



# Mixed Income Transit-Oriented Rental Housing Study

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SENIOR HOUSING PLANNER

City of Vancouver, January 25, 2017

Regional Growth Strategy

Bylaw No.1136, 2010

# Metro Vancouver 2040

## *Shaping Our Future*



*Metro Vancouver 2040: Shaping our Future*

A modern multi-story apartment building with a mix of red, grey, and white panels. The building features balconies with glass railings and large windows. In the foreground, a blue and white bus is parked on a street. The scene is set during the day with a clear sky.


## Goal 4: Develop Complete Communities



# Metro Vancouver Housing Roles

- Housing policy and research
- Metro Vancouver Housing Corporation complexes
- Affordable housing development / redevelopment
- Homelessness Partnering Strategy





**The Metro Vancouver  
Housing and Transportation  
Cost Burden Study**  
A New Way of Looking at Affordability



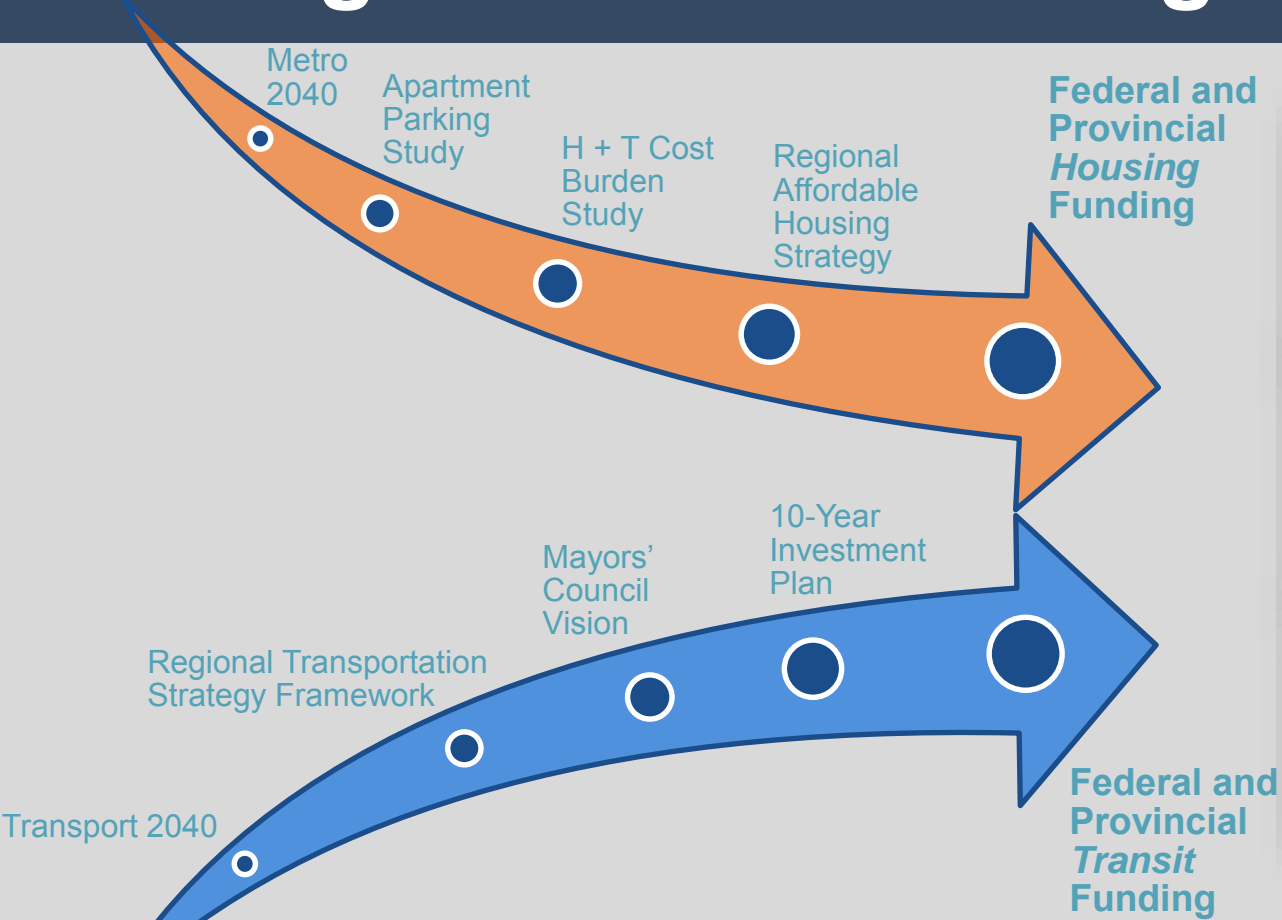
# Regional Affordable Housing Strategy

**Regional Affordable  
Housing Strategy**





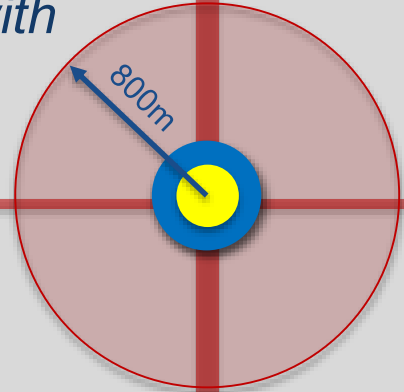
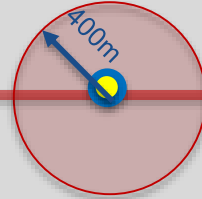
# Housing + Transit Convergence



## MITORH:

### Mixed Income Transit-Oriented Rental Housing Study

*To achieve rental housing that is affordable for low and moderate income households in transit-oriented locations by working with key stakeholders to undertake and disseminate foundational research.*



*“Transit-oriented locations”:*

- *Generally within 400 metres of a Frequent Transit Network bus stop/corridor*
- *Generally within 800 metres of a rapid transit station.*



# Scope of Work

**Activity 1:** current practices and innovation in Metro/Canada/US/Europe

**Activity 2:** relationship between income/tenure and transit ridership

**Activity 3:** extent of public and non-profit parcels in transit-oriented locations

**Activity 4:** evaluate viability with existing and future tools

**Activity 5:** share the study findings and key messages effectively

A photograph of a modern glass skyscraper under construction. The building's facade is composed of a grid of windows, many of which are covered with blue protective film. A large orange crane is visible on the right side of the frame, extending upwards. A construction basket is suspended from the crane, positioned near the center of the building. The overall scene is a busy construction site.

