

FRASER CANYON COMPLETE COMMUNITY ASSESSMENT



Fraser Valley Regional District

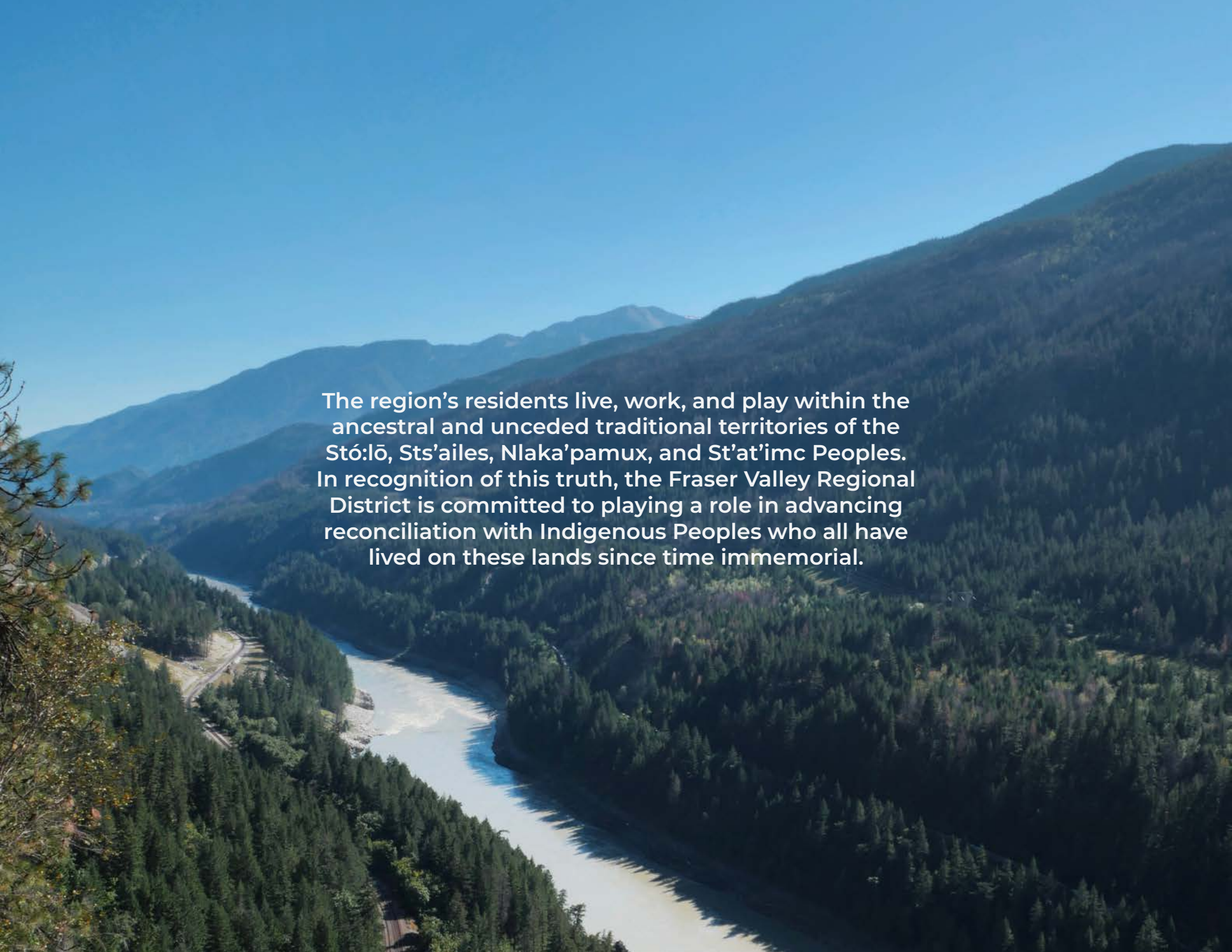
SEPTEMBER 2025

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A scenic landscape photograph showing a wide river flowing through a deep, forested valley. The river is light-colored, possibly due to sediment, and curves through the center of the frame. The valley is filled with dense evergreen forests. In the background, several layers of mountains are visible under a clear blue sky, with the furthest peaks appearing hazy. The lighting suggests a bright, sunny day.

The region's residents live, work, and play within the ancestral and unceded traditional territories of the Stó:lō, Sts'ailes, Nlaka'pamux, and St'at'imc Peoples. In recognition of this truth, the Fraser Valley Regional District is committed to playing a role in advancing reconciliation with Indigenous Peoples who all have lived on these lands since time immemorial.

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1.0

CONTEXT



1.1 PURPOSE

This document outlines the results of a Complete Community Assessment (“assessment”) for the Fraser Canyon area. The Fraser Canyon area (the “study area”) is a treasured corridor within the Fraser Valley Regional District (“FVRD”) that runs the length of the Fraser River and Trans-Canada Highway, roughly between the communities of Boothroyd to the north and Dogwood Valley to the south. Located within a mountainous environment, the study area is sparsely populated.

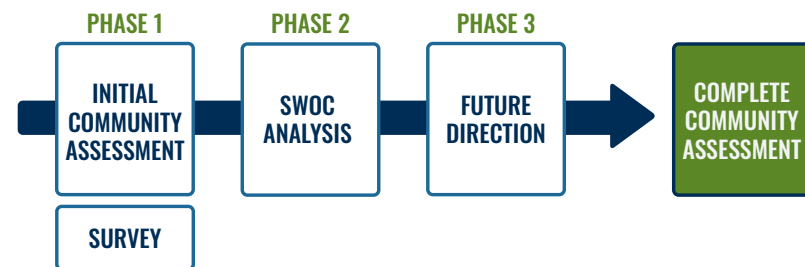
The impetus for this assessment came from the Province of British Columbia’s announcement of funding to support the creation of complete communities. The intent of this document is to present findings with respect to the “four lenses” of complete communities: housing; transportation; daily needs; and infrastructure. Together, these lenses combine to paint a picture of daily life within a community, indicating how “complete” a community is. Questions this assessment seek to answer include, what types of amenities can residents access within a close distance of their homes? What types of employment are available nearby? Is suitable housing available, and is it affordable for residents? Is infrastructure sufficient to meet the needs of the current population, and the anticipated future population?

Complete community assessments are generally expected to follow the “Complete Communities Guide” as published by the Province of British Columbia, with the intent of guiding the development of compact, complete, and more energy-efficient communities in both urban and rural areas. The nature of the study area presents a number of challenges to facilitating community completeness.

Its remote location, older population, and lack of industry and amenities are a stark contrast to other communities in British Columbia that are experiencing high rates of growth. However, there are still opportunities to improve the everyday lives of the current and future residents of the study area.

This document outlines the initial assessment of the completeness of the study area, including an overview of its housing stock, the infrastructure that serves the area (including water, sanitary sewer, and stormwater), transportation, and access to daily needs. It also includes the results of a Strengths, Weaknesses, Opportunities, and Challenges (SWOC) analysis, as well as a description of potential future directions for the study area that were explored. Lastly, this document includes an Implementation Plan that is intended to outline future actions that will work towards achieving more complete communities within the study area.

Overall, this document is intended to inform the creation of a new Official Community Plan for the overall area, which will ultimately set the direction for future planning for years to come. The process followed to create this document is outlined below:



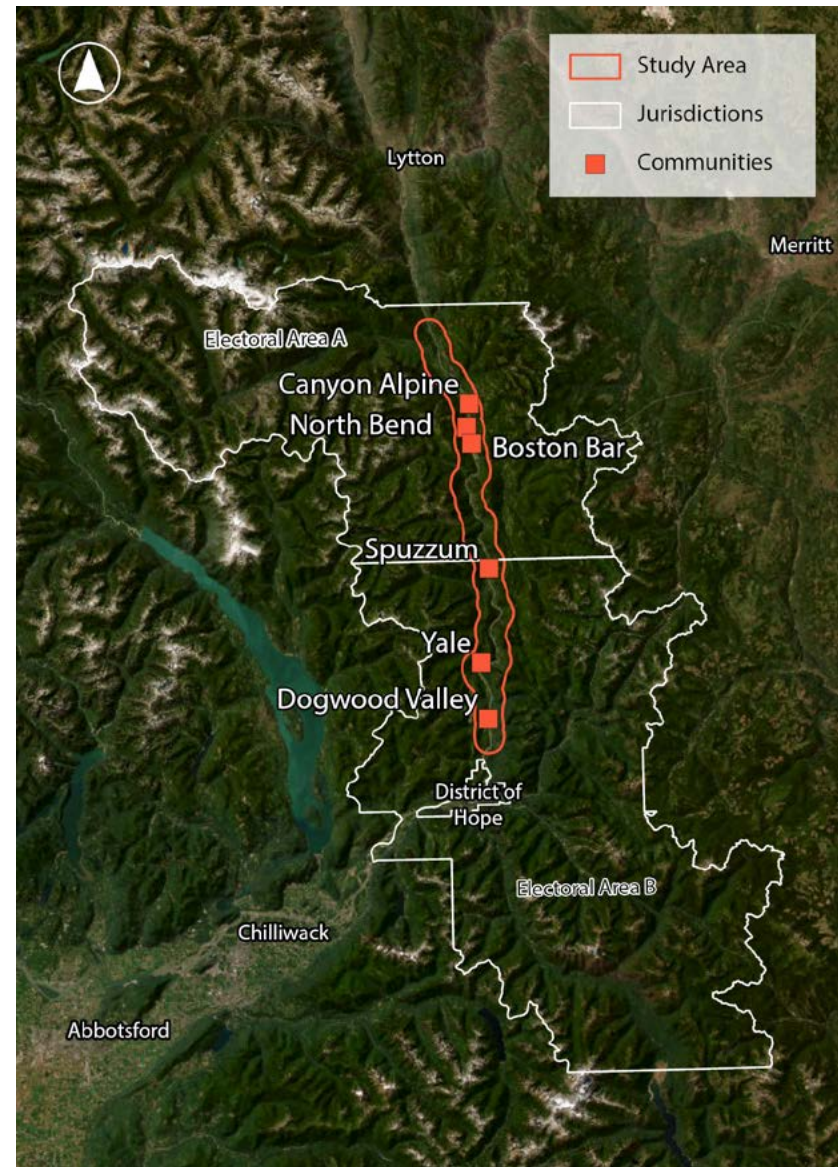
1.2 STUDY AREA

The Fraser Canyon is a unique and rugged sub-region of the FVRD. The study area is roughly 31,600 hectares in size and spans the length of the area adjacent to the Fraser River south of the town of Lytton to the area just north of Hope. The geography is defined by steep terrain, dramatic elevation changes, and a narrow river valley that constrains development. This corridor plays a vital role in the region, yet faces a distinct set of challenges due to its geography, limited infrastructure, and dispersed rural population.

The study area is largely rural, characterized by “string of pearl” communities along the Trans-Canada Highway. These communities include settlements in Boothroyd, Canyon Alpine, North Bend, Boston Bar, Spuzzum, Yale and Dogwood Valley, as well as Reserve lands of the Boothroyd, Boston Bar, Spuzzum, Yale, and Shxw’ow’hamel First Nations. Paralleling the Fraser River, the Trans-Canada Highway is the primary transportation corridor through the Fraser Canyon and serves as both a national trade route and a critical local access road.

Some tourism destinations exist within the area, including the Hell’s Gate Airtram, Emory Creek Provincial Park, and a few historical sites. Gas stations and convenience retail shops are located at points along the Highway to serve both the local residents and vehicles passing through. There are also various hiking trails, campgrounds, and recreational vehicle parks throughout the study area.

FIGURE 1: FRASER CANYON STUDY AREA



1.3 ECONOMIC HISTORY

The study area has served different functions over time. Initially populated by the Coast and Interior Salish peoples, the area experienced growth in the mid-1800s with the Gold Rush and the construction of both the Canada Pacific Railway and the Trans-Canada Highway adjacent to the Fraser River. Between approximately 1850 and 1920, communities within the study area (Boston Bar and Yale in particular) went through periods of growth related to resource extraction. The study area enjoyed the construction of housing, hotels, services, and amenities during this period of growth; however, the construction of the Coquihalla Highway in the 1980s resulted in a decrease of activity due to the new highway providing a direct route from the Coast to the Interior, rerouting traffic away from the study area. This coincided with a decline of resource extraction and other economic activity, leading to a decrease in the overall population.

More recently, the 2021 Lytton wildfire had a profound impact on the whole Fraser Canyon region, particularly for communities in the north end of the study area that relied on Lytton for services and amenities. The fire, which began on June 30, 2021, destroyed approximately 90% of Lytton, resulting in the loss of nearly all homes, businesses, and essential services. What once served as a vital hub for communities within the study area has since been lost, and reconstruction has only begun in 2025.

Today, many parts of the study area remain isolated, with limited access to employment opportunities and essential services. This situation has been exacerbated by the ongoing challenges related to rebuilding Lytton and restoring its role as a regional service centre, paired with seasonal conditions such as snow, ice, wildfire risk, and flooding.



Source: Ministry of Transportation and Transit



Source: Ministry of Transportation and Transit

1.4 POPULATION CHARACTERISTICS

Census data from 2016 and 2021 has been used to gauge the population characteristics of the study area. However, it is difficult to obtain exact figures related to the study area's population for a variety of reasons.

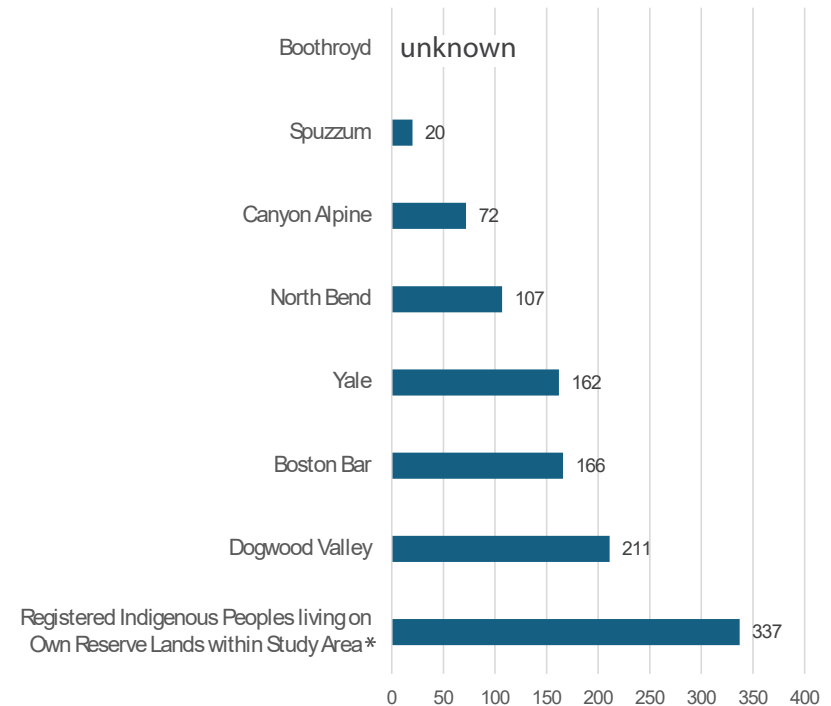
For areas with small populations, Census data is often suppressed to protect the privacy of individual respondents. Sometimes this results in the “undercounting” of populations. Where possible, information in this report has tried to account for this by providing higher estimations. Also, the study area spans multiple Census areas. Therefore, Census areas have been combined to estimate the population of the study area, but these are estimates only and inaccuracies will exist.

In addition, although the 2021 Census is the most recent source of detailed population information, the data is thought to be impacted by the COVID-19 pandemic and may not necessarily be representative of trends. Caution must be taken when drawing definitive conclusions, particularly for housing trends, which may have been temporary due to effects of the pandemic. Many longer-term trends will not be known until the release of data from the upcoming 2026 Census.

Lastly, it is acknowledged that population figures for rural areas and Indigenous Reserve Lands can be difficult to interpret accurately. All efforts have been made to account for these known challenges in data interpretation.

An estimated 1,075 residents live within the study area, including 337 registered Indigenous peoples living on Reserve lands (approximately 31% of the population of the study area).

FIGURE 2: POPULATION OF COMMUNITIES WITHIN STUDY AREA (CENSUS DATA 2021)

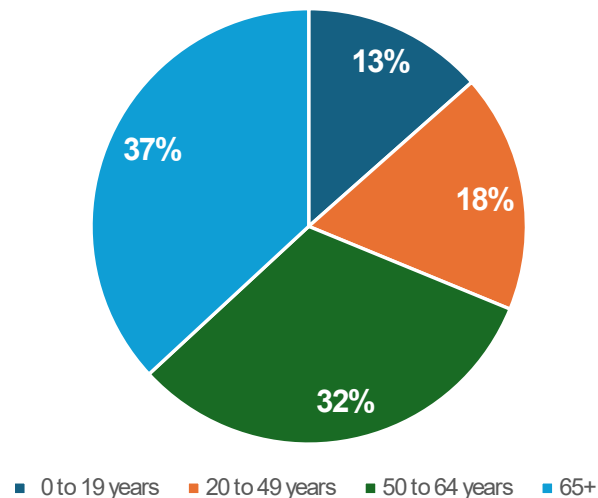


*includes Boston Bar, Boothroyd, Shxw'ow'hamel, Spuzzum, and Yale First Nations. Calculated using [Stats Canada First Nations Profiles](#) (updated as of March 2025).

According to 2021 Census data, residents within the study area are also generally older than residents of the broader FVRD. The Nearly 70% of residents are over the age of 50, with only 18% of the population being adults between the ages of 20 and 49, and 13% of the population being youth between infancy and 19 years of age.

Households are generally smaller, with 42% of residents living in a 1-person household and 38% living in a 2-person household. This could indicate that the study area is home to a larger proportion of seniors living alone, which may be indicative of a more vulnerable population.

FIGURE 3: AGE OF RESIDENTS WITHIN STUDY AREA (CENSUS DATA 2021)



1.5 UBCM PROGRAM

This study was funded by the Union of British Columbia Municipalities (UBCM) Complete Communities Program, which is a \$10 million grant initiative designed to support local governments and modern Treaty First Nations in British Columbia to develop more comprehensive and integrated community environments. Grant recipients are enabled to conduct in-depth assessments of community development to determine future growth scenarios.

The program's core focus is to help communities evaluate their "completeness" through four critical lenses: housing, transportation, daily needs, and infrastructure. By supporting evidence-based land use planning, the initiative aims to create more compact, efficient, and livable communities that align with broader provincial goals, such as the CleanBC Roadmap to 2030. Local governments (e.g., the FVRD) can use these grants to undertake comprehensive assessments that inform strategic decision-making about community development, housing supply, transportation options, and infrastructure investment.

1.6 COMPLETE COMMUNITIES

A complete community offers a comprehensive range of elements designed to meet the diverse needs of its residents. These elements include housing, transportation, daily needs, and infrastructure, as described further below.

Housing Diversity: A wide array of housing options is available within a complete community to cater to the identified needs of the community. This housing diversity accommodates people at various life stages, from young adults to seniors, and includes different housing types such as apartments, townhouses, and single-family homes.

Proximity to Daily Needs: Within a 15-20 minute walk, residents of a complete community have access to a broader range of employment opportunities, amenities, and services. This proximity reduces car dependency and promotes a more walkable, sustainable urban environment.

Mixed Land Uses: Complete communities include a diverse land use mix, integrating residential, commercial, industrial/employment and recreational spaces within the same area. This integration helps create vibrant neighborhoods and reduces the need for long commutes.

Transportation Options: Complete communities prioritize alternative transportation modes, including walking, cycling, and public transit, and accommodate private vehicles. This approach aims to create an inclusive, multi-modal, and equitable transportation system that works for people of all ages, abilities, and incomes.

Employment Opportunities: Employment opportunities are available within complete communities, allowing residents to both live and work within the same general area. This strategy helps mitigate the negative effects associated with commuting longer distances.

