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CANADIAN CENTRE
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BC Office

June 2008

Affordable EcoDensity

Making Affordable Housing a Core Principle of Vancouver's EcoDensity Charter

Submission by the Canadian Centre for Policy Alternatives to Vancouver City Council

By Marc Lee (CCPA), Erick Villagomez (Metis Design-Build), Penny Gurstein (UBC), David Eby (Pivot Legal Society) and Elvin Wyly (UBC)

Introduction

On May 13, 2008, City of Vancouver staff presented a report recommending Council approve a revised EcoDensity Charter and Initial Actions. Revisions to the November 2007 drafts were made in response to public hearings on EcoDensity, in which major concerns were expressed that EcoDensity did not adequately address housing affordability.

This submission is in response to a call for written input in advance of the June 10, 2008 Council meeting. While EcoDensity has many laudable aspects that reflect a shift in urban planning for the city to be more environmentally-friendly, this submission will focus specifically on the issue of housing affordability.

In short, this submission argues that affordable housing must be a central plank of EcoDensity on both equity and environmental grounds. We question the central premise of EcoDensity that increasing density is tantamount to greater affordability. The EcoDensity Charter must fully articulate a strategy that will ensure an expansion of affordable housing. Without a deliberate,



city-wide policy to ensure affordability, existing trends will worsen, leading to adverse impacts on livability and sustainability that undermine the core objectives of EcoDensity.

We close with a number of policy recommendations that would greatly enhance the social sustainability of EcoDensity. In particular, through rezoning of land to permit greater densities, there are immense opportunities to lock in more affordable housing by capturing a portion of the lift in resulting property values. The City should also play a more central role, by establishing a non-profit housing development corporation, making extensive use of City-owned land and the Property Endowment Fund, and using a variety of financial incentives and alternative tenure arrangements to secure affordable housing for the long term.

A Brief Overview of Affordability Trends

It is obvious to all that Vancouver suffers from a shortage of affordable housing. As a highly desirable place to live that is geographically constrained by water, mountains and the US border, Vancouver has faced upward pressures on housing costs for decades. In recent years, the surge in real estate prices, the declining share of rental housing stock, and the disappearance of senior governments in building new social housing, have compounded Vancouver's affordability problems. While there has been a prolonged residential construction boom, much of this is aimed at the high end of the market, thus serving to exacerbate affordability trends.

In 2001, a single-detached home on the west side of Vancouver averaged just under half a million dollars; by 2007, it had surpassed a million dollars. West-side prices for a standard condominium, a market segment where new supply has come onto the market each year, went from an average of \$260,000 early in 2001 to \$650,000 by end of 2007.¹ Even on the relatively less expensive east side, house prices surged from an average of \$340,000 in 2001 to over \$600,000 by 2007, with condos up from \$125,000 to \$338,000 over the same period. Interestingly, the percentage increase in prices has been larger for condos, where supply increased dramatically, than for houses, where the absolute number of units declined.

Costs of rental accommodation have also seen major increases. The rent for a standard condo on the west side of Vancouver was \$2,200 per month at the end of 2007, up 50% from 2004 (\$1,600 per month), and more than double the rates of 2000 (\$1,000 per month). Similarly, renting a house cost \$3,500 per month in 2007, compared to \$1,600 in the 2001 and 2002 period.² (Data not available for East Vancouver.)

Recent data from the 2006 census show more clearly how rising housing costs have affected affordability. In Metro Vancouver, over two-fifths (44%) of renters paid more than 30% of their

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household income in rent, while more than one in five (22%) paid more than half their income in rent. These figures are roughly similar for owner households carrying a mortgage (39% paid more than 30% of their income in mortgage interest and other major payments associated with ownership, and 17% more than half their income), although owners also benefit from the capital gains associated with rising home values. The percentage of households in core housing need (i.e. more than 30% of income on housing) is up substantially compared to previous censuses (for example, in 2001, 32% of renters paid more than 30% of their income in rent).³ While data were not available for the City of Vancouver, it is fair to say that affordability trends are worse than for the region as a whole.