**Metro Vancouver**

**TransLink**

**Vancity**

**BC Housing**

**BC Non-Profit Housing Association**

**Strategic Partnership**

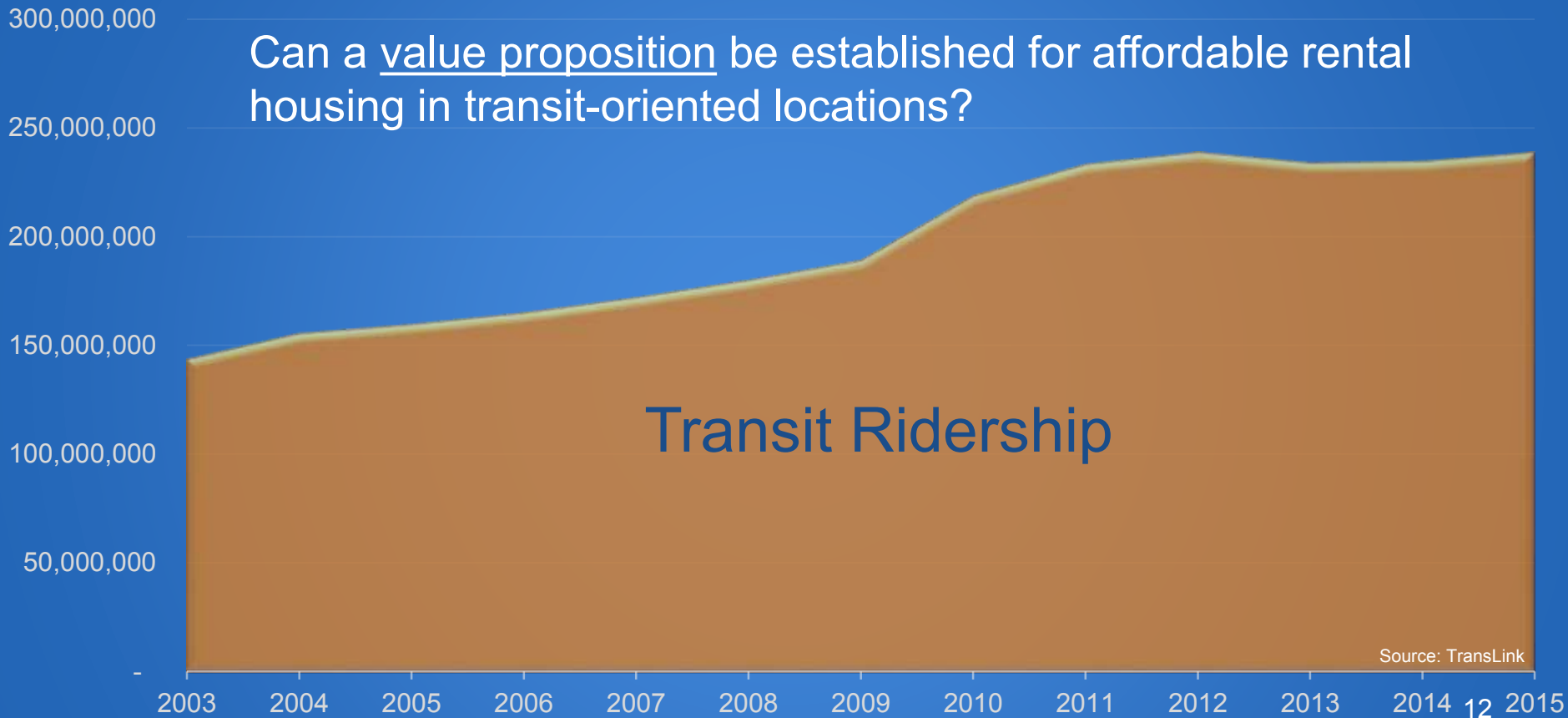
# Timeline





# Activity 2: Key Question

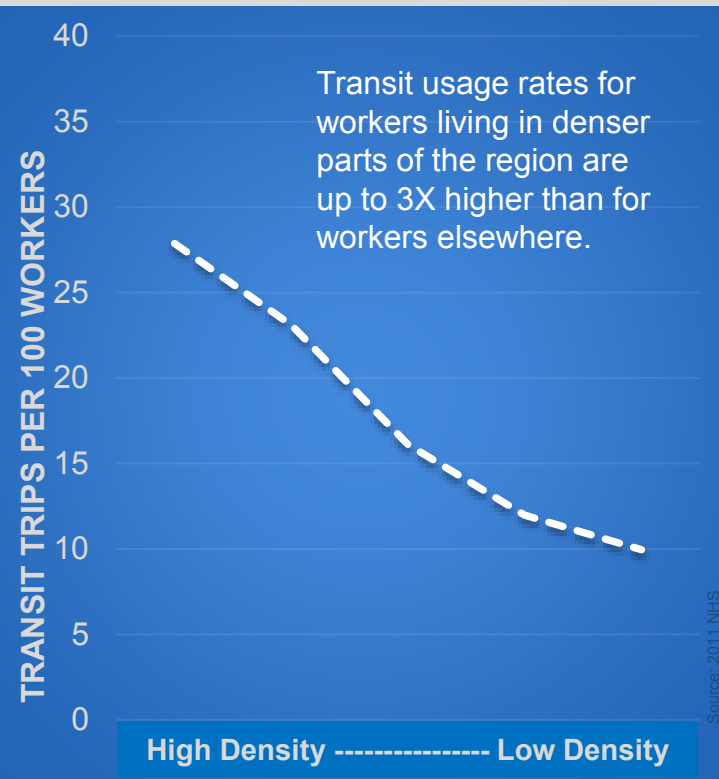
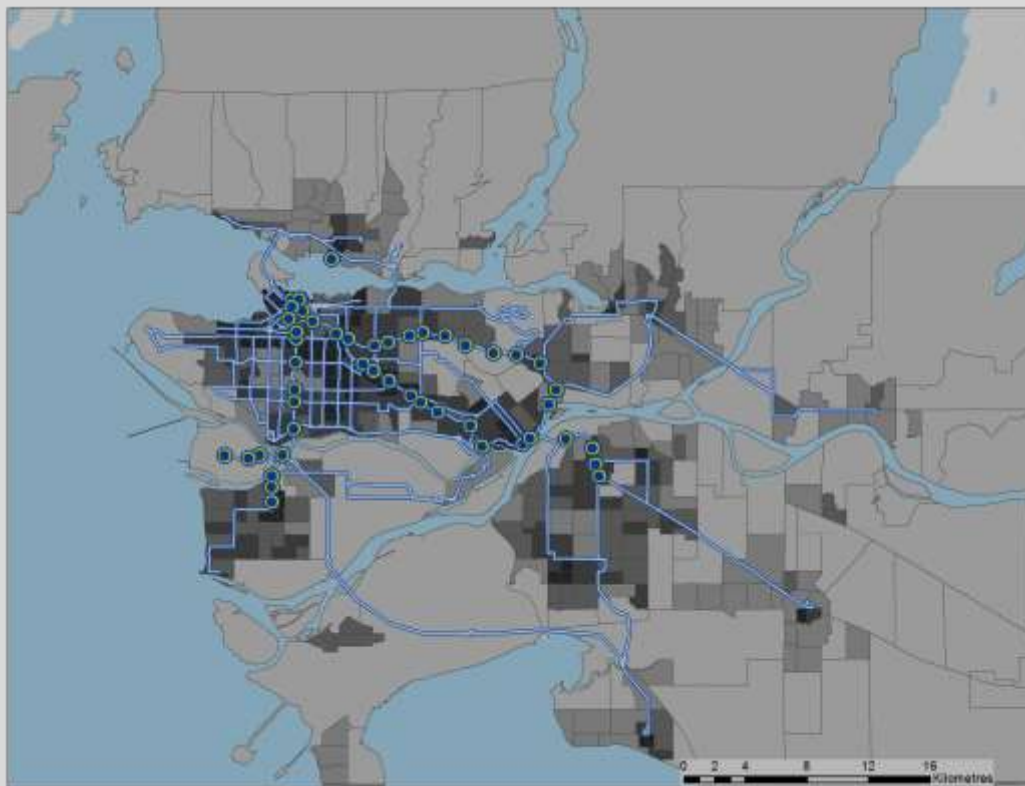
Can a value proposition be established for affordable rental housing in transit-oriented locations?