Ultimately, the concept of complete communities is broad and flexible, intended to serve as an overarching goal rather than a rigid set of criteria. It is recognized that the specific characteristics of a complete community may vary across different regions, depending on local needs, resources, and cultural contexts.

Please note that some elements of a Complete Community are generally more applicable and achievable within an urban context and have been adapted for the study area's rural context. This assessment considers what a "complete community" means in the context of the study area, which is a more rural environment. For example, it may not be reasonable or practical for study area residents to have the access to transit, all types of goods and services, and infrastructure that would be found in large cities. The focus of this assessment for the study area is more on improving quality of life within the context of an isolated rural area, identifying opportunities for incremental change to improve completeness.

1.7 APPLICATION OF LENSES IN A RURAL CONTEXT

Assessing the study area's completeness involves examining its current state and future potential in terms of housing needs and housing supply, potential job opportunities, transportation options, essential infrastructure, and access to amenities. Within the context of the study area, the following considerations apply:

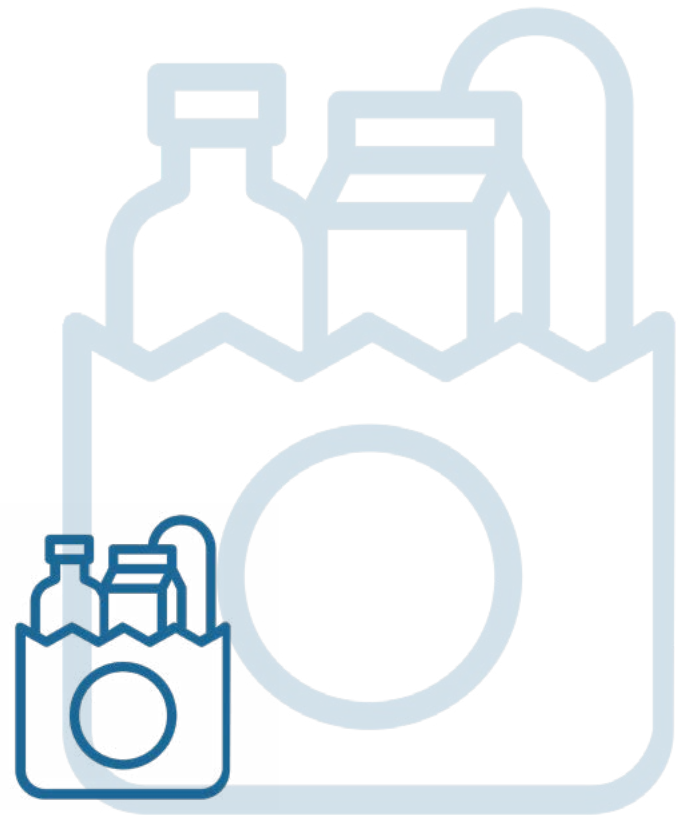
Housing Options

- » It is important to have a range of housing types and tenures that are appropriate for individuals at various life stages, especially in rural areas. For example, older adults may benefit from a lower-maintenance home and a housing form that is accessible (i.e., not spread out over multiple storeys). Families with young children may benefit from access to larger homes with larger outdoor spaces. "Missing middle" options, such as townhouses, duplexes, or triplexes can provide affordable, appropriately scaled options that are often lacking in rural contexts.
- » Modular and pre-manufactured housing can offer practical, cost-effective, and timely solutions suited to rural settings by reducing weather delays and construction costs.
- » Supportive affordable housing programs that include accessory dwelling units, secondary suites and multi-unit developments help increase housing supply while respecting rural character.
- » Rural residential areas can be strategically located within accessible distance of key amenities that fulfill daily needs, such as grocery stores, pharmacies, healthcare facilities, schools, and community centres, promoting a convenient lifestyle.
- » Housing can be situated near multiple viable transportation options, including access to shared transportation, well-maintained pedestrian pathways/sidewalks, signalized highway crossings, and major roadways, ensuring residents have multiple choices for mobility.



Proximity to Daily Needs

- » Rural residential areas benefit from strategic clustering near essential services such as grocery stores, healthcare, schools, and community centres to reduce reliance on personal vehicles.
- » Mixed-use parcels combining residential with commercial or institutional uses can create multifunctional hubs that enhance convenience and social interaction, even at smaller scales and in more rural locations.
- » Access to local employment opportunities supports economic resilience and reduces travel burdens.
- » Locating daily needs within a short walking or driving distance of most residents (including grocery stores, restaurants, daycares, playgrounds, clinics, and community facilities) can improve quality of life in rural areas.
- » Ensuring the provision of centrally located essential services, such as emergency services and health care facilities, is important within rural areas.



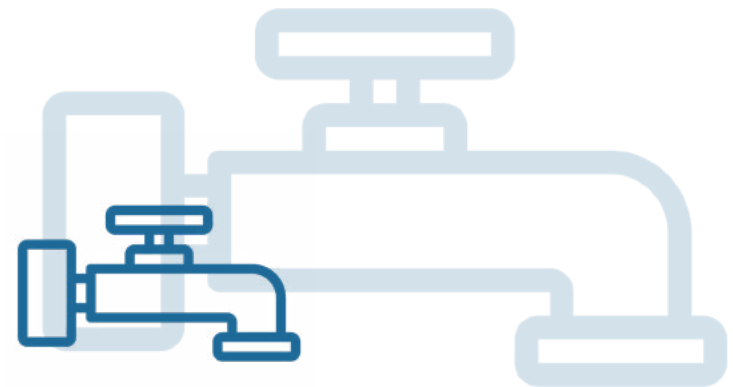
Transportation Options

- » Having access to public transit, bicycle lanes, and other urban amenities is generally not practical within more rural areas. However, alternative solutions such as micro-transit, ride-sharing, car-sharing, and community shuttle services can significantly improve mobility, especially for seniors.
- » Rural communities require a balance of transportation modes, including well-maintained roads and safe walking paths that are adapted to lower population densities.
- » Frequent and safe pedestrian crossings, sidewalks of adequate width, and connected street networks enhance walkability, even in rural settings. However, facilitating walkability can be challenging in communities like some of those in the study area that are bisected by highway infrastructure, presenting safety challenges with respect to pedestrian crossings.
- » Where possible, the incorporation of “All Ages and Abilities” cycling networks that provide safe and comfortable routes for cyclists of varying skill levels can improve quality of life within rural areas.



Efficient Use of Infrastructure

- » It is key to ensure lifecycle costing is considered when making decisions regarding new development in rural areas, ensuring long-term financial sustainability and the continued provision of essential infrastructure.
- » Strategic planning for infrastructure maintenance and replacement to minimize unexpected costs and service disruptions is important within rural areas. Infrastructure development should be integrated with rural economic development goals, improving connectivity, access to services, and quality of life, while supporting local productivity.
- » When considering new developments in rural areas, it is important to consider long-term operational and maintenance costs in addition to initial capital expenses.
- » When planning new infrastructure in regional districts, it is essential to incorporate service area financial planning to ensure long-term viability.
- » Where possible, it is beneficial to consider the implementation of sustainable design practices (e.g., low impact development, climate change adaptation, etc.) that may have higher upfront costs but offer long-term savings and environmental benefits, even within rural areas.
- » Digital infrastructure (e.g., broadband, mobile networks) is increasingly vital to bridge rural-urban divides and to enable access to education, healthcare, and economic opportunities. The study area is relatively well-served in terms of access to broadband, with recent upgrades to the service in the area.



1.8 PROCESS

The Complete Communities Assessment process consists of three main phases: Prepare, Assess, and Act, detailed below:

Prepare (Phase 1)

- » Review community context and identify goals that support complete communities.
- » Prepare scope of work, including identification of team, resources, project goals, and engagement strategy.
- » Collect, compile, and update data, including spatial data and mapping.

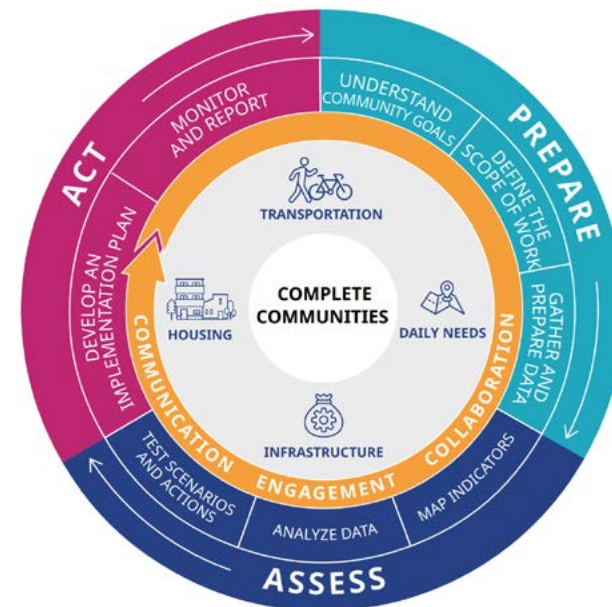
Assess (Phase 2)

- » Conduct spatial analysis of selected lenses (Housing, Transportation, Daily Needs, and Infrastructure) individually and in relation to each other.
- » Assess strengths, weaknesses opportunities, and challenges (SWOC) to becoming more complete.
- » Determine potential actions, such as extending cycling infrastructure, changes to Zoning Bylaws, or development of complete streets.
- » Create scenarios to test potential actions.
- » Analyze potential trade-offs for different actions and how they may help achieve community goals.

Act (Phase 3)

- » Develop an Implementation Plan based on identified actions.
- » Create a report that sets out key assessment findings and identified strengths, opportunities, and challenges to increase community completeness.
- » Include potential future actions in the Implementation Plan.
- » Establish monitoring and reporting mechanisms to track progress towards creating a more complete community.

FIGURE 4: COMPLETE COMMUNITIES PROCESS DIAGRAM



1.9 PLANNING FRAMEWORK

The FVRD's initiative to undertake a Complete Community Assessment represents a pivotal opportunity to shape the future of the study area while aligning to broader regional, provincial, and legislative frameworks. This Assessment is designed to inform updates to the Official Community Plan, supporting the FVRD in implementing Zoning Bylaw changes, and balancing regional goals with community needs.

Updated Provincial Legislation

In November 2023, the Province of British Columbia adopted new legislation aimed at increasing the supply of housing. Among the adopted legislation was Bill 44, the *Housing Statutes (Residential Development) Amendment Act*, which allows for more inclusive zoning policies and accelerated development approval processes. Bill 44 requires municipalities and districts to amend Zoning Bylaws and complete Housing Needs Reports.

Regional Policies

This Assessment is informed by the Regional Growth Strategy: Fraser Valley Future 2050. This Strategy emphasizes creating a network of healthy, sustainable communities, managing growth responsibly, and protecting land and the environment while ensuring a high quality of life for all residents. The guiding principles of collaboration and a balanced approach are integrated into the Strategy's goals of sustainable community building, infrastructure and services, transportation and mobility, climate change adaptation, and economic resiliency. The Strategy also focuses on diverse housing, economic diversification, enhanced community hubs, and integrated land use planning.

This Assessment is also informed by the 2021 Electoral Areas and 2024 Interim Housing Needs Reports (HNRs), which provided critical baseline data on housing affordability, availability, and diversity across the FVRD's Electoral Areas. The 2024 Report used the Province's standardized "HNR Method" to quantify housing units for the next five to 20 years. These updated projections are incorporated into this Assessment to ensure recommendations align with both immediate and long-term housing needs.

This Assessment is also informed by the draft FVRD Electoral Area Active Transportation Network Plan (ATNP), which proposes strategies to improve connectivity, safety, and accessibility in rural and remote areas.

Looking ahead, this Assessment will support the update and consolidation of the Official Community Plans for Electoral Areas A and B. Outcomes and recommendations of this Assessment will help inform the Fraser Canyon Official Community Plan, which will begin in 2026.

1.10 ENGAGEMENT SUMMARY

As part of this Assessment, a community survey was issued throughout February and March 2025 to gain qualitative insights from study area residents. The survey included 21 questions and received a total of 28 responses. The survey aimed to gather community perspectives to inform planning decisions that promote sustainable growth, affordable housing, accessible services, and vibrant neighborhoods. Participants were encouraged to share their views on several topics to shape a roadmap for future development in the region. (See Appendix A for the full Summary Report.) The following themes were identified through the information gathered in the survey:

Housing

Residents in the study area urgently need diverse, affordable housing, including low-income units, safe rentals, and family-sized homes to address challenges such as limited residential zoning, seasonal worker pressures, and substandard or overcrowded units. Concerns about vulnerable populations, squatter activity, and subsidized housing mismanagement underscore the need for better oversight, zoning protections, and targeted solutions like tiny homes and accessible housing.

The following stakeholders were contact for input on the community survey and SWOC analysis: FVRD Electoral Area A & B Directors, FVRL – Yale & Boston Bar, Community Futures North Fraser, Community Futures Sun Country, FVRD Fire – Yale & Boston Bar Fire Chiefs, Boston Bar North Bend Enhancement Society, Boothroyd Indian Band, Boston Bar First Nation, Father Thompson Indian Services Society, Nlaka’pamux Nation Tribal Council, Spuzzum First Nation, Stó:lō Community Futures, and Yale First Nation.

Economy

Residents face significant obstacles, including a lack of local employment opportunities, limited housing availability, and inadequate infrastructure such as grocery stores and public transportation. Additionally, high property taxes, property crimes, and the threat of wildfires deter businesses and homebuyers. Government inefficiencies and a perceived lack of vision further hinder economic development. Addressing these interconnected issues is crucial to fostering a thriving community that supports residents and attracts new investment.

Transportation

Critical gaps in transportation infrastructure include limited emergency/medical transit, sparse public bus routes, and insufficient active transportation networks. Residents seek expanded, affordable transit connecting to Hope, Chilliwack, and beyond, alongside improved bike paths, sidewalks, and road maintenance. The lack of reliable services exacerbates isolation, particularly for those without private vehicles, with calls for rest areas and enhanced accessibility to support regional connectivity and safety.

Addressing these interconnected challenges requires coordinated planning, such as clustering housing near public transportation and active transportation routes and prioritizing infrastructure that supports both permanent and seasonal populations, as well as collaboration and advocacy with the Ministry of Transportation and Transit (MOTT).

2.0

CURRENT STATE



2.1 HOUSING

The availability of suitable housing within the study area is key to understanding the overall completeness of the community. When people have access to suitable housing that is affordable, they are better able to thrive.

A comprehensive review of housing indicators revealed that the study area is challenged both in terms of housing affordability and housing suitability. The following section outlines the indicators used to inform the review and the conclusions drawn. Please see Appendix B for more detailed information about the data that informed the housing analysis, including the income range calculation.

Methods

For the purposes of analysis, the housing categories used include:

- » single family dwellings
- » ground-oriented multi-family dwellings
- » apartment dwelling
- » movable dwellings, excluding RV's or vans that do not have a fixed address

Semi-detached, rowhouse, duplex and townhouse dwellings are included in the ground-oriented multi-family category. These unit types share price, physical form and economic viability characteristics and are often categorized together for policy purposes. In addition, each of these unit types are defined differently depending on data sources (e.g., Canada Mortgage and Housing Company (CMHC), Statistics Canada) so this grouping avoids the risk of double-counting. The apartment category includes both apartments less than five storeys tall and apartments greater than five storeys tall.

The housing analysis includes information for both Electoral Area A ("Area A") and Electoral Area B ("Area B"), as the study area is located within these two Electoral Areas. It is important to note, however, that only portions of Area A and Area B are located within the study area (i.e., the study area does not comprise the entirety of Area A or Area B).

For context and comparison, and where applicable, information is also included about the other parts of the FVRD, including:

- » "FVRD Electoral Areas" – this includes Electoral Areas C,D,E,F,G,H (and excludes Electoral Areas A and B); and
- » "FVRD Overall," which includes the entire Regional District. This includes all eight Electoral Areas and six member municipalities, including the City of Abbotsford, City of Chilliwack, Village of Harrison Hot Springs, District of Hope, District of Kent, and City of Mission.

Much of the data that informed this analysis is from the 2021 Census, which was impacted by the COVID-19 pandemic and may not be indicative of longer-term trends. Housing information for the study area is also likely impacted by data suppression to protect the privacy of respondents. This is particularly an issue for First Nation Reserves. Where possible, this has been considered in the analysis.

In addition, it should be noted that there may be homeless people living within the study area. Addressing homelessness is challenging in rural and remote communities due to lack of visibility and concentration in a specific area. Rural homelessness can take the form of "couch surfing," overcrowding, and living in vehicles, making it harder to identify, quantify and monitor.

CURRENT STATE

Housing Stock

The housing stock for both Area A and Area B is dominated by single family dwellings, which comprise 64% of the housing stock in Area A and 76% of the housing stock in Area B. Area A has a slightly larger share of ground-oriented multi-family dwellings and movable dwellings as compared to Area B.

Compared to the other FVRD Electoral Areas, both Area A and Area B have a lower share of single family dwelling units. However, they have higher share of single family dwelling units when compared to the FVRD as a whole.

Both Area A and Area B are lacking ground-oriented multi-family units. Less than 10% of the units in both areas are comprised of ground-oriented multi-family units such as townhouses and duplexes, compared to 26% in the FVRD overall. Movable dwellings comprise a large share of units in both Area A (28%) and Area B (20%). This is a higher share than the other FVRD Electoral Areas, where movable dwellings account for 15% of all units.

WHAT DOES THIS MEAN?

- » The predominance of single family homes presents a challenge to the relatively large older adult population, who may have difficulty maintaining these homes as they age. It also may contribute to problems with housing affordability, as single family homes are generally less affordable than other housing types.
- » The lack of ground-oriented multi-family dwellings and apartment dwellings suggests an opportunity to diversify the housing stock of the study area.
- » Movable dwellings comprise a large share of units for both Area A and B. These are generally an affordable housing option for residents, given income levels.

An analysis of housing on reserves was not completed for this exercise, as information regarding this is not readily available.

TABLE 1: UNIT SHARE BY STRUCTURE TYPE (2016*)

	SINGLE FAMILY DWELLING UNITS	GROUND ORIENTED MULTIFAMILY UNITS	APARTMENT UNITS	MOVABLE DWELLING UNITS	TOTAL UNITS
Area A	64%	6%	2%	28%	100%
Area B	76%	3%	1%	20%	100%
Other FVRD Electoral Areas	83%	2%	0%	15%	100%
FVRD Overall	52%	26%	20%	2%	100%

*Source: Statistics Canada (2016) * Numbers may differ slightly in each chart, as Statistics Canada rounds to the nearest 5. Also, please note that 2016 data was included in this table instead of 2021 to act as a reference point to indicate the change in the share of structure type composition over the 2016 to 2024 period, which is outlined in Table 2.*

CURRENT STATE

Development Trends

Examining housing development trends can provide an indication as to market realities and of the extent to which new housing being constructed is addressing the housing needs in an area.

Development trends for the study area show that single family dwellings have been the predominant form of new development in Area A and Area B. Movable dwellings, which comprise a large share of total units, are being demolished faster than they are being constructed. This led to a net loss of seven movable dwellings in Area A and 21 in Area B between 2016 and 2024. Area A added an average of two single family dwellings per year, but the demolition of movable dwellings reduced the overall supply by an average of -1 per year. In sum, between 2016 and 2024, Area A added one housing unit per year.

Area B added an average of two single family dwellings per year. Demolition of movable dwellings reduced the overall supply by an average of -3 per year.

Ground-oriented multi-family units and apartment units appear to have a net 0 additional supply. Overall, Area B lost an average of -1 unit per year between 2016 and 2024. No construction of ground-oriented multi-family units occurred between 2016 and 2024 in either Area A or Area B.

WHAT DOES THIS MEAN?

- » The housing supply in the study area is generally not growing, and in some cases, supply is shrinking.
- » Market issues may contribute to the lack of construction of ground-oriented multi-family dwellings and apartment dwellings
- » The loss of movable dwelling units could be indicative of these dwellings reaching the end of their life cycle.