In spite of a tight rental market, the economics of development reveal that building high-end condos is clearly more profitable than new rental stock. Amid a building boom since 2001, the absolute number of households in the City of Vancouver living in rented houses or apartments declined for the first time in recent history. The share of dwellings that are rented peaked at 59% of total dwellings in 1991, and declined slowly over the subsequent decade even though the number of rented dwellings continued to increase modestly. By 2006, the rental share dropped to 52%, a level not seen since the 1960s.⁴

In response to the increasing number of demolitions of market rental housing for condominium developments in the late 1980s, City Council adopted a 0% residential rate of change policy in the West End (5% rate of change for Kerrisdale and South Granville-Fairview). Enacted in 1989 and subsequently amended in 1990 and 1996, the policy was put in place to prevent the further erosion of rental stock through requiring a one-to-one replacement of rental units. In May 2007, Council recently approved extending this policy to other parts of the city. A comprehensive study is being prepared by City Planning staff, but will not be presented to Council until late 2009.

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Despite good intentions behind this policy, it does not have the capability to prevent landlords from continually raising rents beyond the provincially mandated annual limit of CPI inflation plus two percentage points. To end-run this policy, landlords have instituted superficial upgrades, leading to tenant evictions across the city.

Affordable Housing and Vancouver's Ecological Footprint

While it may not be obvious at first glance, housing affordability is as much an environmental issue as higher densities and green building codes, if not more so. Housing costs have major implications for transportation, with personal mobility the source of 14% of BC's greenhouse gas (GHG) emissions. As greater numbers of low- and middle-income people move out of the city to seek affordable housing in suburban areas (or even out of Metro Vancouver entirely), long commutes contribute to both higher GHG emissions and lower quality of life.

Without a change in course, Vancouver's current and future development will be adversely affected by the dispersion of families with children, and essential service workers, with a direct linkage to increasing transportation emissions. In the City of Vancouver, families with children accounted for a mere 27% of households in 2006, compared to 41% for the rest of Metro Vancouver.⁵

This uneven distribution of families with children is due to the elevated cost of homes and property within Vancouver, as well as the paucity of developers targeting this demographic in their new developments. Families with children need more space than other households. As developers seek to maximize their profits through maximizing the density of people and units on each site, dwelling types that target households with large incomes and minimal space requirements are often chosen. This reality ultimately forces the dispersal of households who do not fit this demographic market – families with children and/or extended families, in particular – and serves to create homogeneous and less robust neighbourhoods.

The lack of rental housing throughout Vancouver is a further barrier to accommodating families with children since this type of tenure supports the vast majority of young families who rent prior to purchasing. Consequently, as the number of rental units decreases while average rents rise faster than incomes, families with children are inevitably pushed out. In addition, essential services such as schools and daycares become endangered in areas losing family households, a fact reflected in pressures to close several neighbourhood schools throughout Vancouver.

Families with children are also families with prime-age workers. Cities that passively allow the cost of housing to increase also suffer the troubling attrition of workers who cannot afford to live close to work. Thus, the same forces that are pushing these families with children to the fringes of Metro Vancouver are also affecting workers of all stripes, and especially workers in low-paid service industries.

Of particular concern for the well-being of Vancouverites are impacts on workers providing essential public services, such as health, safety or educational services. An example of this was made in a recent article in *The Province*, reporting that the Vancouver Police Department (VPD) is concerned about its ability to recruit new officers. Already, only 18% of the city's police officers live in the city proper. The rest are scattered throughout the suburbs, with some commuting from as far away as Abbotsford and Chilliwack.⁶ Currently, the VPD is aggressively recruiting 200 new officers and has been forced to go well beyond city limits for applicants, due to a surprising lack of applications. Undoubtedly, there are a number of factors contributing to this phenomenon, including personal preferences, but it is very likely that an inability to purchase a home of one's own within the means of an average income acts as a deterrent.