# Activity 2: Transit Ridership Findings

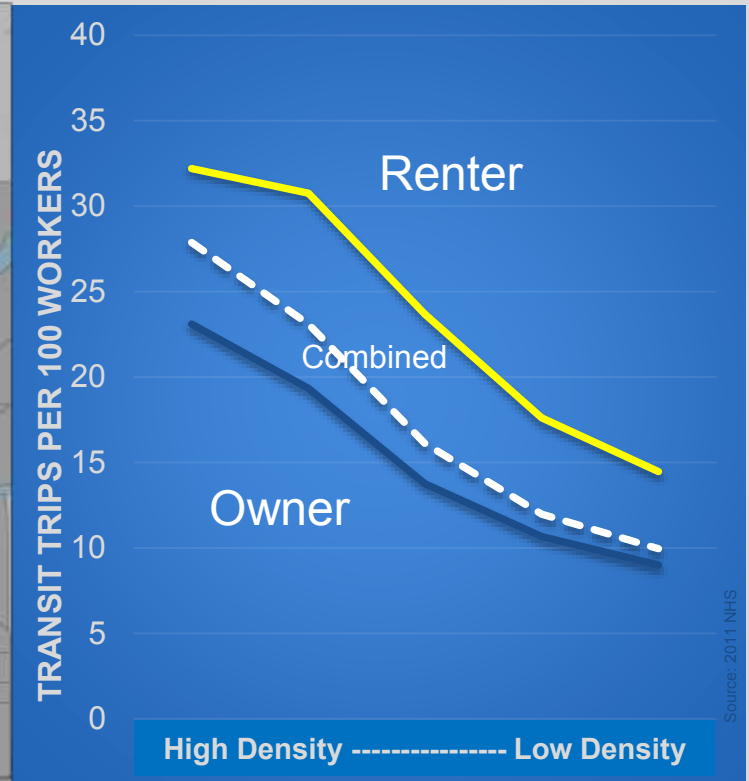
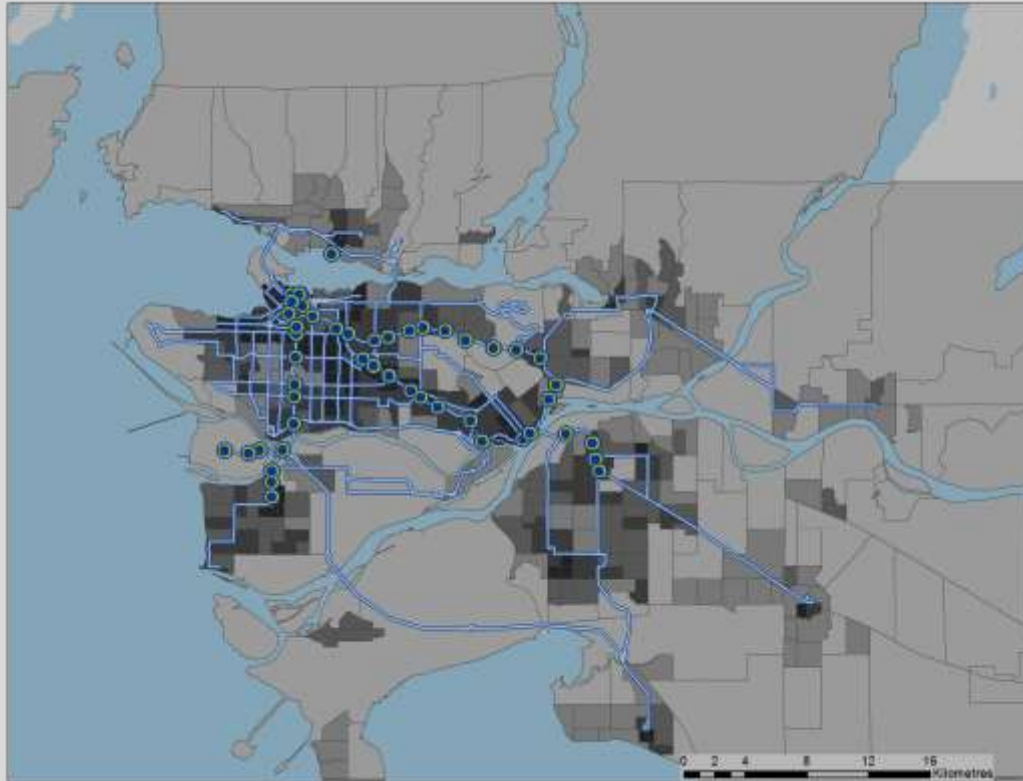
1. Compact areas with higher population near the Frequent Transit Network support higher transit ridership.

# Focused Population and Transit Use





# Focused Population and Transit Use



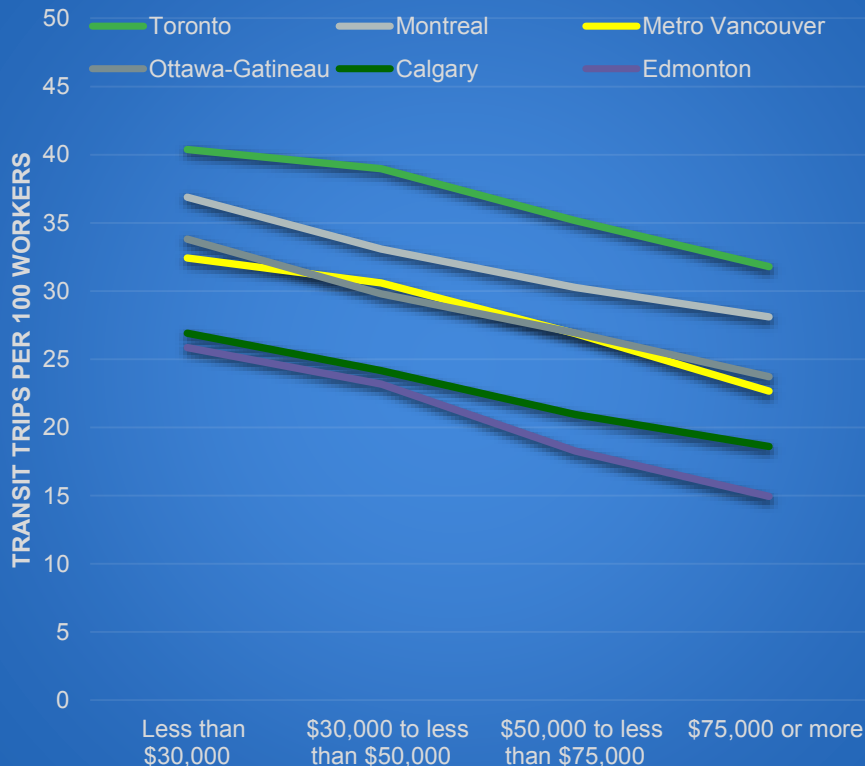
Source: 2011 NHTS

# Activity 2: Transit Ridership Findings

2. Accommodating renter households, in particular those making less than \$50,000 per year, in transit-oriented locations is not only key to developing diverse, vibrant, and complete communities, it is key to maximizing transit ridership and the value for money of transit and housing affordability investments.