TABLE 2: Area A - UNIT GROWTH BY STRUCTURE TYPE (2016 to 2024)

	SINGLE FAMILY DWELLING UNITS	GROUND ORIENTED MULTIFAMILY UNITS	APARTMENT UNITS	MOVABLE DWELLING UNITS	TOTAL
Area A (2016)	150	15	5	65	235
Area A (2021)	165	15	5	65	250
Area A (2024)	165	15	5	58	243
Unit Growth (2016-2024)	15	0	0	-7	8
Avg Annual Growth (2016-2024)	2	0	0	-1	1

Source: Statistics Canada (2016, 2021). In addition, FVRD building permit data was used for unit growth assumptions from 2021 to 2024.

TABLE 3: AREA B - UNIT GROWTH BY STRUCTURE TYPE (2016 to 2024)

	SINGLE FAMILY DWELLING UNITS	GROUND ORIENTED MULTIFAMILY UNITS	APARTMENT UNITS	MOVABLE DWELLING UNITS	TOTAL
Area B (2016)	300	10	5	80	395
Area B (2021)	315	5	10	60	390
Area B (2024)	317	5	10	59	391
Unit Growth (2016-2024)	17	-5	5	-21	-4
Avg Annual Growth (2016-2024)	2	-1	1	-3	-1

Source: Statistics Canada (2016, 2021). In addition, FVRD building permit data was used for unit growth assumptions from 2021 to 2024.

Share of Homes with Suites

The incorporation of suites within a community is a way to add housing stock without meaningfully changing community character. Suites can also be a more affordable option for renters.

Statistics Canada data indicates that there are no houses or units with suites in Area A or Area B. However, this data tracks legal suites only, and there may be illegal suites in the study area. Although they aren't captured within the data, suites can provide a more affordable housing option.

It is acknowledged that it is challenging to measure rural unhoused populations, as it often occurs in less visible areas. There may be unhoused people living within the study area, and these people would have critical housing needs.

WHAT DOES THIS MEAN?

- » The lack of legal secondary suites in the area may suggest limited options for this typology in the community. There may be illegal secondary suites, but this is difficult to track.
- » Allowing secondary suites in homes, along with incentives for doing so, could increase the diversity of housing options in the area. Suites can also be an affordable housing option and are more easily tailored to smaller households, which could help to address the housing gap in the study area.
- » There could be an opportunity to add legal suites, which would increase the diversity of housing options without meaningfully changing the character of the study area communities ("gentle density").

CURRENT STATE

Age of Population

Understanding the age of people in an area can give insights into what types of housing are best suited to ensure a high quality of life. For example, if an area's population is generally older, their needs for housing may be different from an area that has a younger population.

From 2016 to 2021, Area A experienced an increase in population in all age groups, with a significant increase in the 0 to 14 age group. Area B experienced population loss in all age groups with the exception of the 0 to 14 age group, which increased by 5 residents.

WHAT DOES THIS MEAN?

- » The increase in population of younger people in Area A and Area B may suggest that housing more suitable for younger families could be appropriate. However, caution should be exercised with these types of assumptions when the data sets are as small as the ones for the study area.
- » The decrease in the population across age groups in Area B could potentially be due to residents moving out of the area, and/or due to the life cycle of residents.
- » The decrease in the population of those aged 85 years and older from 2016-2021 may suggest that better supports for aging in place could be necessary.

TABLE 4: POPULATION SHARE BY AGE GROUP (2016-2021)

	AREA A			AREA B		
	2016	2021	2016 - 2021 % INCREASE	2016	2021	2016 - 2021 % INCREASE
0 to 14 years	40 (10%)	60 (12%)	50%	90 (10%)	95 (11%)	6%
15 to 64 years	245 (61%)	270 (55%)	10%	560 (61%)	525 (60%)	- 6%
65 years and over	125 (30%)	165 (33%)	32%	270 (30%)	255 (29%)	- 6%
85 years and over	10 (3%)	10 (2%)	0%	50 (6%)	15 (2%)	- 70%
Total	410	495		920	875	

Source: Statistics Canada (2016, 2021)

CURRENT STATE

Average Household Size

The average household size (measured as persons per unit) gives insight into population trends and shifts in demographic or household composition. Understanding the size of households within the study area can also indicate what new types of housing might be most suitable for residents in the future.

Changes in household size for Area A and Area B are outlined below, as well as comparisons to the FVRD overall and the other FVRD Electoral Areas. Of note, both Area A and Area B have an average household size that is lower than the region overall. Between 2016 and 2021, the average household size in Area A increased slightly, while Area B remained constant.

TABLE 5: AVERAGE HOUSEHOLD SIZE

	AREA A	AREA B	FVRD OVERALL	OTHER FVRD EAs
Average Household Size	2016			
	1.7	2.0	2.7	2.4
	2021			
	1.9	2.0	2.7	2.4

Source: Statistics Canada (2016, 2021)

Households by Tenure

Tracking household tenure (i.e., owner-occupied households versus renter-occupied households) gives an indication of the success of housing policy aimed at increasing the diversity of tenure options. In addition, having available rental homes increases the housing options within an area, providing an opportunity for people who may not want or be able to afford to own a home to live in an area. Overall housing affordability can also be linked to the availability of rental housing.

There is a large share of owner households across the FVRD. This ranges from a low of 71% in Area A to a high of 88% across the other FVRD Electoral Areas.

TABLE 6: HOUSEHOLDS BY TENURE (2021)

	AREA A	AREA B	OTHER FVRD EAs	FVRD OVERALL
Owner	185 (71%)	295 (79%)	3,810 (88%)	85,420 (73%)
Renter	75 (29%)	80 (21%)	495 (12%)	32,010 (27%)
Total	260	375	4,305	117,440

Source: Statistics Canada (2021)

CURRENT STATE

Share of Owners and Renters in Core Housing Need

Understanding the number of households in Core Housing Need (CHN) can help to uncover gaps in housing supply for those who need it most. CHN consists of three categories:

- » **Housing Affordability:** This refers to whether a household is spending 30% of household income or less on housing costs.
- » **Housing Suitability:** This refers to whether a private household has enough bedrooms for the size and composition of the household.
- » **Housing Adequacy:** This refers to whether a private household does not need any major repairs.

In Area A, there are 25 households spending more than 30% of their monthly income on housing, and 90 households in Area B. These residents are in the Low Income category and have a maximum monthly supportable housing cost of \$550. This represents 22% of all owner households and 31% of all renter households.

The income categories in Area B range from Low Income (\$750 per month), Moderate Income (\$1,200 per month) to Median Income (\$1,800 per month). Area A and Area B have slightly different supportable monthly housing costs. To avoid using different ranges in each area, the mid-point of each range has been used, adjusted to 2025 household income. Please see Appendix B for supportable housing cost calculation.

Overall, Area A has CHN for affordability primarily in the Low Income category, and Area B has CHN in most income categories. A total of 24% of homes are spending more than 30% of their income on housing.

WHAT DOES THIS MEAN?

- » Lower incomes in the study area may result in residents facing affordability challenges. A significant portion of residents in the study area are spending more than 30% of their income on housing, suggesting a housing affordability issue.

TABLE 7: HOUSEHOLD INCOME SPENT ON HOUSING COSTS (2025)*

MAXIMUM SUPPORTABLE MONTHLY HOUSING COST	AREA A			AREA B		
	OWNER	RENTER	TOTAL	OWNER	RENTER	TOTAL
Very Low Income (\$300)	0	0	0	0	0	0
Low Income (\$750)	15	10	25	20	25	45
Moderate Income (\$1,200)	0	0	0	20	0	20
Median Income (\$1,800)	0	0	0	25	0	25
High Income (>\$1,800)	0	0	0	0	0	0
Total	15	10	25	65	25	90
% of Total Households in Affordability CHN	8%	13%	10%	22%	31%	24%

Source: Statistics Canada (2021) * Note that income levels have been adjusted for wage inflation to 2025 values to allow for a direct comparison with the current real estate market. This is not an exact science and is intended to gain a high level sense of the alignment/discrepancy between incomes and housing costs.

CURRENT STATE

Maximum Rent and Home Price by Income

Reviewing the income categories of households spending more than 30% of income on housing can provide insight into gaps in housing affordability.

There are 10 renter households in Area A and 25 renter households in Area B that are spending more than 30% of their income on housing. The maximum these households could spend on housing is \$750 per month. Area A and Area B have 10 and 15 renter households, respectively, that can support rent up to \$750 a month; these households are in CHN.

For owner households in CHN, the range of current incomes suggests that there are limited options for middle income families residing in Area B. Table 8 indicates the maximum affordable dwelling price in Area A and Area B for each income level.

There are 35 households in Area B that require housing at a maximum price of \$156,000, 20 moderate income households that require housing up to \$270,000 and 25 homes in the median income category that require housing at a maximum price of \$400,000.

To understand the availability of housing at these price ranges in the study area, recent sales data in the area was reviewed (see Appendix B for more information). Some conclusions from this review are outlined below:

- » Sales data for units across typologies in Area A and Area B over the past five years is limited. There have been no sales of attached dwellings (ground-oriented multi-family and apartment). This is likely due to the very limited supply of these housing types. Close regional markets do not provide a good indication of the likely sales price of units in Area A and Area B due to differences in price dynamics and demand profiles. Sales have been limited to mobile homes and single family dwellings.

TABLE 8: MAXIMUM MONTHLY HOUSING COSTS

MAXIMUM MONTHLY HOUSING COST	AREA A		AREA B		MAXIMUM AFFORDABLE DWELLING PRICE*	MAXIMUM AFFORDABLE RENT
	OWNER	RENTER	OWNER	RENTER		
Very Low Income (\$300)	0	0	0	0	\$67,000	\$300
Low Income (\$750)	15	10	20	25	\$156,000	\$750
Moderate Income (\$1,200)	0	0	20	0	\$270,000	\$1,200
Median Income (\$1,800)	0	0	25	0	\$400,000	\$1,800
High Income (>\$1,800)	0	0	0	0	\$400,000+	\$1,800+
Total	15	10	65	25		

Source: Statistics Canada (2021) * City Squared Consulting. Assumes 30 year amortization mortgage, 3.5% interest rate based on monthly supportable payment at 30% of income.

CURRENT STATE

- » The average mobile home sales listing price in the immediate region is \$212,000 (see Appendix B). While it appears that this would be affordable to the Moderate Income group, this price excludes the cost of pad rental. This would add an additional ~\$400 monthly to the cost of a mobile home. As a result, the average mobile home price that would be accessible to the Moderate Income group and still meet the criteria of affordability would be \$180,000.¹ Mobile homes in this price range are typically older, without updates.
- » The value of single family dwellings range widely but are typically in the \$400,000+ range and would be accessible to only the High Income category.

New Housing Development by Private Developers

New housing development by private developers could help to address the housing need within the study area. However, there are several factors that increase developer risk when working in remote communities. Population growth is slow, which impacts the rate of unit absorption, adding holding costs to the project. Revenues are also lower than in urban centres, while costs are often higher as materials must be transported to more remote areas. Subsidies or government support may be needed to encourage middle income multi-family housing supply.

Subsidized Housing Supply

Statistics Canada indicates the supply of subsidized housing in Area A and Area B is 0.

Despite the clear need for affordable housing in the study area, no subsidized housing exists. This may indicate an opportunity for the incorporation of subsidized housing in the future.

WHAT DOES THIS MEAN?

- » Current market housing options are not affordable to low- and moderate-income households. This suggests that strategies for delivering market, middle-income housing and strategies for affordable or subsidized low-income housing are needed in both Area A and Area B. It is also possible that limited middle-income job opportunities are available in the study area, which could in turn mean that study area residents have difficulty affording middle-income housing.
- » Facilitating the development of middle-income housing would require creative policy. A ground-oriented multi-family unit that would be accessible to the median income group with a price of \$400,000 would be a maximum 1,000 square feet,² which is smaller than typical.

1. To determine the maximum dwelling price that could be afforded by each income group, the maximum monthly payment that could be used by each group was calculated. This is calculated at a third of monthly income based on standards set out by BC Housing. This monthly amount is used to calculate the maximum mortgage that could be supported by the household. Mortgage terms assumed include a 30 year amortization, 3.5% interest rate and 10% down. This generates a total mortgage amount which is used to calculate maximum housing supportable housing price by income group.
2. Ground-oriented multi-family has an high level estimated cost of \$400 per square foot cost all in. However, this excludes the cost of land.

Suitable and Adequate Homes

In addition to affordability, adequacy and suitability of housing are important considerations.

Table 9 shows the share of households not meeting the suitability criteria within the region (i.e., houses that do not have a suitable number of bedrooms for the household size). Area A has 10 units and Area B has 35 units that are not meeting the criteria for suitability. This represents 4% and 9% of total households respectively. This is not significantly higher than the FVRD Overall average at 6% of all units.

Table 9 also indicates the share of households not meeting adequacy criteria (i.e., houses that need major repairs). A high share of households in Areas A and B do not meet the criteria for adequacy. Between 15% and 17% of households in Areas A and B require major repairs. This is significantly higher than other electoral areas (8%) and FVRD Overall (5%).

Much of the housing stock within the study area is thought to date back to a time when the local economy was stronger. It is also important to note that between 2021 and 2024, there were nine housing demolitions in Area A and Area B.

WHAT DOES THIS MEAN?

- » There is an older housing supply in Area A and Area B, as evidenced by a high share of households not meeting adequacy standards.
- » There could be an opportunity for senior levels of government to better align housing and economic policies to help support new construction or revitalization in areas like the study area. Due to the challenging economics of development in more remote areas, along with a lack of traditional resource-based employment opportunities, it is likely that some public investment will be required to support the construction of new housing stock to prevent adequacy standards from falling further in the study area.

TABLE 9: SUITABLE AND ADEQUATE HOUSEHOLDS

	AREA A	AREA B	FVRD ELECTORAL AREAS	FVRD OVERALL
Suitable	250 (96%)	345 (91%)	4,095 (95%)	111,210 (94%)
Not Suitable	10 (4%)	35 (9%)	190 (5%)	7,005 (6%)
No Major Repairs	225 (85%)	310 (83%)	3,955 (92%)	112,280 (95%)
Major Repairs Needed	40 (15%)	65 (17%)	330 (8%)	5,935 (5%)

Source: Statistics Canada (2021)

CURRENT STATE

Table 10 depicts the share of units not meeting the criteria for affordability, suitability or adequacy by income category, and the total share of units by group, for Area A and Area B.

A large share of units in the Low Income category are not meeting one or all of the standards for affordability, adequacy or suitability criteria in both Areas A and B. In addition, a significant share of units in the Moderate Income and Median Income categories in Areas A and B are not meeting the requirement for affordability, suitability and adequacy.

WHAT DOES THIS MEAN?

- » A significant portion of study area residents that are in the Low Income, Moderate Income, and Median Income categories are living in housing that is inadequate.
- » This may suggest that additional housing that meets the needs of study area residents is needed, and, potentially, more employment opportunities.

TABLE 10: HOUSEHOLDS NOT MEETING CRITERIA

MAXIMUM MONTHLY HOUSING COST	AREA A				AREA B			
	TOTAL	AFFORDABILITY	SUITABILITY AND REPAIR	TOTAL IN CORE HOUSING NEED	TOTAL	AFFORDABILITY	SUITABILITY AND REPAIR*	TOTAL IN CORE HOUSING NEED
Very Low Income (\$300)	0	0	0	0	0	0	0	0
Low Income (\$750)	40	25	10	35 (87%)	79	45	0	(57%)
Moderate Income (\$1,200)	55	0	15	15 (27%)	42	20	0	(47%)
Median Income (\$1,800)	50	0	0	0	100	25	0	(25%)
High Income (>\$1,800)	115	0	20	20 (17%)	153	0	0	0
Total	260	25	45	70 (27%)	375	90	100	150 (40%)

Source: Statistics Canada (2021) * More detailed information regarding Suitability and Repair for Area B is not available.

Priority Household Populations in Need

Priority population households in CHN are shown in Table 11 below.

Single mother households and households with members who have cognitive and addiction issues have the highest housing need in Area A. Housing need in these groups is significantly higher than housing need in FVRD overall. Single mother households in FVRD overall are 25%, compared to 50% in Area A. A total of 80% of households with members who have cognitive issues and addictions are in CHN in Area A, compared to 8% in FVRD overall. In Area B, 38% of single mother households are in CHN, compared to 14% in FVRD overall. Households with members over 65 years of age, and households with members who have cognitive issues and addictions, each have a share of 28% in CHN, compared to 12% and 8% respectively in FVRD overall.

WHAT DOES THIS MEAN?

- » A significant number of single mother-led households, households with seniors, and households that include people with cognitive issues or addictions are in need of housing.
- » These populations may be more vulnerable and may have unique housing requirements.

TABLE 11: PRIORITY HOUSEHOLDS IN NEED

HOUSEHOLDS	% OF PRIORITY HOUSEHOLDS IN HOUSING NEED		
	AREA A	AREA B	FVRD OVERALL
Single Mother	50%	- *	25%
Women-led	22%	38%	14%
Indigenous	31%	- *	14%
Over 65	32%	28%	12%
Cognitive Issues and Addictions	80%	28%	8%

** Insufficient data (fewer than 5 households)*

Source: Statistics Canada (2021)

CURRENT STATE

Housing Forecast

Housing Needs Reports (HNR) have become a recent requirement of Bill 44 *Housing Statutes (Residential Development) Amendment Act*. This legislation requires municipalities to report the number of housing units required to meet current and anticipated needs for the next 5 and 20 years. The regulation mandates a specific methodology to calculate need in six categories, as follows:

- A. Extreme Core Housing Need
 - B. Persons Experiencing Homelessness
 - C. Suppressed Household Formation
 - D. Anticipated Growth
 - E. Rental Vacancy Rate Adjustment
 - F. Additional Local Demand
- (note this does not apply to Electoral Areas)

Of particular note is the methodology for calculating D, which stipulates the anticipated regional growth rate should be used to calculate anticipated growth in the Electoral Areas. The FVRD overall anticipated regional growth rate is significantly higher than that of Area A and Area B, which are experiencing limited growth. This is leading to a 5 and 20 year growth projection which is inflated for both areas.

To demonstrate how projected growth is significantly higher than historical growth, the Area A and B five-year forecast is included in Table 12 and compared with historical growth, which is 1 unit annually for Area A and -1 annually for Area B.

The HNR methodology shows anticipated Area A unit growth will be 8 units annually, compared to the net 1 annual unit growth that has been experienced since 2016. The HNR methodology shows anticipated Area B unit growth will be 12 units annually, compared to the net -1 unit growth that has been experienced since 2016.

However, this review demonstrates that there are 70 units in existing CHN in Area A and 150 units in CHN in Area B, primarily in the Low, Median and Moderate Income categories. Thus, while the HNR forecasts are inflated from an anticipated growth perspective, they can provide a good foundation for guiding housing policy that meets community need. Particularly, planning for housing that is affordable to low, moderate and median income groups can ensure that existing and future residents have options for housing. By applying the income and tenure of the community to the housing needs forecast, a breakdown of anticipated need by housing category can be produced for Area A and Area B, as shown in Table 12 below. The Table highlights the disparity between historical growth rates and the growth projected in the HNR. Because the FVRD regional growth rate is used to project growth in the Electoral Areas, it is likely that this outlook is an overestimate. However, growth rates can vary based on a range of economic factors, and actual housing growth should continued to be monitored.

TABLE 12: HOUSING NEEDS REPORT PROJECTIONS

CATEGORIES	PROJECTED # OF HOUSEHOLDS	
	Area A	Area B
A - Extreme Core Housing Need	1	2
B - Persons Experiencing Homelessness	2	3
C - Suppressed Household Formation	8	8
D - Anticipated Growth (5 years)	41	58
D - Anticipated Growth (Annual)	8	12
<i>Actual Historical Growth</i>	1	-1
E - Rental Vacancy Rate Adjustment	1	1
F - Additional Local Demand	0	0

CURRENT STATE

WHAT DOES THIS MEAN?