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A recent commentary from the City's Director of Planning, Brent Toderian, acknowledges this concern:

[I]s the corresponding increase in demand (and thus prices) from a global market a great thing to the teachers, the police officers, the nurses, the service sector employers? These professions are needed to run a great city, and they are struggling to find more affordable housing without an insane commute.⁷

A lack of affordable housing thus undercuts the possibility of living close enough to bike, walk or even take a short transit ride to work. Jim Frankish, a professor at the University of British Columbia, remarks that residential home prices close to UBC are so high that the vast majority of the people working at the university do not have an income sufficient to cover a standard mortgage for a detached house (average sale price of \$3.9 million) were they to look at buying into the market. Only 2% could afford a standard townhouse (average of \$1.2 million) and just 11% could afford a standard condo (\$724,000) in the neighbourhood.⁸ That is, in the absence of a significant inheritance or other accumulated wealth, few people living and working in the area could afford to buy their current home if they did not already own it.

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This relationship between affordability and transportation has largely been neglected in the City's EcoDensity initiative. From a climate change perspective, trends that see families and workers moving further from their respective work places and commuting longer distances act in direct opposition to the environmental imperative of EcoDensity. Furthermore, households with higher incomes have much larger ecological footprints than other income groups, with the perverse possibility that people who bike or take public transit to work are displaced by others who are more likely to drive. Ultimately, an approach based on fostering complete neighbourhoods that are compact, but also feature a broad mix of income levels, is required to make EcoDensity live up to its ambition of reducing Vancouver's ecological footprint.

EcoDensity's Limited Approach to Affordability

EcoDensity aims to increase densities strategically in a way that provides better economies for mass transit, supports commercial development in neighbourhoods, and reduces energy and infrastructure costs per person. The closer people live to work, it is argued, the more likely they are to walk or cycle – which has beneficial health impacts, as well. Such “smart growth” ideas attempt to reduce private vehicle trips through more compact community development, mixed-use neighbourhoods, and greater transit options. These issues are well researched and not particular to EcoDensity.

To the extent that EcoDensity pays attention to affordability issues it merely hopes to do so through increasing the supply of housing and the mix of housing types, rather than measures

that directly ensure affordable housing is built as densities increase. The revised May 13, 2008 EcoDensity Charter makes the following case:

a. Use density, design and land use strategically to support and facilitate greater housing affordability and diversity, in partnership with all government levels, through:

- an increased and consistent supply to help moderate housing prices;*
- the significant achievement of more affordable housing choices (sizes, types, finishes, locations and tenures), throughout the City and in every neighbourhood, including more affordable options for households with children, seniors, empty-nesters, singles, students and work-force;*
- the facilitation of purpose-built rental housing construction;*
- the facilitation of housing choices outside of the regular market system (such as co-operative housing); and*
- the reduction of living costs related to energy and transportation.*

b. Plan densification strategically – including when and where to densify – to recognize the value provided by existing affordable housing stock, including the strategic retention and enhancement of existing purpose-built rental options.

In the accompanying staff report, this is touted as a response to concerns arising from public hearings:

Throughout the course of the consultation, it became clear that the relationship between affordability and housing supply is a key concern. With the high cost of buying a home and the very low vacancy rates in the rental housing market, the public wants to know how EcoDensity would improve affordability and not make the problem worse. The Charter and Actions have been revised to address these issues and to be clearer as to EcoDensity's relation to affordability.

However, the May 2008 draft charter is essentially an elaboration of the previous draft charter that led to public concern:

Accommodate density of different types and scales to meet a full range of housing needs, including singles, families, empty-nesters, and seniors – ranging from continued high density downtown; to new opportunities outside the downtown for a variety of housing types, from high and medium density apartments, to rowhouses, duplexes, small houses, coach-houses, and suites.

Use density to enable greater housing affordability through a generally increased supply of more inherently affordable housing, and through consideration of how new development can help achieve social housing objectives; and by reconciling new development with the retention of existing affordable rental units.