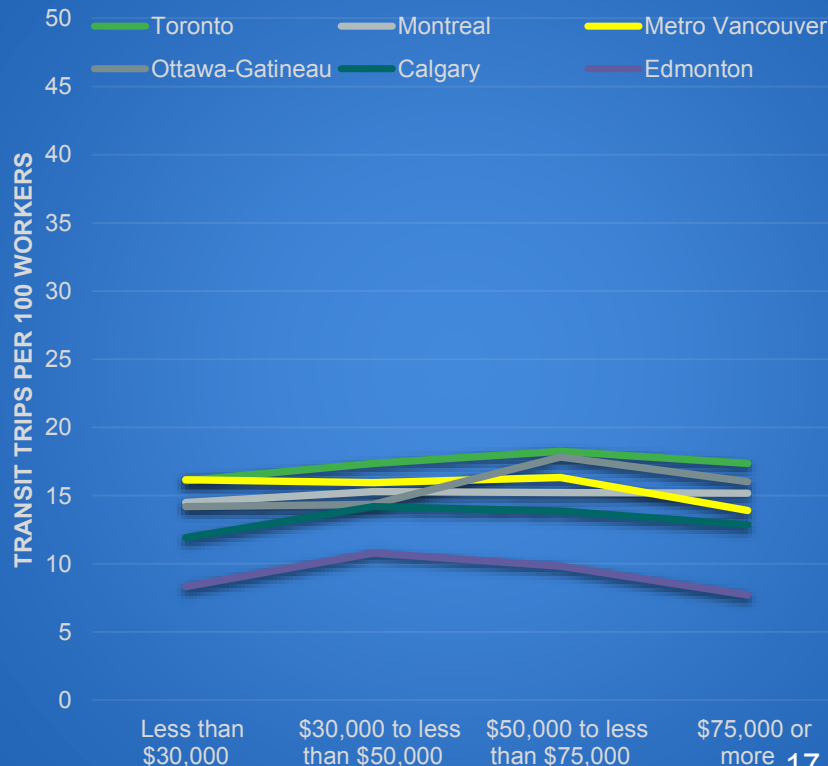
# Tenure, Income, and Transit Use

## Renters - 2011



Source: 2011 NHS

## Owners - 2011

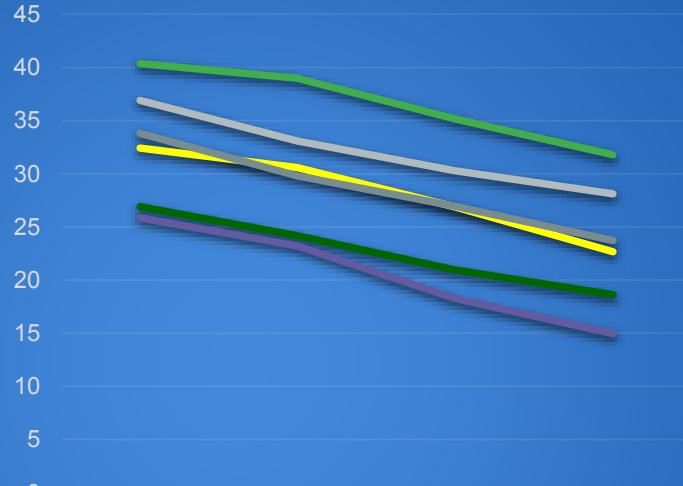


Source: 2011 NHS



# Tenure, Income, and Transit Use

## Renters – 2011

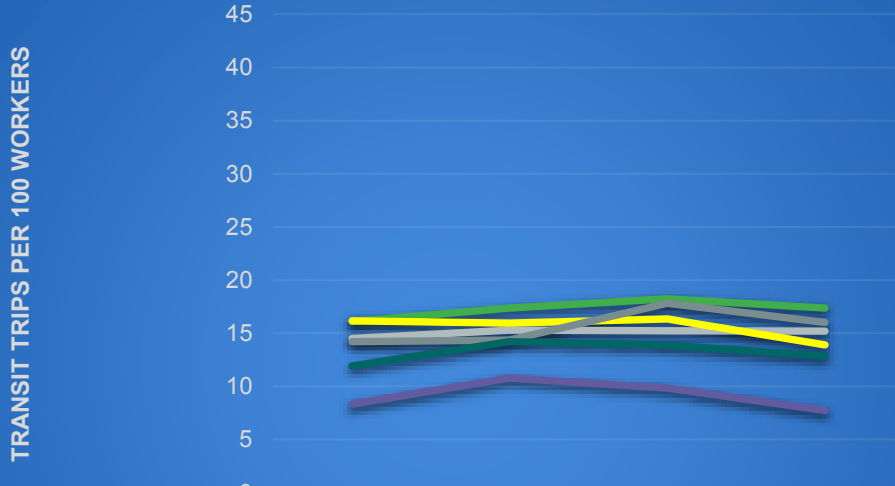


TRANSIT TRIPS PER 100 WORKERS

	Less than \$30,000	\$30,000 to less than \$50,000	\$50,000 to less than \$75,000	\$75,000 or more
Toronto	40	39	35	32
Montreal	37	33	30	28
Metro Vancouver	32	31	27	23
Ottawa-Gatineau	34	30	27	24
Calgary	27	24	21	19
Edmonton	26	23	18	15

Source: 2011 NHS

## Owners – 2011



TRANSIT TRIPS PER 100 WORKERS

	Less than \$30,000	\$30,000 to less than \$50,000	\$50,000 to less than \$75,000	\$75,000 or more
Toronto	16	17	18	17
Montreal	14	15	15	15
Metro Vancouver	16	16	16	14
Ottawa-Gatineau	14	14	18	16
Calgary	12	14	14	13
Edmonton	8	11	10	8

Source: 2011 NHS

# Transit Corridors



## Rapid Transit

- Expo Line
- Millennium Line
- Canada Line



## B-Line

- 99 B-Line (Vancouver, UBC)
- 97 B-Line (Burnaby, Port Moody, Coquitlam)
- 96 B-Line (Surrey)