- » A review of CHN related to affordability shows that there is a need for low, moderate and median income housing in both Electoral Areas. Area A has housing need for renter and owner options for low income groups, while Area B needs affordable housing options for low, moderate and median income groups.
- » There may be an opportunity to support the development of legal secondary suites, which could provide more affordable housing options for households in CHN.
- » Typical ground-oriented multifamily and single family dwellings are affordable to only High Income households.
- » New, standard mobile homes are only accessible to the Median and High Income groups, leaving no new supply options for Low Income and Moderate Income households.
- » While market housing options offer potential for Moderate and Median Income households, it is likely that subsidized housing would be needed for renters and owners in the Low Income group.

TABLE 13: HOUSEHOLDS NOT MEETING CRITERIA

MAXIMUM MONTHLY HOUSING COST	AREA A 20 YEAR HOUSING NEED				AREA B 20 YEAR HOUSING NEED			
	OWN	MAX. HOME PRICE	RENT	MAX. RENT	OWN	MAX. HOME PRICE	RENT	MAX. RENT
Very Low Income (\$300)	2	\$67,000	1	\$300	6	\$67,000	2	\$300
Low Income (\$750)	19	\$156,000	8	\$750	38	\$156,000	10	\$750
Moderate Income (\$1,200)	26	\$270,000	10	\$1,200	20	\$270,000	5	\$1,200
Median Income (\$1,800)	23	\$400,000	9	\$1,800	48	\$400,000	13	\$1,800
High Income (>\$1,800)	53	\$400,000+	22	\$1,800+	73	\$400,000+	20	\$1,800+
Total	123	-	50	-	186	-	49	-

Table 13 outlines the characteristics of housing units needed over the next 20 years for both Area A and Area B, including the number of units that owners need and the maximum home price they can afford. It also includes the number of units that renters need, and the maximum monthly rent they could afford.

Source: HART HNR Assessment Tool, Statistics Canada, City Squared Consulting

2.2 DAILY NEEDS

Access to daily needs such as healthy food, health care, transportation, and other essential services plays a key role in supporting the well-being, independence, and quality of life for everyone in a community. In rural areas like the study area, where settlement areas and services are spread out across long distances, making sure these necessities are within reach is especially important. When people can access what they need close to home—whether it's fresh groceries, a pharmacy, or safe places to walk and gather—it helps create a more connected, healthy, and self-reliant community. Improving access isn't just about convenience; it's about strengthening local resilience, supporting aging in place, and ensuring that all residents—young and old—can thrive where they live.

This section outlines an assessment of the access of study area residents to daily needs and amenities.

Methods

In a more urban context, access to daily needs would be measured using a metric such as a 10-minute walking distance as a benchmark. This is not practical or realistic for the study area. To adapt the Complete Community Assessment process for this context, the following approach was taken:

- » The concept of “daily needs” has been divided into “daily needs” and “occasional needs” to recognize the difference between places that study area residents may need to visit every day (e.g., a school for school-age children and parents) versus places that are still important but are not generally visited daily by residents (e.g., a medical clinic).

The Daily Needs category includes the following amenities:

- » Grocery store
- » Market store
- » Gas and convenience store
- » School
- » Recreation Centre
- » Parks
- » Trailheads

The Occasional Needs category includes the following amenities:

- » Medical/Health Centre
- » Community Centre
- » Library
- » Place of Worship

A 15-minute drive and a 10-minute walking distance from a residential unit were used as metrics to determine proximity/ access to daily and occasional needs, as these are more realistic measurements of proximity within the context of the study area.

Due to the rural nature of the study area and the lower density of shops and services, access to certain types of daily needs can be completed through different means. For example, in determining access to food, the analysis looked at access to grocery stores, market stores, and gas and convenience stores.

CURRENT STATE

Grocery Store: A larger store that sells a wide variety of fresh and packaged foods, including fruits, vegetables, meats, dairy, and pantry staples.

Market Store: A small shop that sells snacks, drinks, and a few basic food items. It may have a small selection of healthy or fresh options.

Gas and Convenience Store: A place where you can buy fuel and quickly pick up snacks, drinks, or a few basic items. These stores are easy to access but usually don't have many fresh or healthy food options and aren't meant for full grocery shopping.

Findings

In Area A (Figure 5), there is a concentration of amenities in Boston Bar, including a school (consisting both of elementary and secondary), a library, community centres, places of worship, a market store, and gas and convenience stores. In the Boothroyd area there is access to trailheads and health services, while North Bend provides access to a recreation facility (Almer Carslon Pool) and a community centre.

In Area B (Figure 6), amenities are generally located in the Yale and Dogwood Valley and Emory Creek areas. Relative to Area A, Area B has fewer amenities. This is likely due to Area B having closer proximity to Hope, where there is greater access to a range of amenities and needs.

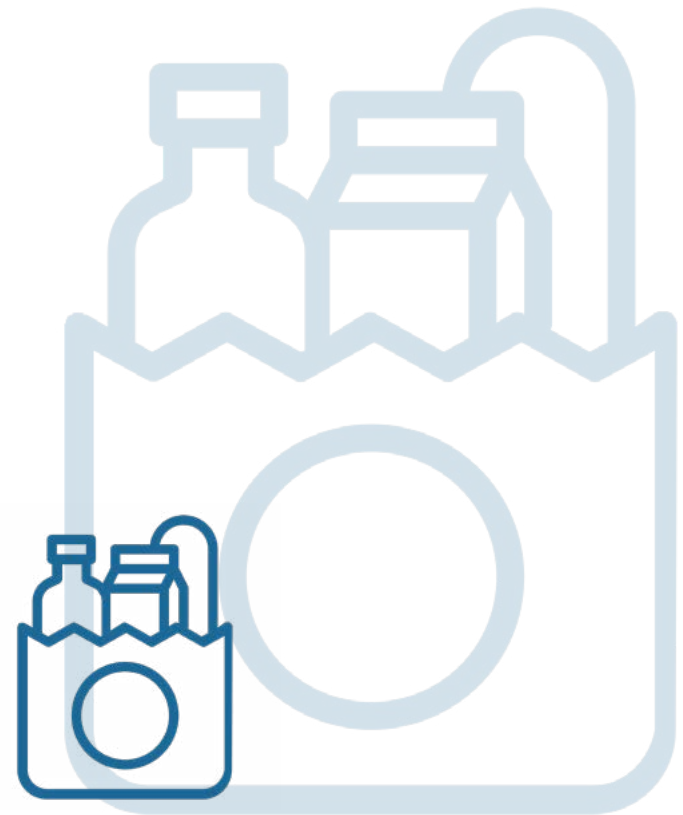


FIGURE 5: AREA A - DAILY & OCCASIONAL NEEDS

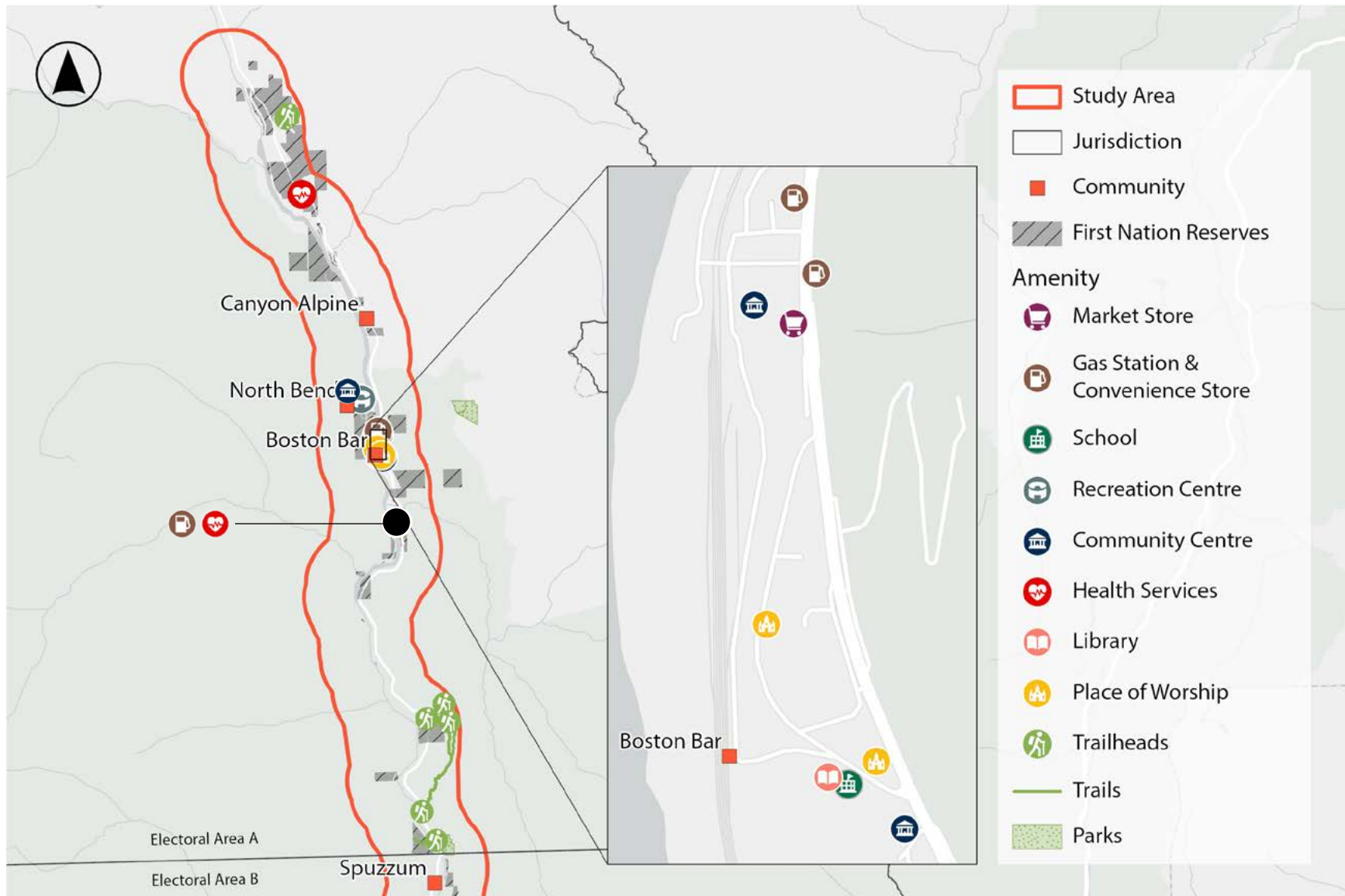
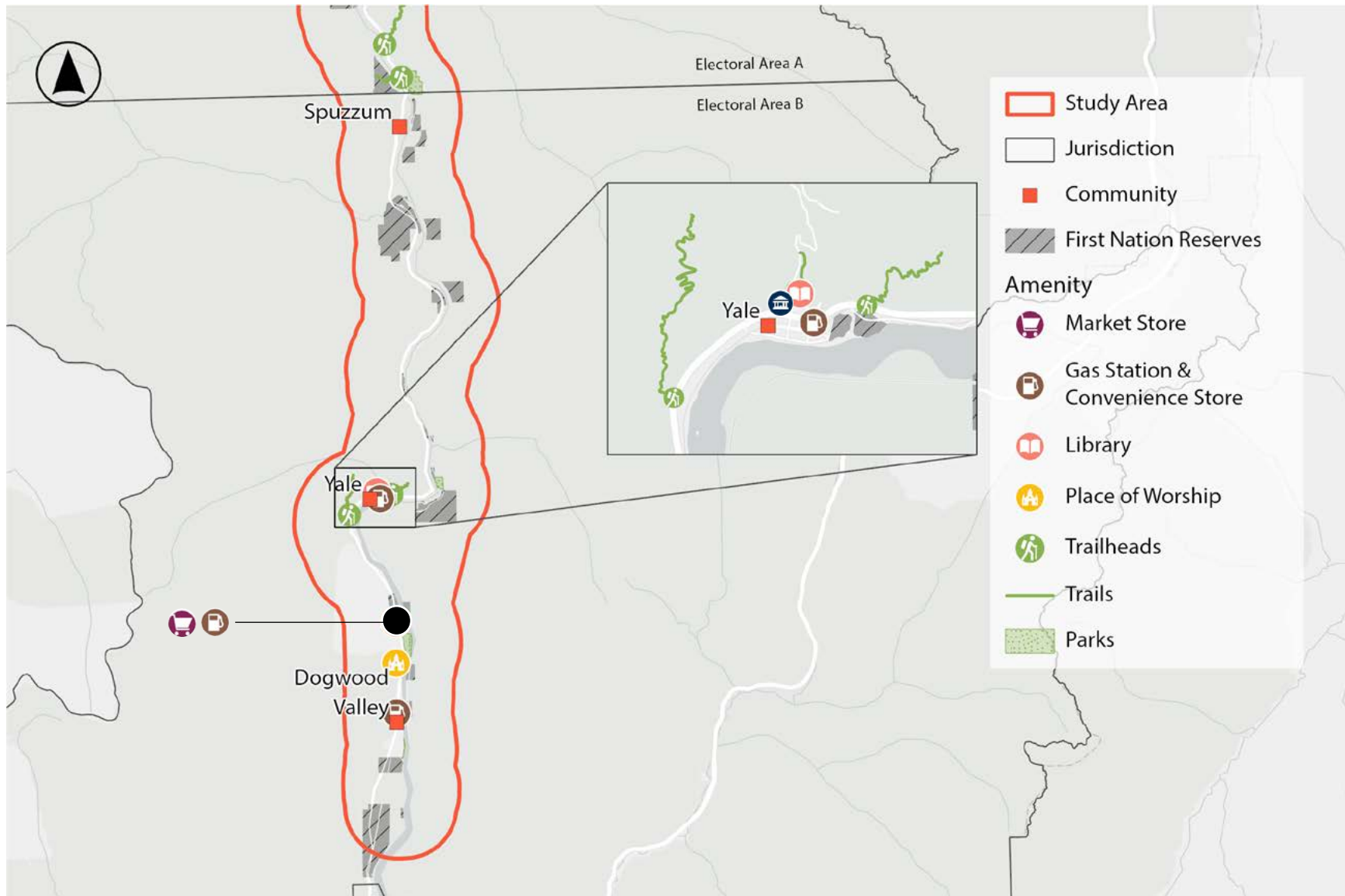


FIGURE 6: Area B - DAILY & OCCASIONAL NEEDS



CURRENT STATE

Daily Needs

Within the study area, there are no grocery stores, which limits residents' access to food either by walking or driving. However, there is good access (93-97% of residential units) to market stores, convenience stores, and trailheads. There is also adequate access (43-55% of residential units) to a recreation centre, park, and the school for those driving to these destinations. Access declines when walking to these destinations (Figure 7). Convenience stores (38%) are the most accessible amenity for people walking to their destination. Overall, access to destinations by walking is poor.

Occasional Needs

Within the study area, there is high access (96% of residential units) to community centres by vehicle, with two community centres located in Boston Bar, one in North Bend, and one in Yale. Access decreases if someone chooses to walk from their home, with half (50%) of residential units being located within walking distance.

Generally speaking, access to health services in the study area is limited. The FVRD's regional hospital is located in Abbotsford, outside the study area. There are no primary health care services, such as hospitals, urgent care, or medical clinics that offer 24/7 or have daily hours of operation, within the study area. In addition, there are no secondary health care services such as dentists, chiropractors, optometrists, etc. Health services are provided on a weekly or bi-weekly basis at either the Anderson Creek Health Clinic or at the Wilfred Campbell Community Centre. 58% of residential units within the study area can access one of these facilities by driving, while no residential units are within walking distance. Please note that access to these weekly or biweekly health services may be limited, as they are located within Indigenous communities and may have limited public access.

Libraries and places of worship are accessible by vehicle to approximately half of residential units (41-55%), while a smaller portion of residential units (22-33%) are located within walking distance. There are two library branches in the study area located in Yale and Boston Bar, while places of worship are located in the Emory Creek area and in Boston Bar.

FIGURE 7: DAILY NEEDS WITHIN A 15-MINUTE DRIVE OR 10-MINUTE WALK

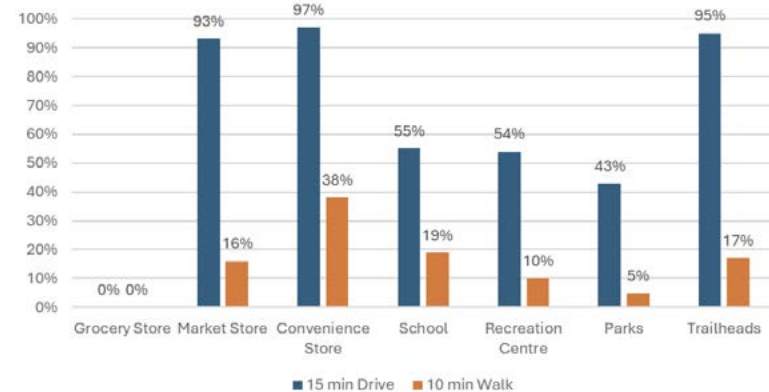
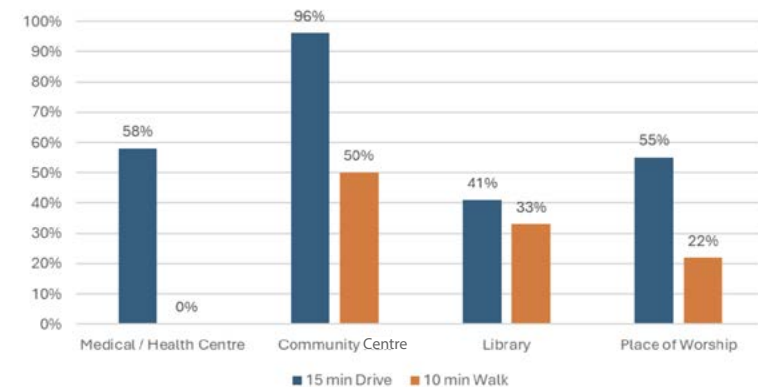


FIGURE 8: OCCASIONAL NEEDS WITHIN A 15-MINUTE DRIVE OR 10-MINUTE WALK



WHY IS THIS IMPORTANT?

- » While rural areas may not offer the same density of services as urban centers, proximity—within a reasonable driving distance or short walk—to essential amenities like schools, healthcare, community centres, grocery stores, and recreational opportunities remains vital. Providing services reachable by walking supports active lifestyles and fosters a stronger sense of local community. By understanding the availability and accessibility of these services, planners can identify gaps and make informed decisions to keep rural communities connected, resilient, and responsive to residents' diverse needs.

2.3 TRANSPORTATION

Ensuring safe and convenient transportation is a key aspect of a complete community. People need to get around in their daily lives, and complete communities generally offer a variety of safe transportation modes to facilitate mobility. While rural areas may not offer the same walkability and access to amenities that urban areas do, understanding how far residents need to travel to reach places like grocery stores, clinics, and parks helps to identify service gaps and guide future development.

In rural settings, people generally rely on a mix of personal vehicles, regional transit service, walking, and biking. Because rural communities often cannot provide all these options at once or to the same extent as urban areas, planning must support a flexible, blended approach to mobility. Walkability planning in these areas also considers varying mobility needs and travel speeds to ensure inclusive access for all residents. This information identifies gaps in the infrastructure and can help guide the FVRD Board in advocacy for transportation improvements to MOTT.

Methods

The transportation network in the study area is based predominantly around the Trans-Canada Highway (Highway 1), which is the primary transportation corridor through the study area. The communities within the study area are located either directly adjacent to the Highway or straddling it on both sides. Secondary routes such as Highways 7 and 12 connect to nearby areas, but road options are limited, and detours are often long or inaccessible during emergencies. Much of the highway is characterized by narrow shoulders, limited lighting, and curves that limit sightlines.