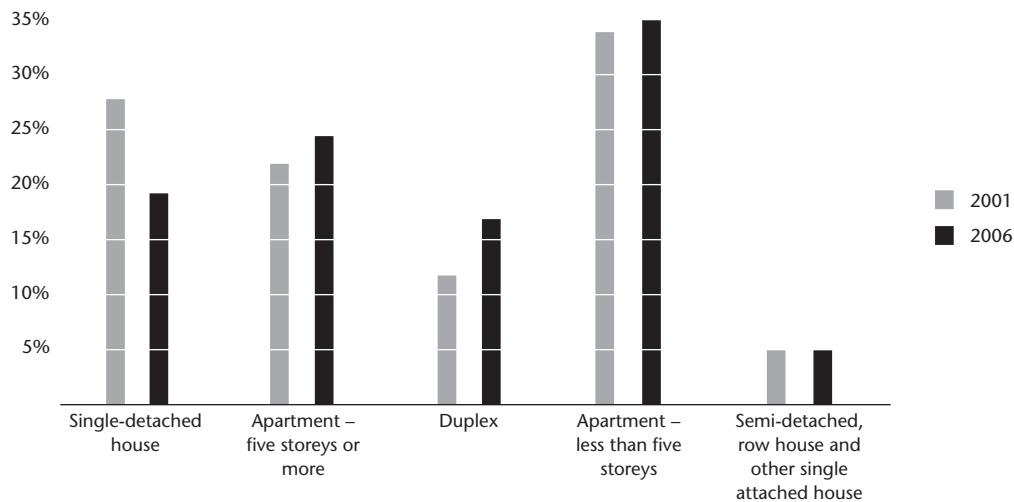
The EcoDensity proposition is that more density, accompanied by new housing types and tenures, amounts to an affordable housing strategy. The Charter and Initial Actions speak only of density in the abstract, and do not set any targets and timelines for development,

nor is there any discussion of where in the city new density will be located. Along with more housing units period, three specific housing innovations are recommended to increase the supply of non-standard units through increasing potential secondary suites, laneway homes and new approaches to adding density on arterial streets. These innovations can be part of a housing strategy, and some new development in these areas may add to the rental housing available in the city, but all suffer from a mindset that sees increasing supply of smaller units lowering, or minimally mitigating the rise in, housing costs.

The fact of the matter is that Vancouver has been densifying for decades. There are more housing units, higher densities, and tremendous growth in precisely the housing types targeted by EcoDensity. But the bottom line is that increasing density has accompanied a major reduction in affordability due to market forces responding to the number of people who would like to live in Vancouver, as well as deliberate planning by City Council and the civic bureaucracy.

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VANCOUVER HOUSEHOLDS BY HOUSING TYPE



According to census data, between 2001 and 2006 the number of single-detached houses plummeted from 65,390 to 48,435, even as the overall number of dwellings rose from 236,095 to 253,385.⁹ The accompanying figure shows that in 2001, 28% of Vancouver households lived in single-detached homes; by 2006, this fell to 19%. This has meant substantial growth in the number of Vancouverites living in high-rise condominiums, row housing, duplexes and other denser dwelling forms.

Thus, claims that more housing supply and different types of housing will improve the affordability of living in Vancouver are contradicted by the recent increase in real estate values

that have made the city more unaffordable than ever before. Density is, over time, a response to escalating land costs that is ultimately at odds with affordability. From the perspective of construction costs, densification in the form of low/mid-rise housing (such as duplexes, townhouses, three- and four-storey walk-ups) can be very affordable because these housing types can be built using wood-frame construction and forgo the increased costs of going to reinforced concrete (almost double that of wood frame construction, and with less greenhouse gas emissions that stem from concrete manufacturing). But affordability (or lack thereof) is related more to land values than to building costs. The densest “developed” cities in the world – New York, London, Tokyo – are also the most expensive places to live. Vancouver is no exception, and the fact that wealthy people are eager to live or buy property in Vancouver pushes up prices for everyone else.