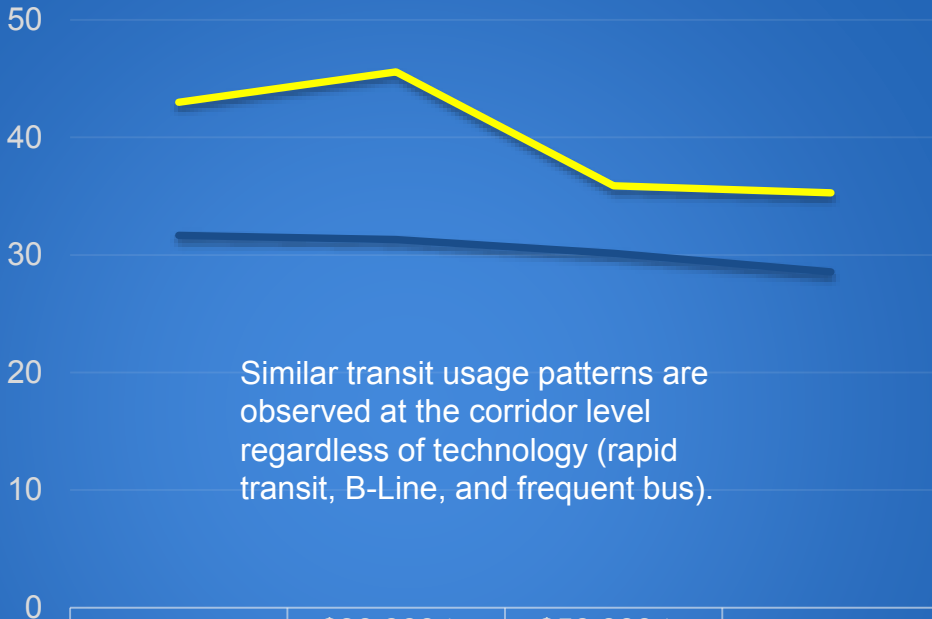


## Frequent Bus

- Main/Marine Drive (North Shore)
- Willingdon
- Lougheed+Dewdney Trunk
- Hastings
- Nanaimo
- 41<sup>st</sup> Ave

# Expo Line Corridor

TRANSIT TRIPS PER 100 WORKERS



Similar transit usage patterns are observed at the corridor level regardless of technology (rapid transit, B-Line, and frequent bus).

	Less than \$30,000	\$30,000 to less than \$50,000	\$50,000 to less than \$75,000	\$75,000 or more
— Owners	32	31	30	29
— Renters	43	46	36	35