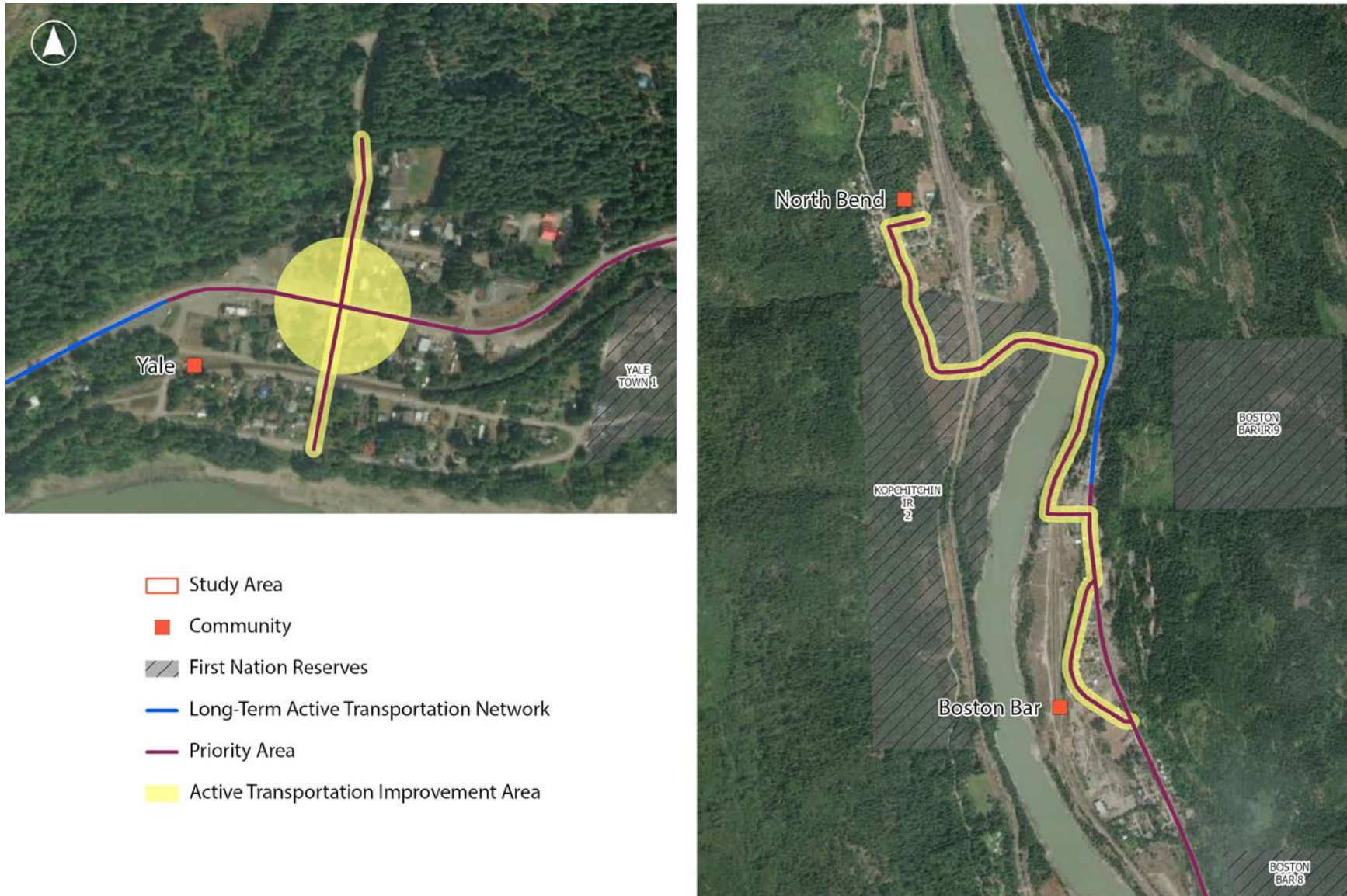
Importantly, public transportation infrastructure and active transportation infrastructure is limited within the study area. The School District, however, does provide bus pick-up throughout the study area to transport children to and from school. School bus stops are located along the Trans-Canada Highway.

Active Transportation

Active transportation infrastructure in the study area is minimal and often fragmented, with few continuous or accessible routes for walking or cycling. While some recreational trails and informal paths exist, they are typically seasonal and disconnected from key community destinations. Moreover, they often lack safe highway crossings, signage, or lighting, limiting their utility as year-round transportation corridors.

The Regional District is currently in the process of developing an Active Transportation Network Plan (ATNP). The ATNP aims to establish a long-term vision for active transportation in the FVRD electoral areas. It identifies active transportation improvement areas, priority areas, and the long-term active transportation network. Within North Bend, Boston Bar, and Yale active transportation improvement areas have been identified through community engagement and data analysis (Figure 9).

FIGURE 9: IMPROVEMENT AREA DRAFT FVRD ACTIVE TRANSPORTATION NETWORK PLAN YALE, NORTH BEND, AND BOSTON BAR



Pedestrian Infrastructure

The Trans-Canada Highway (“Highway”) runs through the center of the study area. As a major transportation corridor with vehicle speeds typically reaching 100 km/h, the Highway acts as a significant barrier to safe pedestrian movement. Sidewalks, marked crossings, and bike facilities are rare or nonexistent, particularly where highways pass through community centers such as Boston Bar, Yale, and Spuzzum. In many cases, pedestrians must cross wide, high-speed highway segments to reach essential destinations like post offices, a school, transit stops, or stores—often without dedicated crossings or traffic calming. This creates unsafe conditions for vulnerable populations, including youth, Elders, and those without access to a private vehicle. Figure 10 on the next page depicts the pedestrian infrastructure that exists in the study area.

Currently, there is only one pedestrian bridge overpass to facilitate protected pedestrian crossing of the Highway. This bridge connects the Hell’s Gate Airtram attraction to its parking lot on the opposite side of the Highway. One signalized intersection exists in the community of Yale, located at the intersection of the Highway and Albert Street. However, there are no marked pedestrian crossings of the Highway anywhere in the study area, making safe pedestrian movement difficult. The posted speed limit on the Highway is generally 100 km/h, except through the community of Boston Bar, where it is reduced to 60 km/h, and Yale, where it is reduced to 50 km/h. This offers slightly improved, but still limited, conditions for pedestrian safety.

Community Shuttle

Several community-based shuttle programs operate in the region as of July 2025. For general, non-medical transportation, the Better at Home program provides service to the general public or seniors and other vulnerable residents. It is administered by the United Way and funded by the provincial government, with additional support from Fraser Health. All vehicles are wheelchair accessible and have a maximum capacity of 10 passengers. There are two types of shuttles available:

- » **Yale Community Shuttle:** The Hope–Fraser Canyon Better at Home shuttle runs twice a month between Yale and Hope, offering free transportation for errands and essential trips for seniors only and requires a referral. The shuttle serves a fixed number of locations. It is operated by the Hope Care Transit Society (Figure 11).
- » **Boston Bar Community Shuttle:** The Fraser Canyon Better at Home shuttle provides ticketed weekly service to the general public from Boston Bar to Hope (\$20) and monthly service to Chilliwack (\$30). Subsidies are available to qualifying seniors depending on income. The shuttle provides door-to-door service based on rider request. It is operated by the Boston Bar/North Bend Enhancement Society (Figure 12).

For medical transportation, the Care Transit program provides door-to-door rides to medical appointments within and beyond the study area. This by-donation service typically requires a referral from a physician or healthcare worker and is operated by the Hope Care Transit Society. Northern Health Connections will also stop at Boston Bar, upon request, and for eligible persons. This service provides transportation to medical and health services.

FIGURE 10: PEDESTRIAN INFRASTRUCTURE

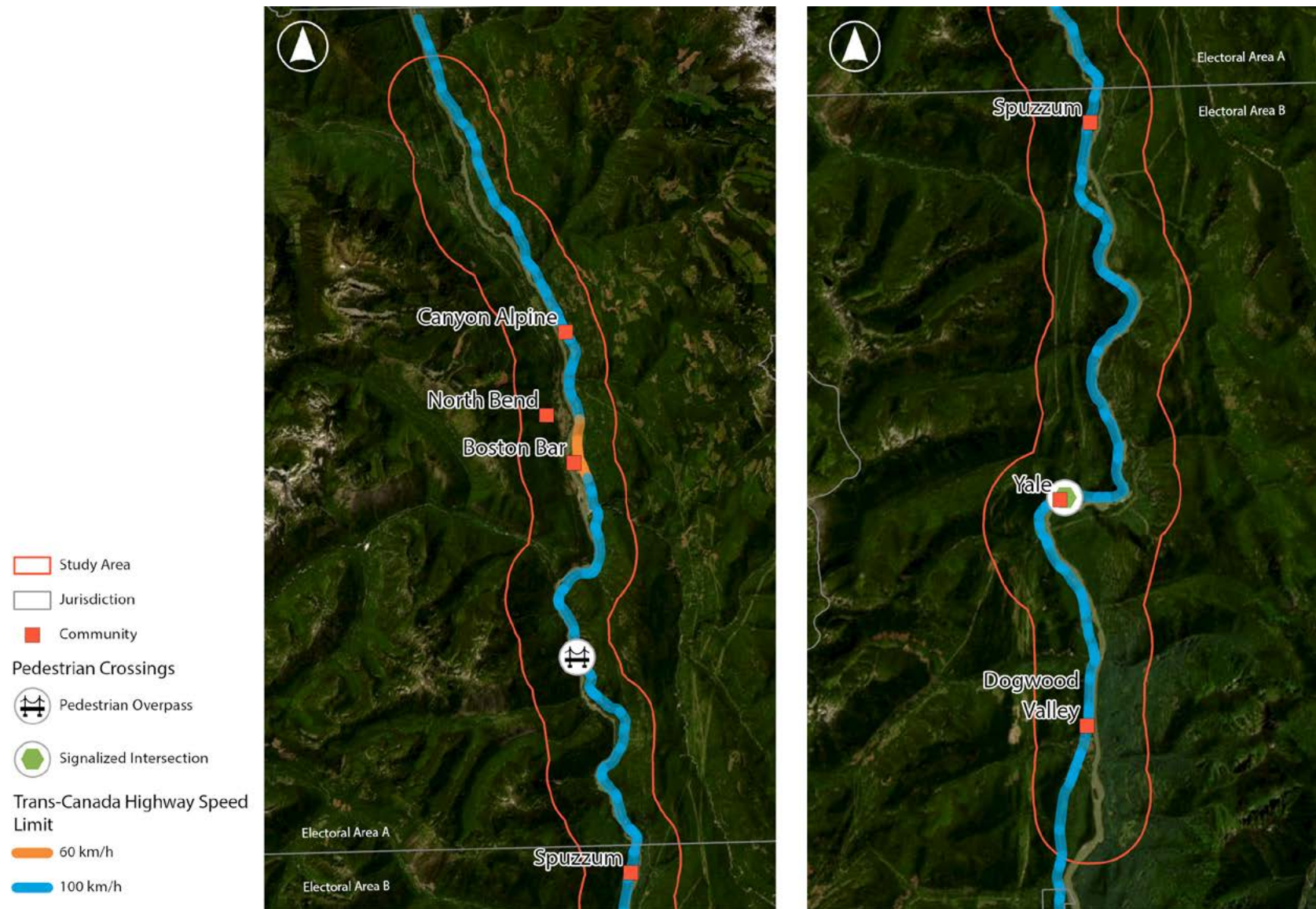


FIGURE 11: YALE COMMUNITY SHUTTLE

This shuttle provides seniors transportation to Hope for general, non medical tasks. It runs on the first and third Tuesday of the month. The shuttle is operated by the Hope Care Transit Society.



FIGURE 12: BOSTON BAR COMMUNITY SHUTTLE

This shuttle provides paid transportation to Hope for general, non-medical tasks. It runs weekly on Thursday, and is open to all residents. This service is a door-to-door, shared ride public transportation service and stops are determined by rider demand. The shuttle is operated by Boston Bar / North Bend Enhancement Society.



Community Carpooling

Community-based transportation options fill critical service gaps, particularly for seniors and residents with mobility or financial challenges. Carpooling services (also known as ride-sharing, not to be confused with ride-hailing like Uber and Lyft) through platforms like Poparide occasionally includes routes passing through Boston Bar and Hope, connecting with urban centers such as Abbotsford and Surrey. More commonly, local Facebook groups function as informal carpooling networks, where residents offer or request rides for errands, appointments, or inter-city travel. These options are important grassroots transportation resources for residents without private vehicles (Figure 13).

Passenger Rail

Passenger rail service is available via VIA Rail Canada, with a request stop located at Boston Bar (North Bend). Trains operate twice weekly in each direction. Eastbound service departs late Wednesday night or early Thursday morning, arriving in Vancouver around 8:00 a.m., while westbound trains from Vancouver to Boston Bar run on Mondays and Fridays. Fares vary from \$23 to \$109 depending on the destination. All passengers must book at least 24 hours in advance, and unaccompanied minors are not permitted to board at this location. While this service provides a vital long-distance travel option, limited frequency and accessibility constraints reduce its practicality for many residents (Figure 14).

FIGURE 13: COMMUNITY TRANSPORTATION ROUTES

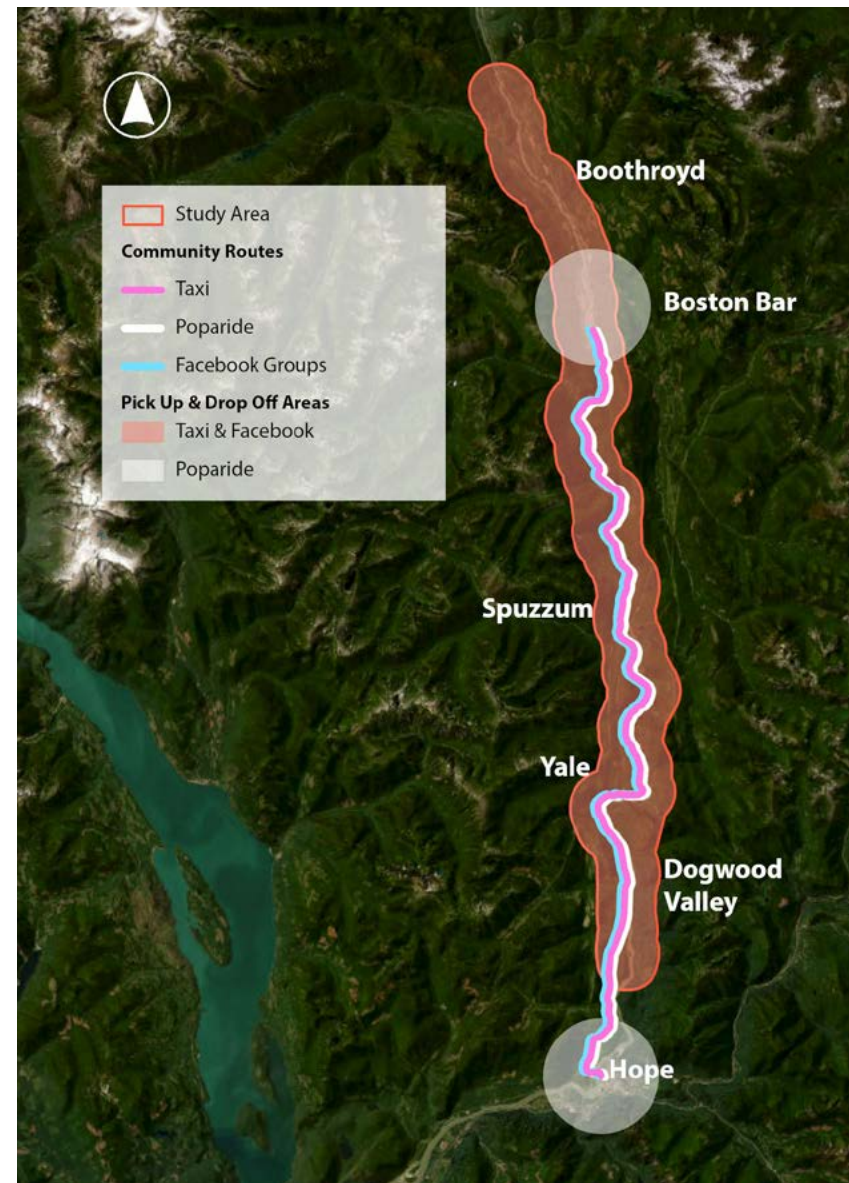
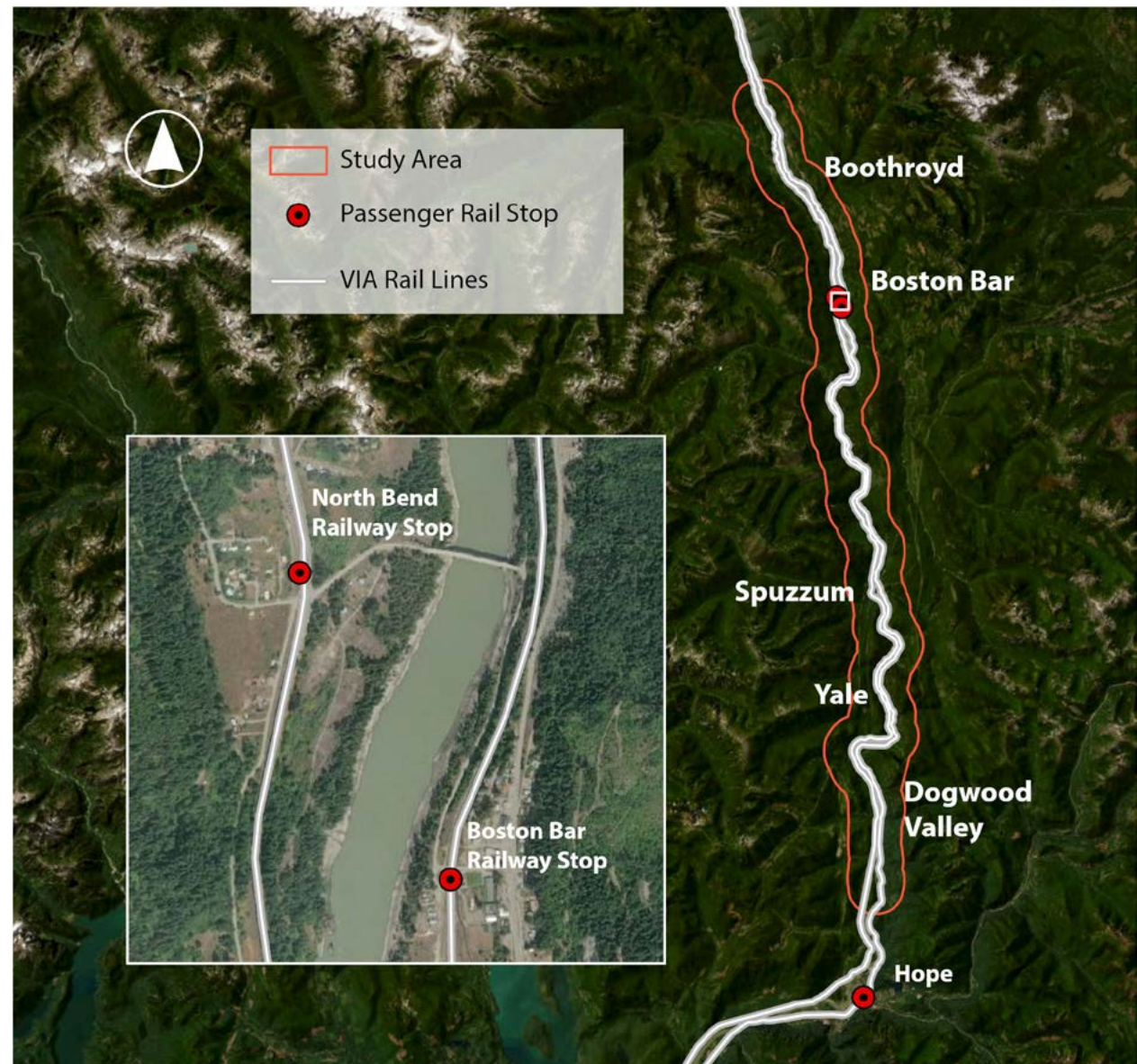


FIGURE 14: PASSENGER RAIL



VIA Rail has two routes that stop in the study area, the Vancouver to Toronto Route (eastbound) and the Toronto to Vancouver Route (westbound).