Vancouver’s approach to redevelopment has fallen far short of the ideals of inclusionary zoning – where a certain percentage of new units built is set aside as affordable. Rezoning raises property values for the owners/developers, and the City can and should claim a portion of this value in order to advance housing objectives. Vancouver has some experience in this regard, but in several prominent cases housing objectives have been subverted.

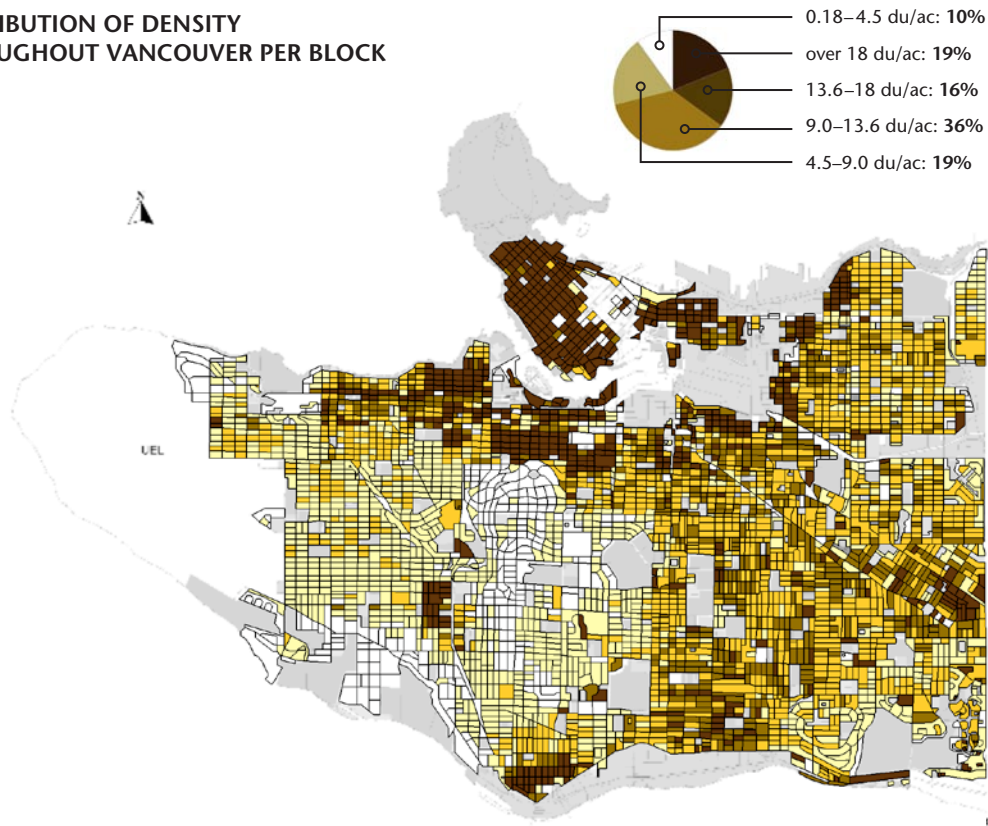
First, the City has other competing objectives in addition to affordable housing – such as provision of parks, daycares, schools and heritage preservation – that may take precedence in any given case. For example, in the Paris Block redevelopment in the Downtown Eastside, the 20% affordable housing rule that ostensibly applies was waived in exchange for heritage considerations. This is an ominous development given that the city’s cheapest rental units tend to be in older buildings where redevelopment may involve heritage considerations.

A second case is the Downtown South redevelopment, where a rule of 20% affordable housing was applied, but to the land and not to the units themselves. As a result, spaces have been set aside for new social housing but the city claims they cannot be built in the absence of senior government funding. The City also allowed developers to pay cash in lieu of space. As a result, only half of an anticipated 2,400 affordable units have been built.¹⁰ A better example of this approach is in the new Woodward’s development where a dedicated number of single and family social housing units was negotiated as part of the rezoning. Even this amount of new affordable housing stock required a great deal of protest and lobbying from the local community.