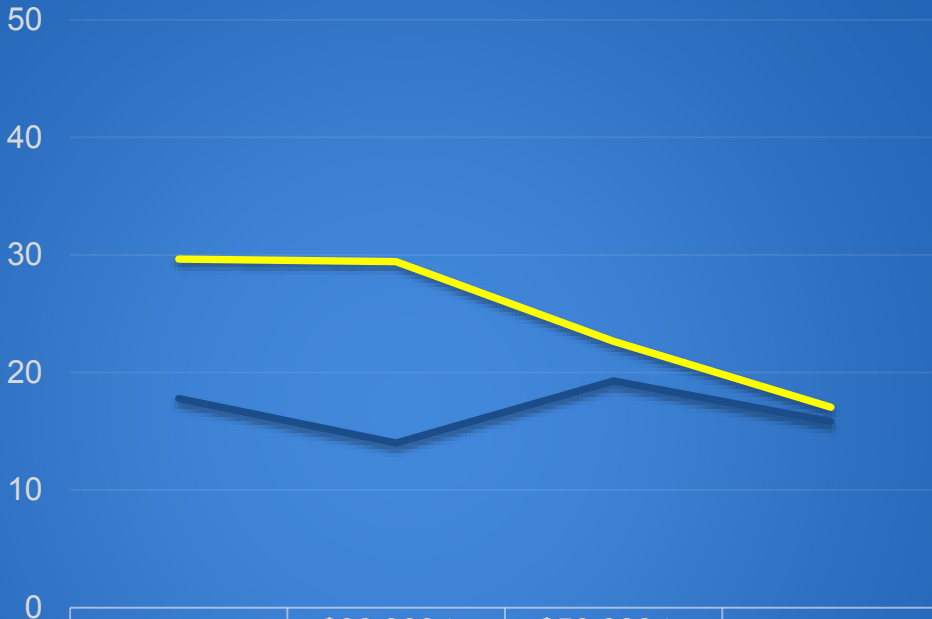
Source: 2011 INHS

## Region

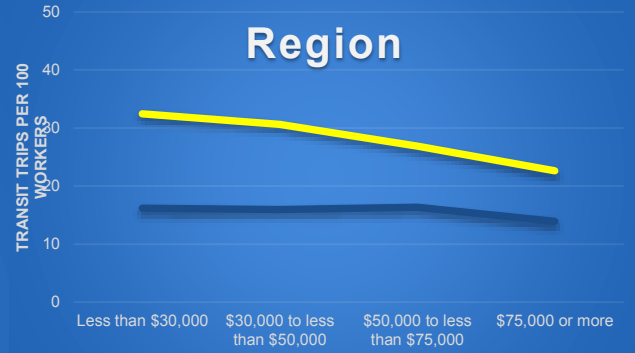


# 96 B-Line Corridor (Surrey)

TRANSIT TRIPS PER 100 WORKERS



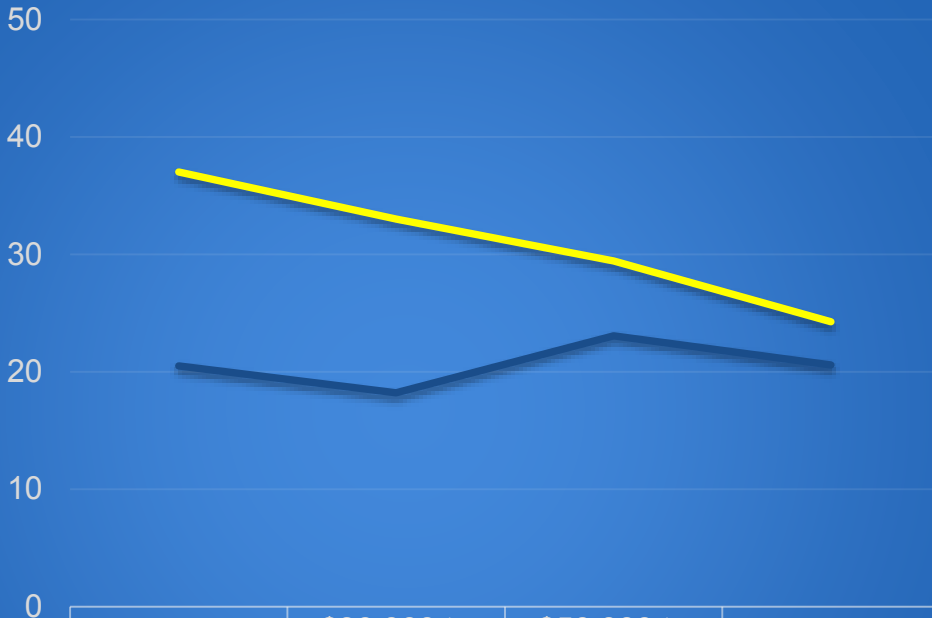
	Less than \$30,000	\$30,000 to less than \$50,000	\$50,000 to less than \$75,000	\$75,000 or more
— Owners	18	14	19	16
— Renters	30	29	23	17



Source: 2011 NHS