The westbound route runs through Hope and Boston Bar station, and the eastbound route stops in North Bend.

CURRENT STATE

School Bus Service

There is one (1) school within the study area, located in Boston Bar. School District 78 operates two school bus routes, Route 9 (Yale to Hope) and Route 10 (Boston Bar to North Bend), serving several rural communities along the corridor (Figures 15 and 16). However, the lack of pedestrian infrastructure to facilitate access to these stops presents challenges and implications to public safety. Travel allowances are provided to eligible students in cases where scheduled service is unavailable due to distance, geography, or scheduling constraints.

Bus #10 is a local loop that runs two times per day during the school year. Service hours are 7:30-8:40am and 3:20-4:30pm.

The route starts in Boston Bar at Boston Bar Elementary & Secondary School, then goes to Boothroyd, comes back through North Bend, and stops at Anderson Creek before returning and ending at Boston Bar Elementary & Secondary School.

FIGURE 15: BOSTON BAR SCHOOL BUS ROUTE

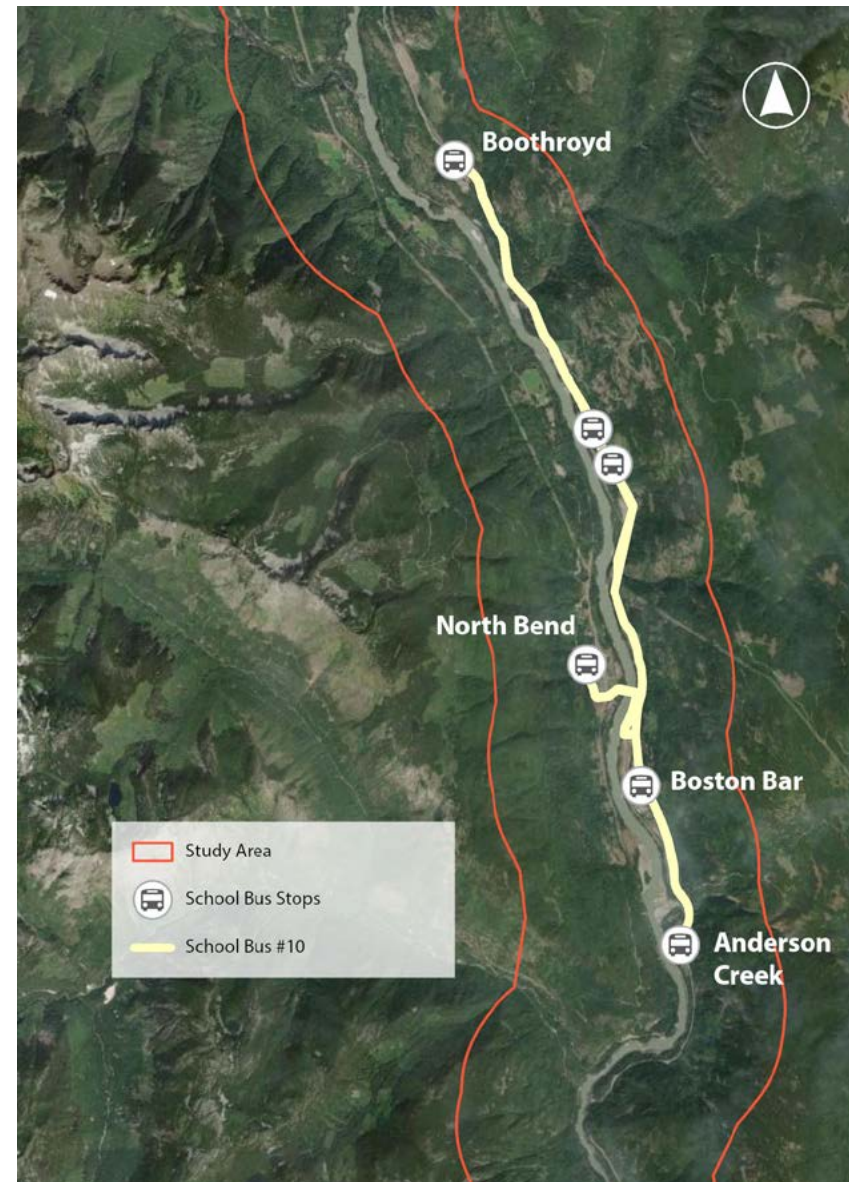


FIGURE 16: YALE HOPE SCHOOL BUS ROUTE

Bus #9 is a bi-directional linear line that runs two times per day during the school year. Service hours are 7:33-8:30am and 2:34-4:05pm.

The route starts in Spuzzum and stops at Yale, Emory Creek Provincial Park, Squeah, Dogwood Valley, Choate, and at three locations in Hope: Hope Secondary School, Coquihalla Elementary School, and Tillicum Centre.



WHAT DOES THIS MEAN?

The study area faces distinct transportation challenges due to its rugged terrain, dispersed communities, and limited infrastructure. Safety concerns, infrequent transit, and seasonal disruptions restrict mobility and access to essential services, particularly for vulnerable populations.

- » Few sidewalks, crosswalks, or cycling routes reduce safe non-vehicle mobility. Residents who wish to walk or cycle to places need to do so in an informal manner.
- » Dangerous crossings, long sight lines, and high speeds on the Trans-Canada Highway pose daily risks to pedestrians and cyclists. Traffic on the Highway is traveling at high rates of speed, contributing to safety concerns with respect to crossing the Highway. This may discourage people from walking or may result in unsafe walking conditions for those wishing to cross the Highway.
- » Gaps in transit service limit access to jobs, healthcare, and community events in the study area, increasing reliance on private transportation. This can be especially challenging for many seniors who depend on public or community transportation that is inconsistent or inaccessible.

There are significant opportunities to improve transportation within the study area. Targeted improvements, such as safer crossings, better lighting, reducing speed limits, and enhanced transit stops, offer cost-effective ways to address key gaps. Given MOTT's jurisdiction over transportation infrastructure, advocacy by FVRD and collaboration with MOTT will be crucial to advancing these improvements. With available funding and community collaboration, there is strong potential to improve safety, access, and resilience across the region.

- » **Active transportation upgrades:** High-visibility crosswalks, lighting, signage, and traffic calming at key community access points.
- » **Transit stop enhancements:** Shelters, benches, lighting, and accessible paths to improve rider safety and dignity.
- » **Transit service review and coordination:** Review existing transit routes and schedules, and coordinate services to improve efficiency, coverage, and rider experience.
- » **Community-driven planning:** Walk audits, participatory mapping, and collaboration with Elders and youth to identify local needs.
- » **Emergency resilience:** Improved communication and infrastructure to manage detours and evacuation scenarios.

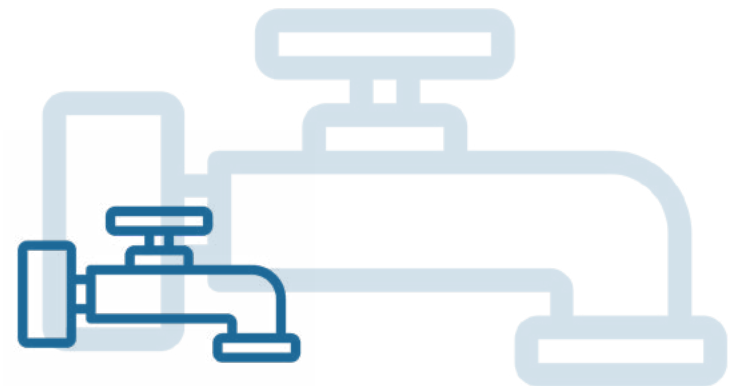
2.4 INFRASTRUCTURE

Infrastructure components such as water, stormwater sewers, and sanitary sewers are essential for daily life. Within rural contexts like the study area, public infrastructure can be limited. However, developing Complete Communities, even within rural contexts, requires careful consideration of how land and infrastructure can be efficiently utilized. If service needs and infrastructure costs are not adequately planned for, it can result in high upfront and maintenance costs, as well as increased environmental impacts. Understanding the relationship between infrastructure, its costs, and geographic characteristics enables more informed planning decisions and long-term sustainability.

For the purposes of this assessment, the following infrastructure components were assessed at a high level to understand how the existing communities are currently served and what, if any, potential there may be for the infrastructure to accommodate growth:

- » Water servicing (potable water)
- » Stormwater servicing
- » Sanitary servicing (wastewater)

The assessment of existing infrastructure capacity and its condition in the study area was based on the review of previously published water and sanitary sewer gap analysis studies completed in 2010 and 2023, respectively. Areas and parcels that are serviced by FVRD-owned water and sanitary infrastructure were identified through Geographic Information System (GIS) information provided by the FVRD. Input from FVRD staff with knowledge on water, sanitary, and stormwater infrastructure was also collected to provide a more fulsome analysis.



Water Servicing

Portions of the study area receive water servicing from the FVRD (see Figures 17 - 20). Parcels that are not connected to the FVRD-water system receive water from other sources, including private wells, private water utilities and improvement districts, surface water licences, strata corporations, and shared-interest developments.

Table 14 indicates findings with respect to water service infrastructure within the study area. Importantly, all communities listed below have adequate source capacity to serve existing development, as well as fire hydrants and adequate fireflow available for firefighting. Water servicing generally does not pose a constraint to growth, except for in Boston Bar, where the water licence restricts additional growth.

TABLE 14: WATER SERVICE INFRASTRUCTURE

COMMUNITY	WATER SOURCE	SOURCE CAPACITY	STORAGE CAPACITY	POTENTIAL TO ACCOMMODATE GROWTH?
North Bend	Surface	Adequate	Adequate	Yes
Boston Bar	Surface	Adequate	Adequate	No *
Yale	Deep Well	Adequate	Adequate	Yes
Dogwood Valley	Deep Well	Adequate	Adequate	Yes

* growth is limited by Provincial Water Licence capacity

FIGURE 17: DOGWOOD VALLEY WATER SERVICING

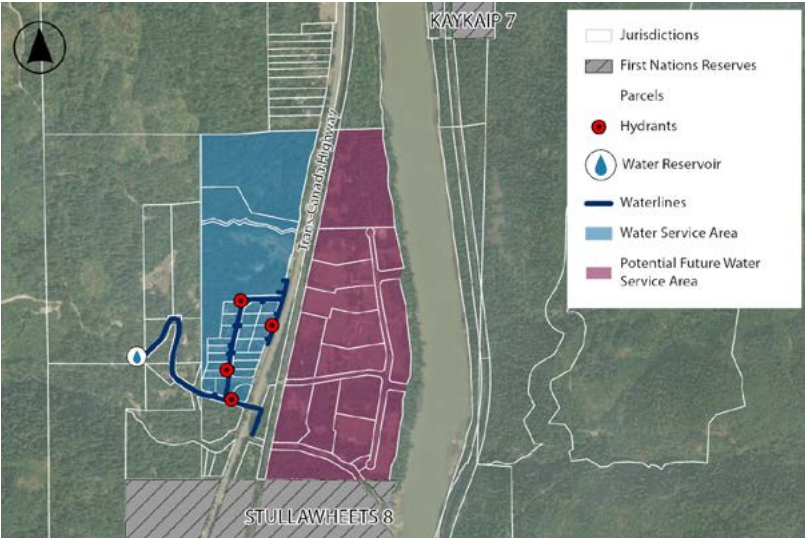
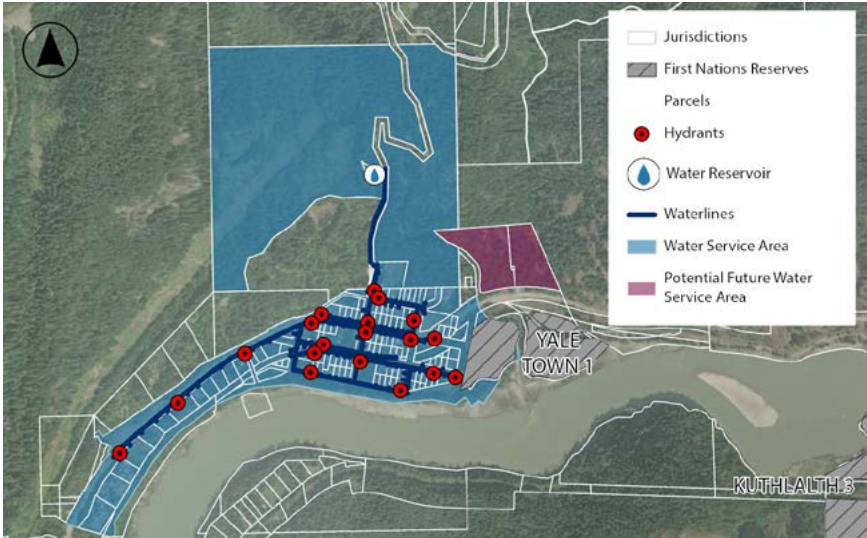


FIGURE 18: YALE WATER SERVICING



CURRENT STATE

FIGURE 19: NORTH BEND WATER SERVICING

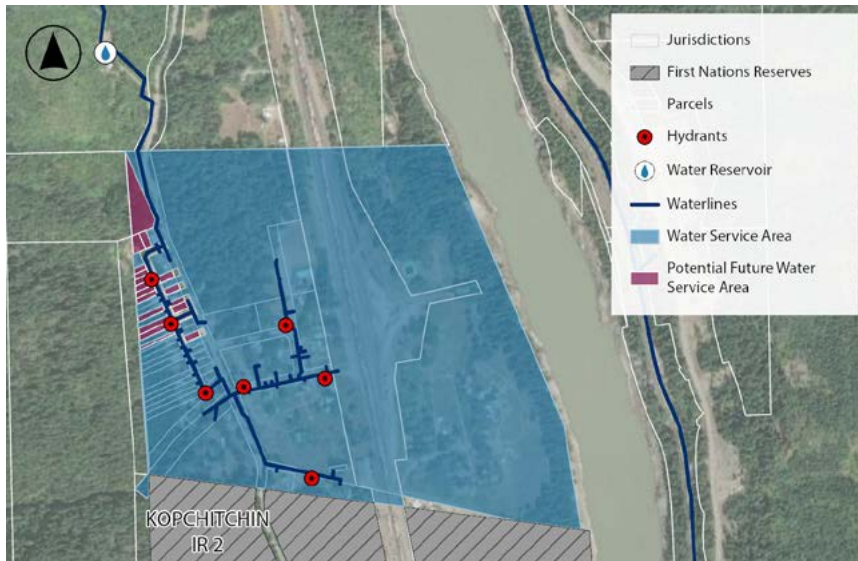
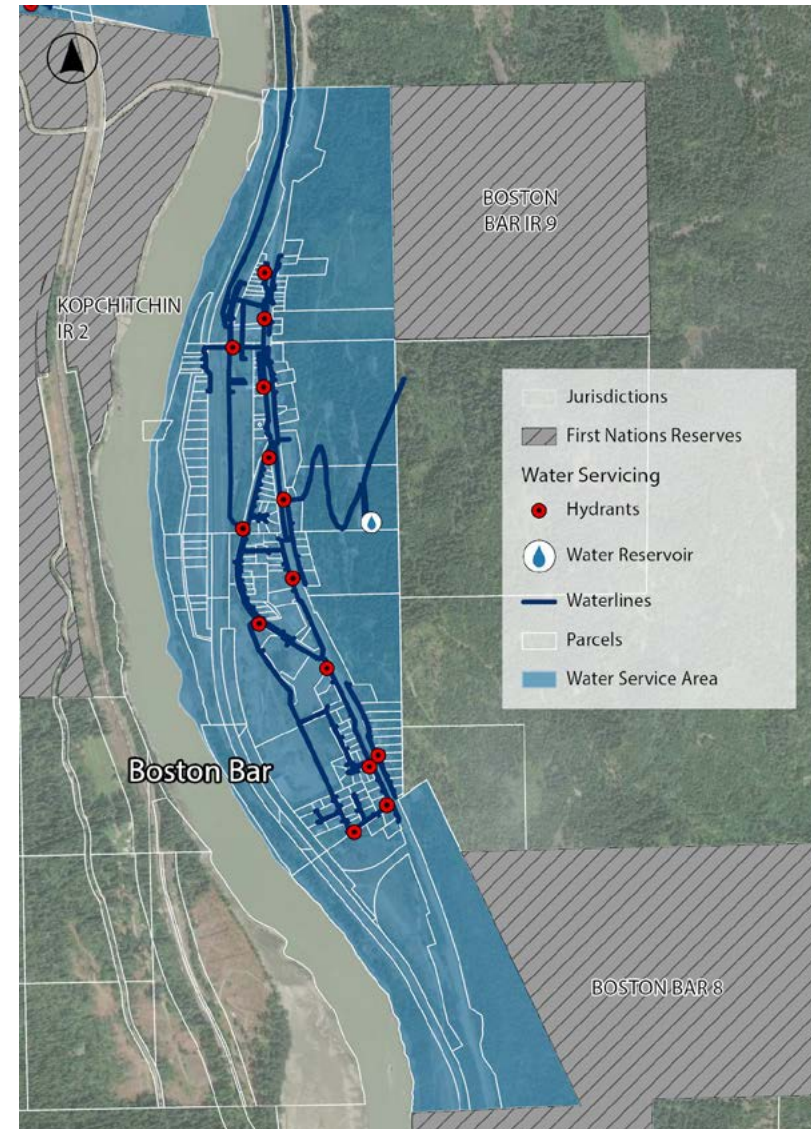


FIGURE 20: BOSTON BAR WATER SERVICING



CURRENT STATE

Stormwater Servicing

There are no existing stormwater sewers in Electoral Area A or Electoral Area B that are managed by the FVRD. However, stormwater drains currently exist along parts of the Highway and are managed by the Provincial Ministry of Transportation and Transit.

Sanitary Servicing

The only portion of the study area that receives sanitary sewer service from the FVRD is in North Bend (Figure 21). Parcels not connected to FVRD-sanitary sewer infrastructure are serviced primarily by on-site septic systems.

Table 15 (next page) outlines observations regarding infrastructure readiness in each study area community, as well as recommended upgrades to infrastructure as gathered from FVRD reports.