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Another matter not addressed in the Charter or Initial Actions is the location of density, yet this issue has been at the root of much of the public’s negative reaction to the proposed EcoDensity Charter. As the accompanying figure shows, major parts of downtown Vancouver are already very dense – the West End has a population density of 88 people per acre, and is among the most dense areas in North America. Other neighbourhoods, mostly in East Vancouver but also Kitsilano on the west side, have also achieved densities that already meet the “smart growth” objectives of EcoDensity. Grandview and Kitsilano have densities of 26 and 30 people per acre,

**DISTRIBUTION OF DENSITY
THROUGHOUT VANCOUVER PER BLOCK**



respectively.¹¹ Indeed, most East Vancouver neighbourhoods are already within, or close to, the density range that research has shown to be “sustainable” in terms of supporting walkable communities with local commerce, economically viable transit and a variety of house types that accommodate a diversity of households. Commercial Drive, Hastings-Sunrise, Main Street and Victoria Drive between 33rd and 54th are excellent examples.

On the other hand, large swaths of the west and south of the City have very low densities. Kerrisdale has a density of only 9 people per acre, among the lowest in the entire Metro Vancouver region. These latter areas hold the most potential for reducing their ecological footprint through densification, but they are the least likely to accept densification. Through the 1980s and ‘90s, a number of important new zoning bylaws – such as RS-7 and RS-5 zones – were aggressively pushed by wealthy community associations. Under the guise of “maintaining the streetscape and local character” and through carefully developed incentives, these policies have served to preserve social homogeneity and the high land values of well-to-do communities through excluding intensification. Reflecting a deference to the power and wealth of these areas, the EcoDensity Initial Actions paper limits its “actions” in these low-density areas to “greener character design guidelines”.

Residents in poorer parts of the City are deeply concerned about what EcoDensity might do to their already dense neighbourhoods. Ready access to public transit and workplaces combine with high-density accommodation to make the Downtown Eastside (DTES) unique in Vancouver for achieving a remarkable degree of environmental sustainability. Any additional density is

unlikely to produce significant dividends of increased environmental sustainability, but is very likely to have significant implications for the low-income population.

Unfortunately, experience has proven that increasing permitted densities in the area will almost certainly be accompanied by higher land values along with unintended consequences of displacement and increased homelessness. Speculation on DTES properties is currently rampant, and property values, including SRO land and building values, have doubled within the last three years. As a result of these increasing property values, the owners and operators of these low-income rental buildings are given significant incentives to flip their buildings for speculative purposes, incentives that will be increased through the EcoDensity initiative. These incentives to sell buildings or convert to other uses become even more compelling in an environment of extremely low shelter allowance rates under current provincial welfare policies.

The DTES has already lost, or is in the process of losing, 464 low-income units since December due to hard and soft conversions, as well as fire and closures due to unsafe conditions for residents. This trend, if accelerated by EcoDensity, could put up to 4,000 low-income residents living in SROs at risk of displacement, or worse, homelessness. Applying EcoDensity to the DTES would put Vancouver's already precarious social sustainability at significant risk, with no appreciable increase in environmental sustainability. We urge Council to reconsider applying EcoDensity to the DTES.

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Ensuring Affordability Amid Density

As argued above, density does not necessarily equate to affordability. That said, there is merit in denser living arrangements to the extent that they enhance livability, ensure greater energy efficiency, greater utilization of transit, walking and biking as alternative modes to cars, and more robust public and private goods and services in the local neighbourhood. If affordable housing can become a new core principle of EcoDensity, it raises the possibility of meeting the twin objectives of sustainability and equity. But if housing affordability is neglected, or left to passive policies, then increased density will force more low- and middle-income households out to the suburbs, undermining EcoDensity's environmental impact.