# FTN Hastings Corridor (Vancouver, Burnaby)

TRANSIT TRIPS PER 100 WORKERS



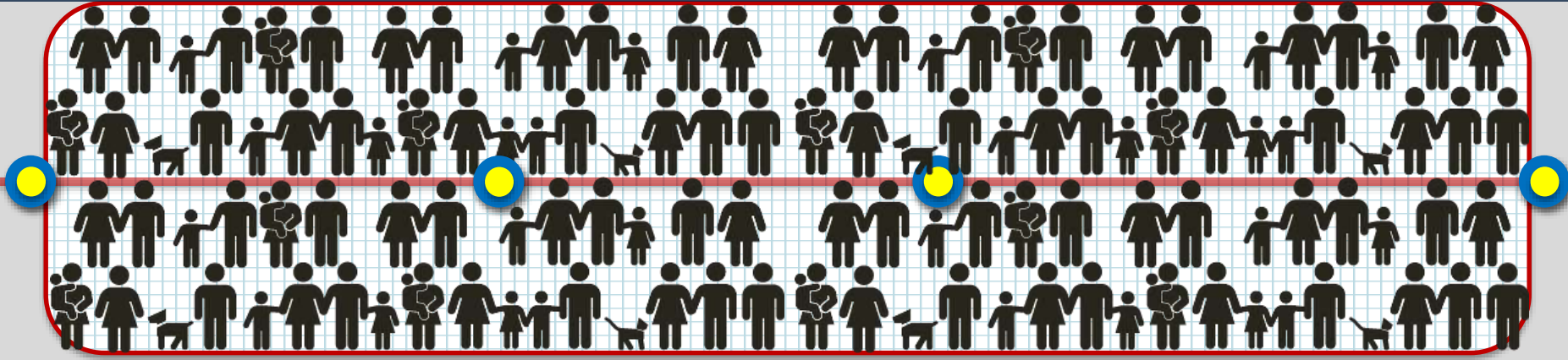
	Less than \$30,000	\$30,000 to less than \$50,000	\$50,000 to less than \$75,000	\$75,000 or more
— Owners	20	18	23	21
— Renters	37	33	29	24



Source: 2011 NHS



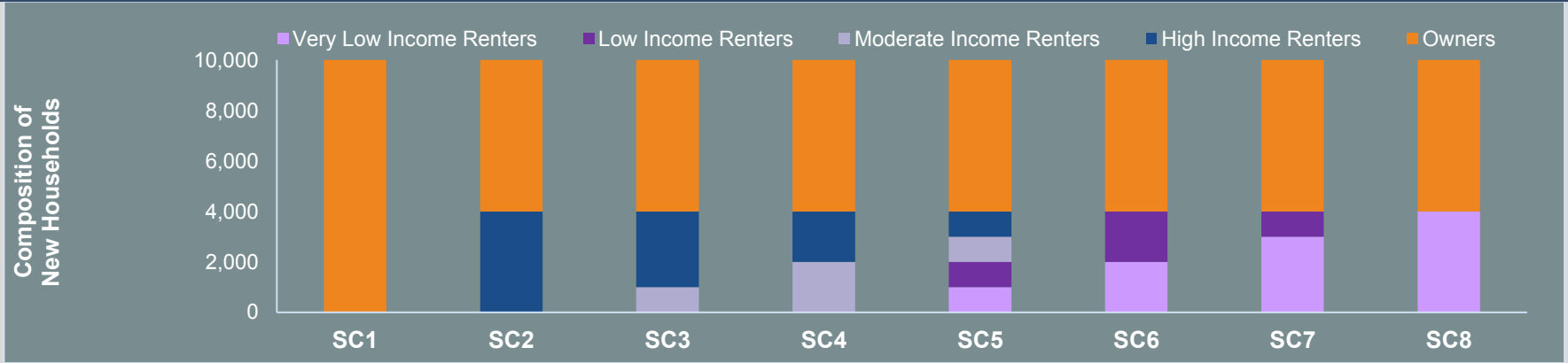
# 'What If' Scenarios



What if 10,000 households were added to a transit corridor?

What if tenure and income were diversified?

