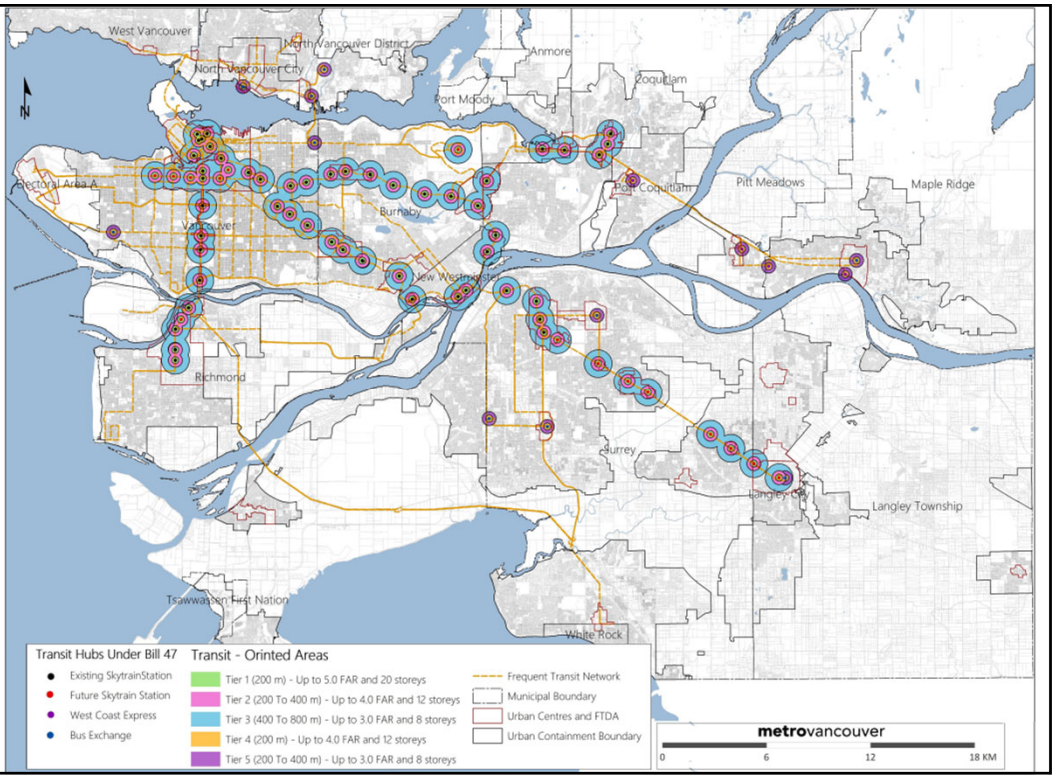
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Densification Probability for Single Detached



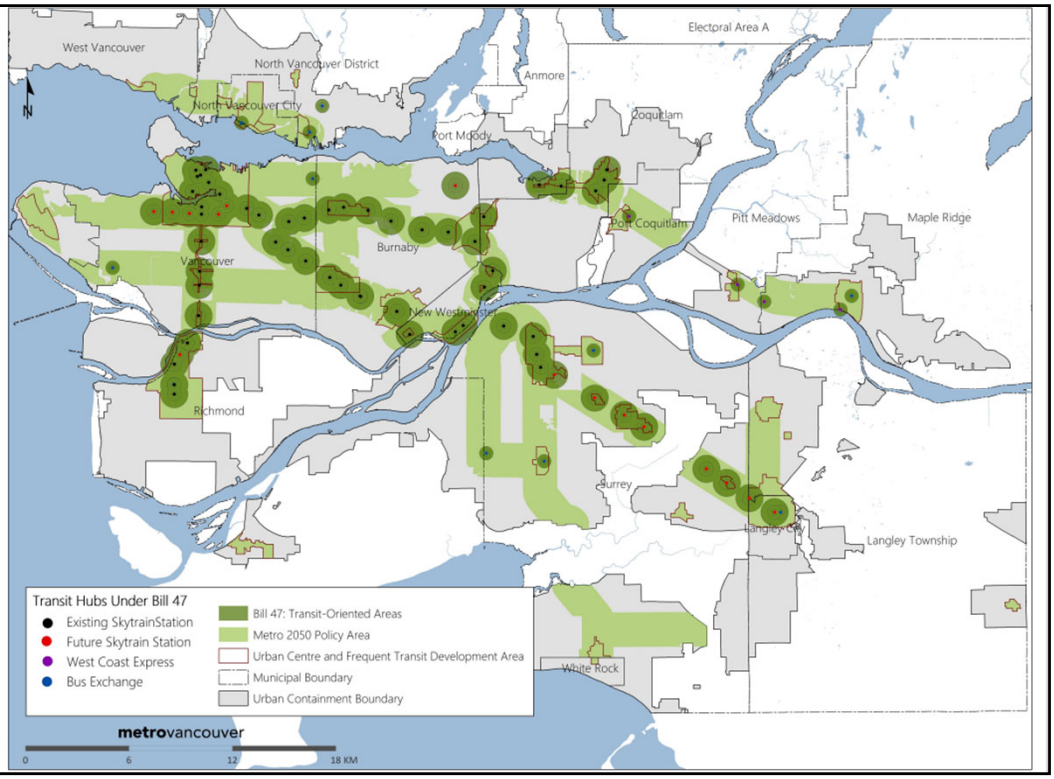
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Bill 47: Transit-Orientated Areas



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Metro 2050 Growth Structuring Tools (UC & FTDAs and Bill 47



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NEXT STEPS

- Upcoming announcement of $51M funding allocation in January 2024
- Further details anticipated from the Province:
  - HNR instructions and methodology (early 2024)
  - OCP update/Pre-zoning instructions (June/July 2024)
  - Inclusionary zoning legislation (TBC)
- Continued engagement with member jurisdictions and the Province



Thank you

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