Vancouver's housing market performs reasonably well supplying housing for the upper-middle to high-end of the population, but has fared poorly for low- to middle-income families. Because a large segment of the population is priced out of the housing market, there is a compelling need for various forms of non-market and market rental housing to be developed. Demand for real estate in Vancouver limits the scope of some proposed solutions, such as reducing development cost charges, as these may not be passed along to the purchaser.

City officials often lament the lack of senior government funding for new social housing. However, there is much the City can do on its own given the resources it has available. A key dynamic that must be kept in mind is that rezoning for higher density (upzoning) increases the economic value of the land. When upzoning for EcoDensity the City can ensure a continued increase in the stock of new affordable housing by ensuring that it captures a portion of the lift in property values. Such a model is often referred to as inclusionary zoning. The City should mandate that a minimum of 20% of all new private development go to creating new affordable housing. The emphasis of inclusionary zoning should be on units rather than land to avoid the pitfalls of North False Creek developments. Such units could be owned by the City, perhaps operated by non-governmental organizations with experience in housing, or alternatively placed under a tenure arrangement, such as a covenant that would place restrictions on resale values.

A review of the economics is in order, but the City could also waive parking minimum requirements or provide density bonuses towards meeting affordable housing targets. In addition, the provision of inducements to the private sector to offset both the high cost of land, government development cost charges, and construction, in return for registered agreements to keep the product priced affordably could ensure affordable private sector housing.

Furthermore, up to 25% of the price of new market housing is the private developer's profit. The City should create a housing development corporation that could act as a non-profit developer of housing better suited to the needs of the population. Because the current situation is one of systemic and pervasive market failure for low to middle-income families, public intervention should be part of the solution, rather than trying to incent market forces that require large profit margins before taking projects on. City-owned land and the City's Property Endowment Fund should be part of the affordable housing strategy. A joint report by the Vancouver City Planning Commission, SFU City Program and SmartGrowth BC, based on an affordable housing conference in November 2006, notes:

The PEF is a powerful tool the city can use to achieve its desired objectives. Many people at our recent housing conference urged the city to take on a more proactive role in leading and partnering with others to achieve affordable housing projects. Council can demonstrate leadership through showcase or demonstration projects on City-owned land.¹²

Other alternative models include cooperatives and community land trusts that ensure affordability on an ongoing basis. In conjunction with EcoDensity plans for more housing on the arterials, greater intensification in single-family neighbourhoods, greater provision of suites, and development of laneway homes, the city should consider and study subsidy and tax incentive packages for the expansion of these housing types that is overtly tied to new affordable housing that is locked in for the future.¹³

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Taxation is an important tool of social policy and can be used to increase affordable housing options combined with other initiatives. Property taxes as a percentage of market value in Vancouver range from 3% to 6%, while in Toronto the range is 7% to 10%. Among high-end homes in similar type areas, with the same value, it is not uncommon to find the owner of the Toronto homes paying double what the owners of the Vancouver homes pay in property taxes. An affordable housing property tax surcharge could support a housing fund used to construct housing, and combined with a community land trust would allow the permanent removal of affordable housing from the vagaries of the marketplace.

The key point is that a deliberate strategy for ensuring new affordable housing be adopted, along with targets and timelines on a city-wide basis.

Finally, Vancouver is not the first place in the world to confront an affordability crisis. The experiences of other jurisdictions, from Whistler to Madrid, offer numerous models that could be replicated or adapted to Vancouver's specific circumstances. The key point is that a deliberate strategy for ensuring new affordable housing be adopted, along with targets and timelines on a city-wide basis.

Conclusion

In public consultations, numerous presentations to Council flagged a lack of due consideration of housing affordability as a key shortcoming of the EcoDensity Initiative, irrespective of its merits in environmental terms. The response to this concern in the revised EcoDensity Charter and Initial Actions suggests that this message has not been fully heard by City staff.