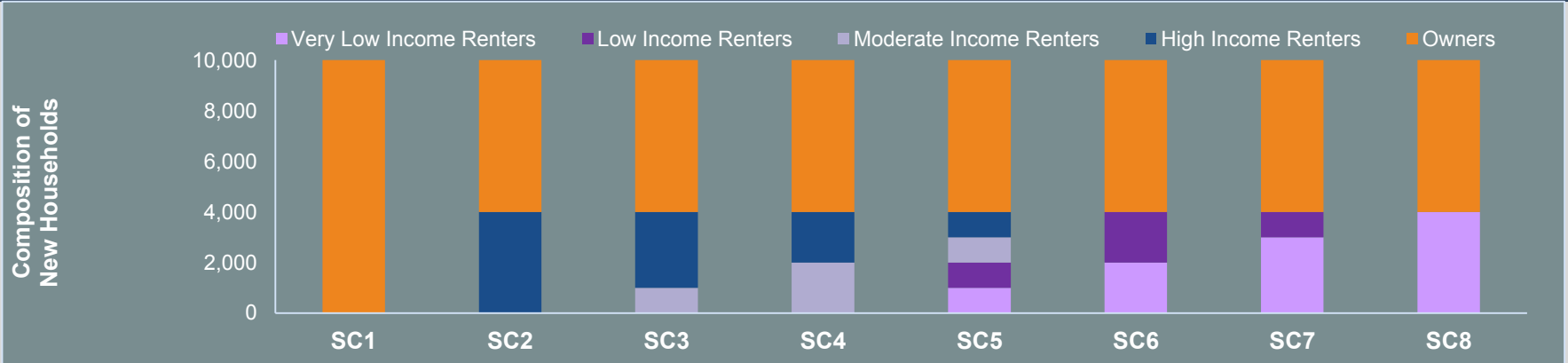
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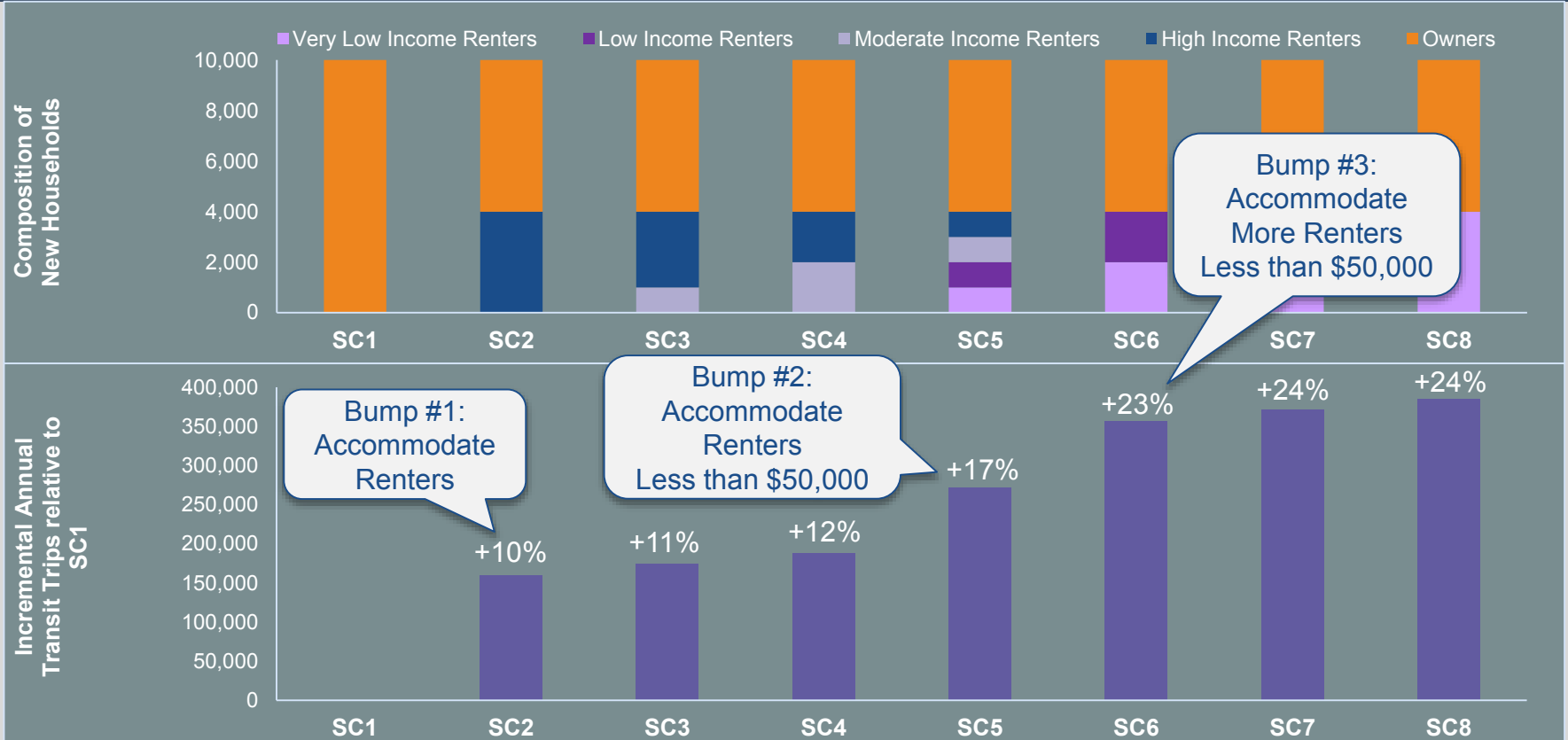
↑  
100% Owners

60% Owners  
40% Renters

# 'What If' Scenarios



# 'What If' Scenarios





Thank you