FIGURE 21: NORTH BEND SANITARY SERVICING

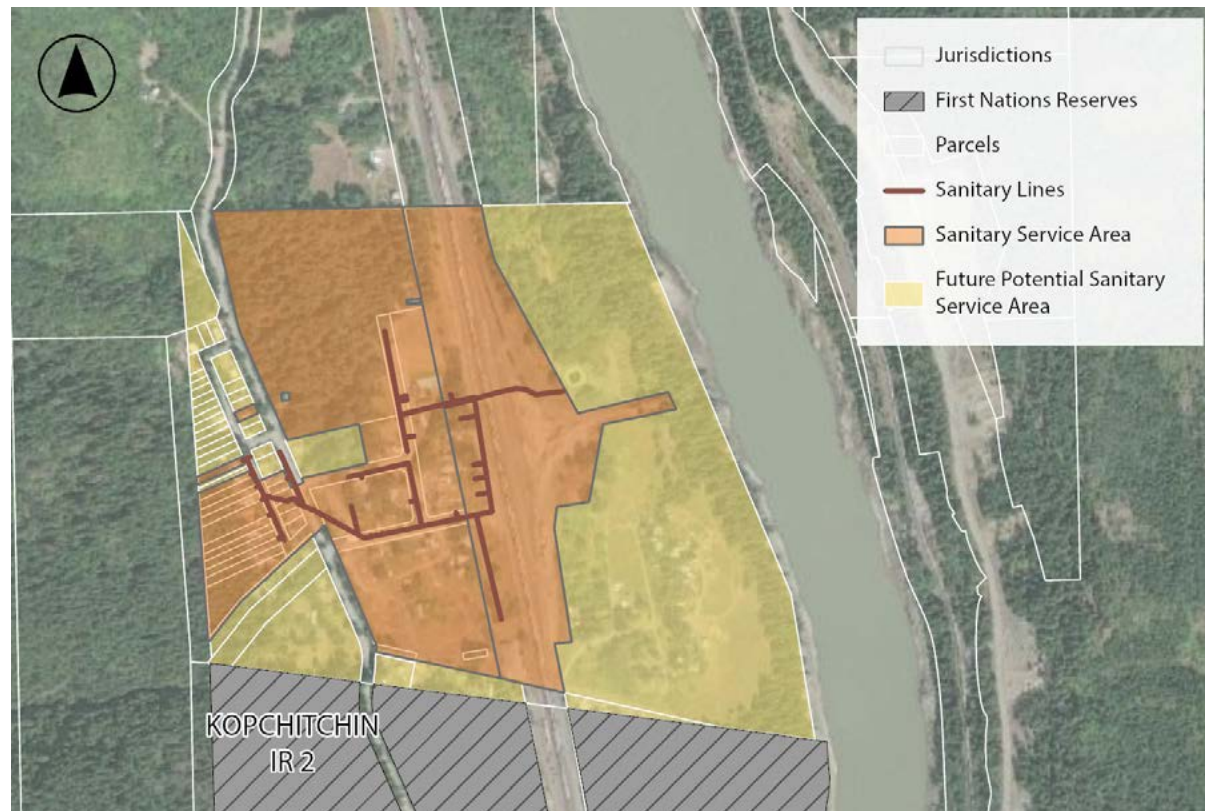


TABLE 15: SANITARY SERVICE INFRASTRUCTURE

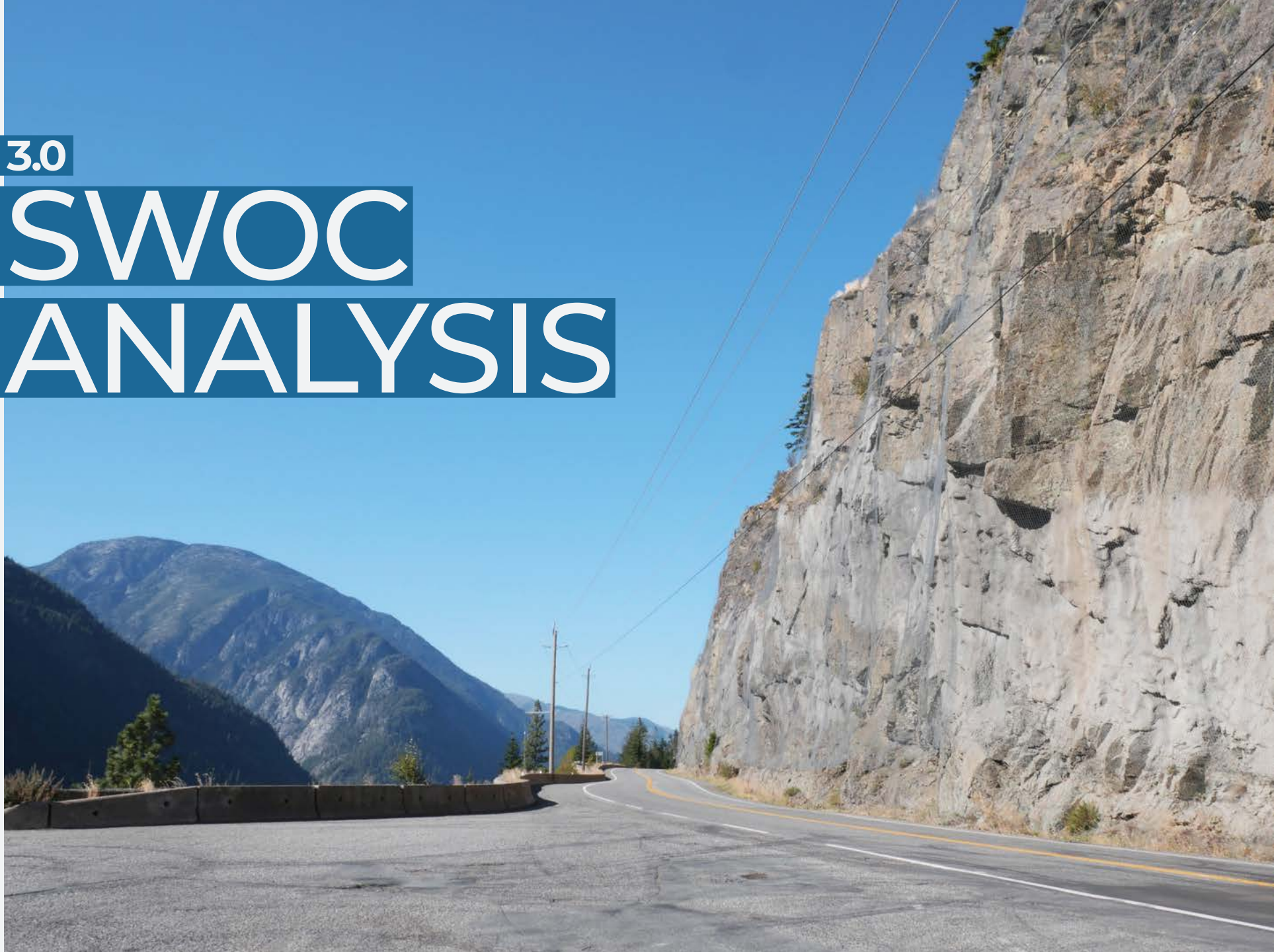
COMMUNITY	CONDITIONS	RECOMMENDATIONS
Dogwood Valley	The conditions of the private on-site septic systems and existing Ministry of Environment septic systems are unknown. Of note, one of the Ministry of Environment septic systems is close to the public water system well, and the parcels located to the east of Trans-Canada Highway in this area are too small to accommodate on-site septic systems.	The Sanitary Gap Analysis recommended the establishment of community sanitary systems for this area. It also recommended collaboration with Fraser Health Authority to monitor the compliance of private septic systems.
Yale	The conditions of the private on-site septic systems are unknown. Of note, the developed parcels may be at a higher risk of failure due to being too small to accommodate on-site septic systems. However, the existing level of service is considered to be sufficient.	The Sanitary Gap Analysis recommended collaboration with the Fraser Health Authority to monitor the compliance of private septic systems.
Boston Bar	The conditions of the private on-site septic systems are unknown.	The Sanitary Gap Analysis recommended collaboration with the Fraser Health Authority to monitor the compliance of private septic systems.
North Bend	This community features an FVRD-owned community sanitary system and a facultative lagoon sewage system with a sewage disposal field. This treatment system was inspected in 2024 and is in good condition. However, there are also minor known conveyance and infiltration issues. There are small lots adjacent to the FVRD sanitary service area that have private on-site septic systems.	The Sanitary Gap Analysis recommended connecting new development to the existing public system if parcels are adjacent to the network. The public system is currently discharging at only 10% of the maximum allowable flow rate and can accommodate more users. The North Bend Lagoon and RIB Assessment (2024) recommended replacement of some electrical components with minor operational improvements.

WHAT DOES THIS MEAN?

- » Water licence volumes do not generally pose a constraint to growth, except for in Boston Bar, which is limited by the Provincial Water Licence.
- » North Bend is the only community in the study area with both an existing community water system and a community sanitary sewer system. From an infrastructure perspective, it may be best positioned to accommodate growth.
- » It may be possible for new growth in other communities to be serviced through existing or future private on-site septic systems, but this would require further study.
- » Stormwater in the study area is not managed through modern systems (other than along portions of the Trans-Canada Highway), which presents challenges with respect to climate change and extreme weather events.

3.0

SWOC ANALYSIS



This section outlines a discussion of the study area's strengths, weaknesses, opportunities, and challenges (SWOC). The purpose of this analysis is to identify future-oriented interventions for the study area that can form the basis for future planning.

3.1 GENERAL

Strengths

The study area boasts several notable strengths. Its timeless natural beauty, with mountains, rivers, and forests, creates a visually stunning environment and offers residents access to a wide range of outdoor recreation amenities. The area is strategically located along a highway corridor, providing access to its remote location and providing a more affordable cost of living compared to Metro Vancouver and other parts of the Fraser Valley. Residents benefit from a quiet and peaceful rural lifestyle, and (per survey results) the community is populated by engaged, caring individuals who value and support one another.

Weaknesses

Despite its many advantages, the area faces several weaknesses. Compared to some other mountain environments in the Province, there is a relative lack of developed trails, camping facilities, and other recreational infrastructure, which may limit access to potential recreational opportunities for both residents and visitors. The population is aging and the area is experiencing outmigration, particularly among younger residents. Economic opportunities are limited, with few local industries or jobs available, and the community struggles to reach the critical mass needed to sustain services and amenities. Additionally, there is a lack of ambulance and emergency health services, which can impact community safety and well-being.

Opportunities

There are significant opportunities for improvements in the study area. The region's natural beauty and existing tourism potential can be leveraged to attract more visitors, as well as remote workers that are seeking an affordable, high-quality lifestyle. By enhancing tourism infrastructure and promoting remote work, the area can stimulate economic development and improve the quality of life for current residents. These efforts could help retain the population and foster a more resilient, vibrant community.

Challenges

The study area also faces several challenges. The region is subject to various natural hazards, such as floods, wildfires, and landslides, which pose risks to residents and infrastructure. Compared to other rural areas, the study area may be less attractive for new development due to these hazards. In addition, some areas that may be well-suited to recreation opportunities are located on Crown land, which poses some limitations. Furthermore, there are currently no suitable FVRD-owned sites available for development, limiting the ability to respond quickly to new opportunities or emerging community needs.

Ideas for Action

To build upon the natural beauty of the study area and to realize its potential for recreation-based tourism, investments could be made in the development and maintenance of trails, campsites, and other outdoor amenities. Given the prevalence of Crown land and the absence of FVRD-owned sites within the study area, there is an opportunity to undertake longer-term planning that would identify sites for future community and recreational use. Notably, the Regional Board has authorized the development of a Parks and Trails Strategic Plan that is intended to examine regional and community parks, creating long-term goals for the FVRD parks system. Work towards developing this Strategic Plan may help to identify further opportunities for the development of sites for community and recreational use.

To spur economic development within the study area, initiatives could be undertaken to develop programs to attract and retain younger residents and families. This could include developing partnerships with regional and Provincial agencies. However, without the existence of an economic development agency in the area, it is acknowledged this could prove challenging.

To foster community engagement and connectedness between residents, the FVRD could continue to build upon the existing knowledge and social connections of existing organizations, such as the Boston Bar Enhancement Society, to identify further opportunities for improvements. As part of potential upcoming policy development exercises, the FVRD could also continue to use its website and the “Have Your Say” webpage to solicit community input. Incentives could also be offered to residents to encourage their participation in local planning processes.

3.2 HOUSING

The housing landscape in the study area presents a complex mix of strengths and challenges. While the region benefits from relatively affordable housing, it also faces significant barriers related to an aging housing stock, limited diversity of housing forms, and challenging development economics.

Strengths

One of the primary strengths of housing in the study area is its affordability relative to other communities in southwestern BC. This makes the region attractive to residents seeking lower housing costs. Additionally, the presence of movable dwellings, which could potentially be relocated if necessary, adds a layer of resilience to the local housing stock. The region also benefits from up-to-date Housing Needs Reports, which provide accurate and current insights into local housing trends and requirements that support informed decision-making.

Regarding the regulatory environment, the study area may benefit from its relative lack of development regulations, with large portions of the study area not having an applicable Zoning Bylaw. This means that compared to other areas, the approvals process in the study area is less complex and will present less of a barrier to new development.

Weaknesses

Despite these advantages, the housing stock in the area is older and mainly consists of single-family dwellings. This lack of diversity, combined with an aging population, limits options for different household types and for people at different life stages. The predominance of single family homes, together with the general older age of study area residents, presents a mismatch between population and housing types. Generally speaking, single family homes could be considered to be most suitable for younger families that require more space, both indoors and outdoors. They may be considered to be less suitable for older seniors who may struggle to maintain a property and may also require less indoor and outdoor space. Further, some single family homes span multiple storeys, which can present accessibility challenges for people with reduced mobility. Generally, the types of housing in the study area are not be catered towards the specific needs of study area residents.

Many households within the study area are also considered to be in “Core Housing Need” according to Provincial standards, indicating many homes are not affordable, suitable or adequate. With no subsidized housing provided within the study area, as well as no legal secondary suites, residents in Core Housing Need have very limited options. Housing is unaffordable for some residents due to differences between average house prices and average household incomes in the area.

In an ideal world, new housing could be constructed in the study area that better meets the needs of residents. However, development economics within the study area are very challenging, as indicated by the fact that there has been little to no new housing development in recent years, with limited interest from developers in the area to construct new housing.

Opportunities

A significant opportunity to improve the housing situation in the study area is to facilitate the development of legal secondary suites. With no legal secondary suites in the study area, a major housing option for lower- to middle-income residents is missing. A significant portion of the population of the study area is within Core Housing Need, suggesting housing that is more affordable, suitable, and/or adequate is needed.

Should progress be made to diversify the housing stock in the study area, this could result in existing residents moving out of single family homes into other forms of housing, which could free up existing single family homes for new residents who may be seeking this type of housing in a more affordable setting. Additionally, recent employment trends have favoured remote work. Even though the study area offers limited employment opportunities, there may be an opportunity to attract remote workers. The natural beauty of the area, strong broadband connectivity, and lower cost of housing may be attractive to those seeking a more remote setting.

Notably, current zoning regulations do not pose significant barriers to new housing types, making it easier to pursue more diverse housing options, including tiny homes, modular housing, and modular housing hubs.

Challenges

Despite opportunities, addressing the housing situation in the study area is challenging, as follows:

Lack of Driver for New Development

With limited employment opportunities and limited external traffic flowing through the study area, there is no clear driver for new development within the study area. Although existing residents may be in need of new housing, there is no clear impetus for a developer to take the risk on a new housing development. Unless the intent is to attract new residents, a new development would need to be attractive to existing residents.

Lack of Affordable Housing Options for Existing Residents

Generally speaking, the incomes of study area residents are low. Most study area residents could not afford to purchase or rent a new home, meaning that any potential new housing development would be out of reach for existing residents.

Potential Opposition from Existing Residents

Proposals for more dense or diverse housing types may face opposition from current residents, who may prefer to maintain the existing character of their communities.

Environmental Hazards

Hazards from the natural environment pose constraints to development. Mitigating these hazards may be possible in some areas, but could result in extra costs for developers and additional challenges during the development approvals process. These may discourage potential developers from pursuing opportunities in the study area.

Lack of Suitable Land for New Subsidized Housing

Many study area residents may benefit from the provision of subsidized housing, as their incomes may not be sufficient to afford suitable and adequate housing. This could be provided in the form of rent-geared-to-income housing, or deep subsidy housing. However, the construction of new subsidized housing would require land (in addition to a developer and an operator). The FVRD does not own any suitable sites within the study area, nor do any other non-profit agencies that are known at this time. Therefore, it may be challenging to obtain a site for a new subsidized housing development, even though this type of housing may be needed.

Competition from Other Areas

Although the study area is well loved by its residents, there may be other areas that can offer similar advantages but also more suitable housing options and in closer proximity to more amenities. Competition for development from other areas may limit development within the study area.

Ideas for Action

The provision of secondary suites within the study area has the potential to add to the housing supply in a form that could be compatible with the surrounding context. Secondary suites are also thought to be an affordable housing option for study area residents. To promote the development of secondary suites in the study area, the approvals process for developing secondary suites could be streamlined, potentially with incentives offered that could include waiving permit fees.

There is also a significant opportunity to include new enabling policies within a new Official Community Plan. These policies could be specifically geared towards facilitating the development of secondary suites. The process of creating a new Official Community Plan could include identifying and removing any existing policy or regulatory barriers, and ensuring that new policies and regulations are appropriate and serve to encourage the development of secondary suites. Policy and regulatory changes could also consider encouraging the development of tiny homes and modular housing, as these may also be viable new housing options for study area residents.

3.3 DAILY NEEDS

Access to daily needs in the study area is shaped by a combination of available amenities, collaborative partnerships, and the unique rural context. While the region offers some recreational facilities and benefits from partnerships that enhance service delivery, there are notable gaps in essential services such as groceries, healthcare, and childcare. These gaps negatively impact quality of life and pose a limitation to attracting new residents.

Strengths

The study area features several amenities that contribute to residents' quality of life, including a seasonal outdoor pool, bowling alley, community centres, and local schools. Many additional services and amenities are accessible within a reasonable driving distance, helping to mitigate some of the limitations of rural living. The FVRD's partnerships with local organizations, First Nations, and non-profits enable the delivery of recreation programs and cultural events, often leveraging external funding and volunteer support to maximize resources. No business licence is required to start a business in the study area, which removes an administrative barrier.

The community places a high value on its history and demonstrates respect for the traditional territories of First Nations, allowing for productive partnerships to occur. While recreation options are limited, those available are of good quality and require minimal ongoing expenses.

Weaknesses

Despite these strengths, the area faces significant challenges in meeting basic daily needs. Although there are some smaller markets in the study area, a large-format grocery store does not exist. This means that residents have to travel longer distances for food and household essentials. Access to health and medical services is also lacking, which can be particularly problematic for vulnerable populations. There are limited public parks or designated green spaces for recreation and social gathering. Additionally, there are no known licensed childcare facilities, making it difficult for families with young children to access childcare.

Opportunities

There are several opportunities to improve access to daily needs in the study area. Establishing a community hub could centralize essential services and foster greater social connection. Expanding family-focused amenities such as a daycare, playgrounds, and family programs would support young families and enhance community appeal. Promoting active, outdoor lifestyles through the development of trails and recreation spaces would capitalize on the area's natural assets. The creation of a senior's centre could address the needs of the aging population, while a community shuttle service would improve mobility and access to services both within and outside the area. However, it's acknowledged that many of these opportunities lie outside the jurisdiction of the FVRD and may be challenging to address.

Challenges

The region faces threats that could hinder progress in improving access to daily needs. The small and dispersed population means there is not enough critical mass to support additional retail or service businesses, making it difficult to justify new investments. This lack of a business case for expanded amenities could limit future development. Additionally, the area is vulnerable to supply chain disruptions, which can further restrict access to goods and services during emergencies or periods of high demand.

Ideas for Action

When reviewing development applications within the study area, the FVRD could look for opportunities to shape new development so they incorporate community hubs, or small, publicly accessible spaces that could serve as locations to deliver services and programming. This could include spaces that could be used on a temporary basis for mobile health clinics, local markets, or other "pop-up" events. It could also include spaces that could be used for more permanent features, such as future playgrounds or park spaces and/or mobility hubs.

There is also a significant opportunity to include new enabling policy within a new Official Community Plan specifically to encourage non-residential development. Policies within a new Official Community Plan could seek to ensure that non-residential uses are supported in a variety of locations, potentially through a Mixed Use land use designation that allows for a wide variety of compatible non-residential uses, in addition to residential uses.

3.4 TRANSPORTATION

Transportation in the study area is defined by its reliance on the major highway corridor that runs through the region. This Highway provides essential connectivity for vehicle users, linking local communities to larger centers and supporting the movement of goods and people. The corridor benefits from regular maintenance and safety upgrades by the Ministry of Transportation and Transit (MOTT), and the presence of a signalized intersection in Yale helps manage traffic flow. However, the area's transportation network is limited in scope and does not fully address the needs of all residents.

Strengths

A key strength of the study area's transportation system is the fast connection to the region provided by the Highway for those with access to private vehicles. The Highway serves as a major transportation corridor, ensuring the region remains accessible and that the road infrastructure is well-maintained and frequently upgraded for safety. The existence of a signalized intersection in Yale adds an extra layer of traffic control, improving safety at a critical crossing point.