In this brief, we have argued that housing affordability must be a core principle of EcoDensity because affordable housing is an environmental issue, too, and failure to ensure affordable housing will mean increased transportation costs, and greenhouse gas emissions, as families seek affordable housing further away from the central city. Moreover, the central premise of EcoDensity that more density, more housing supply and mix diverse housing will lead to greater affordability is not consistent with the evidence. In fact, it is the lack of affordability due to rising land values that is driving greater densification. The development pattern predates EcoDensity but has occurred as housing has become increasingly unaffordable.

There is much the City can do to address affordability but only if it acts to proactively ensure new affordable housing stock is built. Without such efforts, including targets and timelines for expansion of affordable housing, EcoDensity will not be sustainable environmentally or socially.

Endnotes

- 1 Royal LePage, quarterly statistics, online database at: www.royallepage.ca/CMSTemplates/AskRLP/Buying/HousePricingSearch.aspx
- 2 Royal LePage, quarterly statistics.
- 3 John Engeland, Roger Lewis, Steven Ehrlich, and Janet Che. *Evolving Housing Conditions in Canada's Census Metropolitan Areas, 1991–2001*. Ottawa: Canada Mortgage and Housing Corporation and Statistics Canada, Analytical Paper, Catalogue no. 89-613-MWE2004005, January 2005.
- 4 Statistics Canada, 2006 Census, www12.statcan.ca/english/census06/data/topics/SubTopics.cfm?Temporal=2006&APATH=3&THEME=69&FREE=0&GRP=1. Supplemented by historical census data from City of Vancouver, *2001 Census: Housing Tenure And Structure Type*, www.vancouver.ca/commsvcs/housing/pdf/2001dwgtenurestructure.pdf
- 5 Statistics Canada, 2006 Census.
- 6 Cheryl Chan, "Cost of Living Driving Police Officers Away from Metro Vancouver" in *The Province*, February 17, 2008.
- 7 "Is Vancouver a 'World Class City?' (And is it Making us too Expensive?)" in Planetizen, www.planetizen.com/node/31426
- 8 Jim Frankish, "Home Cost Crunch: UBC's Role" in *The Tyee*, April 22, 2008.
- 9 Statistics Canada, 2006 and 2001 censuses.
- 10 Deborah Curran and Tim Wake, *Creating Market and Non-market Affordable Housing: A Smart Growth Toolkit for BC Municipalities*, SmartGrowth BC, March 2008.
- 11 Figures are gross densities calculated from the 2006 census. Urban planners typically measure densities in dwelling units per acre (du/a) but these data are not available directly, and due to differences in number of people per home across neighbourhoods population per acre is a better measure. Approximate dwelling units per acre, based on the 2006 Canadian average of 2.2 people per household, would place densities at: Grandview – 11.6 du/a; Kitsilano – 13.5 du/a; Kerrisdale – 4.2 du/a; and, West End – 40 du/a.
- 12 Vancouver City Planning Commission, the Simon Fraser University City Program and SmartGrowthBC. *Affordability By Design, Affordability For All: A Summary Of What The City Can Do To Create Affordable Housing*. Summary of conference, October 19–20, 2006. January 2007.
- 13 A number of these innovations around affordable housing, including case studies, are made in the 2008 SmartGrowthBC report, *Creating Market and Non-market Affordable Housing: A SmartGrowth Toolkit for BC Municipalities*.

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ACKNOWLEDGEMENTS

Opinions and any errors in this paper are those of the authors, and do not necessarily reflect the views of the Canadian Centre for Policy Alternatives.

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About the Climate Justice Project

The Climate Justice Project is a multi-year initiative led by CCPA and the University of British Columbia in collaboration with a large team of academics and community groups from across BC. The project connects the two great “inconvenient truths” of our time: climate change and rising inequality. Its overarching aim is to develop a concrete policy strategy that would see BC meet its targets for reducing greenhouse gas emissions, while simultaneously ensuring that inequality is reduced, and that societal and industrial transitions are just and equitable.