Weaknesses

Despite these strengths, significant weaknesses hinder overall transportation access. There is a lack of pedestrian infrastructure, making it difficult and potentially unsafe for residents to walk or bike, especially near the Highway. The area has limited public transportation service, which limits mobility for those without personal vehicles, including youth, seniors, and lower-income residents. The region is geographically constrained, with only one way in and out, increasing vulnerability during emergencies. Fast highway speeds can be intimidating and dangerous for local traffic and pedestrians. Additionally, there is no taxi service available, and the presence of the train can have negative impacts, such as noise and potential delays at crossings.

Opportunities

There are several opportunities to improve transportation access in the study area. Integrating pedestrian infrastructure with school bus stops and proposed active transportation routes would enhance safety and support active lifestyles. Establishing a regional bus route to Hope, with stops at key locations such as the Hope Centre and hospital, would greatly improve access to essential services. Exploring the use of the river for transportation could provide an alternative travel option. Introducing a taxi service, carpool or local ride-share programs, and a community shuttle would further expand mobility options, particularly for those without private vehicles.

Challenges

The study area faces significant transportation challenges including vulnerability to natural hazards like landslides, flooding, and wildfires that threaten the study area's Highway access and active transportation routes. Travel speeds along the Highway are high and create safety risks for pedestrians and cyclists, while regulatory complexities and low population density limit the feasibility of ride-sharing and public transit services. Additionally, the active rail line poses mobility barriers, and the combination of terrain and weather contributes to a high risk of accidents and rollovers. Addressing these issues will require strategic planning, infrastructure improvements, and collaboration with Provincial agencies.

Ideas for Action

To improve mobility within the study area, the FVRD could advocate to MOTT to implement traffic calming measures near communities, and well as new or improved pedestrian crossings and reduced speed limits (if appropriate). In addition, when reviewing development applications, the FVRD could seek to identify opportunities to make incremental improvements to the mobility network. This could include asking for, or imposing conditions related to sidewalks, pedestrian crossings, street lighting, etc. It is acknowledged that this may not result in comprehensive change to the mobility network, but rather will contribute to improving mobility over time.

3.5 INFRASTRUCTURE

Infrastructure in the study area is shaped by a shared services model that allows multiple small communities to pool resources and benefit from economies of scale. The FVRD provides essential services such as water, sewer, fire protection, emergency management, and parks on a regional or sub-regional basis. This approach ensures that residents only pay for the services they actually receive, so neighborhoods without certain services, like sewer or street lighting, are not charged for them. The region has also avoided “overbuilding” infrastructure, which helps keep unnecessary expenses in check. Additionally, there do not appear to be significant limitations on water sources at present.

Strengths

The shared services model is a significant strength for the study area, enabling small communities to access vital services while controlling costs. By avoiding overbuilt infrastructure, the region minimizes unnecessary financial burdens. The pay-for-service approach ensures fairness and efficiency in how infrastructure costs are distributed among residents. Furthermore, the area currently enjoys adequate water resources, which supports both current and future needs.

Weaknesses

Despite these strengths, the area faces several infrastructure challenges. The low population density means there may not be a critical mass to justify or support new infrastructure investments. Many critical infrastructure elements are vulnerable to natural hazards, which could disrupt essential services. Upgrading or expanding infrastructure in such sparsely populated areas would be costly and potentially unsustainable.

The study area lacks stormwater sewer systems, relying instead on swales and ditches for water management, and only North Bend is serviced by sanitary sewer infrastructure. The presence and condition of private sanitary systems is largely unknown within the study area.

Opportunities

There are opportunities to enhance infrastructure in the study area by further expanding services such as broadband internet and street lighting. The adoption of green infrastructure solutions could improve sustainability and resilience. Modular homes, which are increasingly popular in rural settings, often require less extensive infrastructure, providing a cost-effective option for growth. Additionally, rural residents may have lower expectations for urban-style services, allowing for creative and flexible infrastructure solutions that suit the local context.

Challenges

The region faces ongoing challenges related to limited capacity and aging infrastructure. As the population grows or changes, new infrastructure will be needed to support development, but the high costs associated with expansion or upgrades in low-density areas could be prohibitive. Ensuring that infrastructure keeps pace with community needs, while remaining financially sustainable, will require careful planning and prioritization.

In addition, the natural hazards present in the study area may contribute to an overall vulnerability of infrastructure. For example, extreme weather events may impact stormwater conveyance, broadband connectivity, and water service.

Ideas for Action

To improve infrastructure within the study area, the FVRD could look to ensure that existing infrastructure policies and regulations are robust enough to ensure safety, but are also flexible enough to ensure they don't pose a barrier to smaller-scale new developments. A review of all infrastructure requirements, policies and regulations could be undertaken to create new, enabling policies and regulations, and to remove any unnecessary barriers.

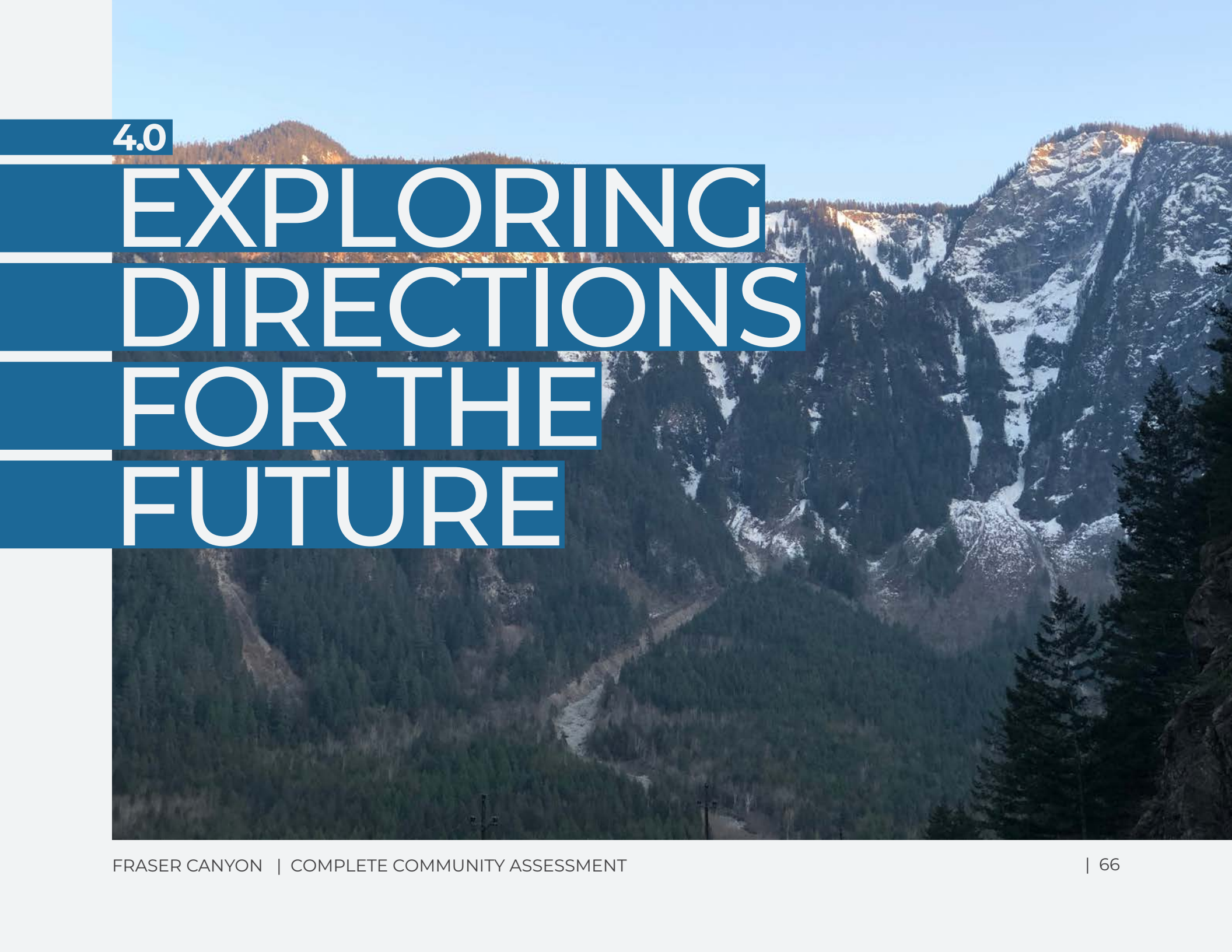
There is also a significant opportunity to address green infrastructure within a new Official Community Plan. This could include further investigation about what types of green infrastructure are feasible within the study area's context, as well as the development of new policy to encourage the provision of this infrastructure. In addition, identifying infrastructure requirements for tiny homes and modular homes could be a consideration for the new Official Community Plan, as these housing types are considered to be appropriate for the study area's housing needs and its rural context.

3.6 FEEDBACK

A summary of the SWOC Analysis was sent out to various interest groups for review, as listed in Section 1.10. Feedback received offered a range of valuable perspectives, reflecting the priorities of those who responded. Several key strengths were highlighted, including the availability of Fibre Internet—which serves as a significant draw for remote workers—along with the local K-12 school, which supports families and contributes to community stability. The presence of a Fire Hall and RCMP detachment was noted as providing peace of mind to residents, with the Fire Hall also helping to lower insurance costs. Community centres were praised as important venues for events and gatherings, promoting social connection. Additionally, the area's proximity to hiking trails and outdoor recreation was cited as a major benefit for residents and visitors alike.

Feedback also emphasized certain weaknesses. The need for residents to further engage in fire smarting their homes and properties was noted, especially given local environmental factors. The issue of absentee landlords emerged as a significant concern, affecting community engagement and property upkeep. The absence of a fitness centre was also identified, with several expressing interest in enhanced facilities to support health and wellness.

Overall, the feedback received contributed to recommended strategies, policies, and potential funding opportunities listed in the Implementation Plan at the end of this report. This consultative review, even with limited responses, reinforced the importance of engaging with interest groups in strategic planning and ensured a more robust and responsive framework for future decision-making.



4.0

EXPLORING DIRECTIONS FOR THE FUTURE

Following the SWOC analysis, various potential future directions were explored to further the overall goal of making the study area's communities more complete. These included:

- » *Identifying potential policy and regulation changes that may help to remove barriers to improving community completeness within the study area*
- » *Identifying potential new future policy directions that may better enable development that would provide a benefit to the study area*
- » *Identifying potential community- or local government-led initiatives that could improve completeness within the study area*
- » *Exploring the notion of facilitating the development of community hubs that would serve as focal points for future development*

These potential directions are described in more detail on the following pages.

4.1 IDENTIFYING POTENTIAL POLICY AND REGULATION CHANGES

Several policies and regulations shape development within the study area. Although many of these documents may be considered to be out of date, they are still statutory documents that are used to review development applications. These documents include:

- » *Official Community Plan for Boston Bar, North Bend and Canyon Alpine (Bylaw No. 804, 1994)*
- » *Official Community Plan for Portions of Electoral Area "B" Yale, Emory Creek, Dogwood Valley, and Choate (Bylaw No. 150, 1998)*
- » *Fraser Valley Regional District Zoning (Bylaw 1638, 2021)*
- » *Subdivision and Development Servicing Bylaw (Bylaw No. 1319, 2015)*

Pursuing development within the study area is challenging from a number of perspectives. Recognizing the unique context of the study area, there may be unnecessary barriers to development posed by policies and regulations. For example, some policies may require prospective developers to satisfy certain technical requirements that are impractical or would pose a disincentive to a development that would otherwise be beneficial to the study area. A potential way to improve community completeness could be to identify policies and regulations that pose unnecessary barriers and seek to either change or remove them, maintaining the overall intent of ensuring responsible development but without being unnecessarily restrictive.

EXPLORING DIRECTIONS FOR THE FUTURE

A sampling of policies that have been identified as potential barriers to development are listed below. Please note this is not an exhaustive list.

TABLE 16: POTENTIAL POLICY BARRIERS TO DEVELOPMENT

DOCUMENT	POLICY	BARRIERS
Official Community Plan for Boston Bar, North Bend and Canyon Alpine (Bylaw No. 804, 1994)	Background Information <i>"8.3 The Plan should minimize the number of nonconforming land uses within existing development, while providing adequate standards for new construction."</i>	» It is possible that new development within the study area could be non-conforming, although not necessarily incompatible with the surrounding area. This policy provides an opportunity to guide new development toward compliance with zoning and land use designations. This helps ensure consistency, reduces future non-conformities, and supports long-term planning goals, while still allowing flexibility for compatible uses through amendments where appropriate.
	<i>5.1.4 "In order to provide for long-term on-site sewage disposal, where a lot is not served by an approved community sewage disposal system or a package sewage treatment plant, the maximum site coverage shall be 30% where the lot is served by an approved community water supply and 20% where it is not served by an approved community water supply."</i>	» Although well intentioned, it is possible that new development within the study area could seek greater site coverage than 20%, and it may be impractical or infeasible to service the site from a community water supply. This policy could potentially be a barrier to new development that might otherwise be beneficial for the study area.
	<i>5.1.8 "New land uses should facilitate the development of approved community water systems."</i>	» Similar to above, depending on the scale of a potential new development, it may be impractical or infeasible to service the site through a community water supply. This policy could potentially be a barrier to new development that might otherwise be beneficial for the study area.

EXPLORING DIRECTIONS FOR THE FUTURE

DOCUMENT	POLICY	BARRIERS
Official Community Plan for Portions of Electoral Area “B” Yale, Emory Creek, Dogwood Valley, and Choate (Bylaw No. 150, 1998)	3.2.3 “Single family residential uses shall be permitted in all area designations with the exception of Park designations where allowance is made for employee residence. Second dwellings shall be permitted for agricultural and campground assistants and for care of a relative. Zoning regulations may also be established to permit second dwellings, under certain conditions, on large parcels greater than the minimum parcel size for subdivision, in areas designated Rural and Limited Use.”	» This policy may pose a barrier to those seeking to develop second dwellings that could provide much-needed housing to residents. To encourage the construction of new housing, second dwellings could be permitted everywhere, not just for campgrounds and agricultural areas or on large parcels.
	4.1.8 “Land in the VILLAGE CENTRE area shall only be subdivided in accordance with the standards of the Responsible Authorities except that the minimum parcel size shall not be less than: (a) 1 hectare where there is no approved community water supply. (b) 930 m ² or larger where there is an approved community water system but no approved community sewer system.”	» Having a minimum parcel size related to the provision of a community water or sewer system based on best practices may pose challenges in this community context. Innovative servicing solutions that still ensure safe provision of critical infrastructure could be considered.

As mentioned, this is just a sample of policies that could potentially pose unnecessary barriers to development within the study area. A more comprehensive review of policies and bylaws is recommended at a future stage of planning, with the overall goal of removing barriers to new developments that would improve community completeness. It is also acknowledged that a comprehensive planning exercise is forthcoming with the creation of a new Official Community Plan on the horizon, and some of the more problematic policies may be revised or deleted as part of the creation of the new Official Plan.

4.2 CREATION OF NEW ENABLING POLICY

It is understood that the creation of a new Official Community Plan that includes the study area is on the horizon. This section outlines potential new policy directions to be explored during the creation of the new Official Community Plan.

Growth Management

Recognizing there are gaps both within the housing supply and in access to daily needs, some growth within the study area may help to improve community completeness. To ensure potential new growth is well managed, a growth management strategy could be established that would direct where new development is encouraged to go. The overall intent would be to support well-serviced and sustainable communities, protect residents and properties from geohazards, and provide leadership in the protection of environmental and agricultural assets.

This growth management strategy could form part of the new Official Community Plan, or could be a standalone document that informs the development of the Official Community Plan.

Policy Directions for Consideration:

- » Establish a growth spectrum or matrix to guide where and how development should occur. This could consider how best to serve growth in established communities that already have community servicing, as well as how to serve new, smaller-scale developments outside of established communities, potentially with private servicing.
- » Consider directing new growth primarily to existing serviced areas in North Bend, Boston Bar, Yale, and Canyon Alpine, as these communities are considered to be better positioned to accommodate growth.
- » Encourage infill development and redevelopment within areas already serviced to optimize existing infrastructure and support community sustainability.
- » Permit residential or mixed-use development outside service areas where on-site servicing (e.g., private wells, septic systems) can be demonstrated to meet health, safety, and environmental standards.
- » Support compact settlement patterns to encourage a mix of housing, employment, commercial, service, and institutional uses through mixed-use buildings and developments within established communities.
- » Collaborate with Indigenous groups to coordinate land use and infrastructure investments across shared geographies.

Land Use Designations

The current Official Community Plans currently have established land use designations for lands located within existing established communities (i.e., Canyon Alpine, North Bend, Boston Bar, Yale, Emory Creek, Dogwood Valley, and Choate), while lands outside these communities are not designated. This combination of designated and undesignated lands may create confusion about development opportunities and regulations across the study area.

The current land use designations could also be considered to be outdated, and they may no longer reflect current housing, employment, economic, or social conditions in the study area. Existing policies are limited and lack clarity around objectives, permitted uses, and requirements or other considerations.

As part of the creation of a new Official Community Plan, the following directions could be explored to support more coherent and effective land use planning that facilitates appropriate growth and development and reduces barriers. Incorporating these changes could support development that can improve access to new and different types of housing, daily needs and services, and employment opportunities.

Policy Directions for Consideration:

- » Re-evaluate and modify the current land use designations to harmonize land uses and recognize modern conditions.
- » Assign land use designations to all land within the scope of the new Official Community Plan , including those currently undesignated.
- » Provide clear permitted uses, building typologies, and mitigation considerations, where applicable (e.g., railway setbacks).
- » Introduce a Mixed Use designation for established communities to support residential, commercial, service, and institutional uses.
- » Encourage new development to support mixed uses, such as residential, commercial, service, or institutional uses. This can be enabled by:
 - o Consolidating similar land use designations to create more flexible designations and reduce overlap;
 - o Encourage mixed-use buildings or developments that support residential, commercial, and institutional uses; and
 - o Identifying surrounding conditions that need to be mitigated or considered, such as railway corridor setbacks, highway setbacks, noise mitigation methods.
- » Encourage new industrial development by expanding permitted industrial uses, where appropriate, and allowing for accessory commercial or service uses, to support broader employment and economic opportunities.
- » Establish an Agricultural designation to recognize lands that are within an Agricultural Land Reserve, and identify Agricultural Land Commission permissions, such as secondary dwellings, farm retail, and agri-tourism.

Housing

To address the unique housing needs of the study area, residential policies could be expanded to increase the types of housing permitted and to better define where they can be located.

Housing Needs Report

As required by the Provincial government, Official Community Plans are required to be updated to incorporate the findings and recommendations of a Housing Needs Report. Incorporating these into a new Official Community Plan will enable the FVRD to require or encourage future development to include specific housing types and tenures that are necessary to meet the needs of residents in the study area.

Policy Directions for Consideration:

- » Specify permitted residential uses such as:
 - o single detached dwelling;
 - o ground-oriented housing, including duplexes, rowhouses, and townhouses;
 - o mobile homes;
 - o secondary suites (accessory suite in a dwelling, garden suite, garage/carriage suite); and
 - o multi-family housing (e.g., low-rise apartments).
- » Encourage ground-oriented multi-family units and secondary suites to provide housing units that support seniors, lower-income households, and people with accessibility needs.
- » Encourage new non-residential developments to incorporate residential units, even on a smaller scale.
- » Recognize and permit modular housing as a form of permanent residential construction, which may be used to provide:
 - o single detached homes on individual lots;
 - o duplexes or small clusters of ground-oriented housing;
 - o multi-unit developments, including townhomes and apartments; and
 - o supportive, transitional, or affordable housing, in partnership with non-profit or government providers.
- » Encourage affordable and non-market housing units when infill or redevelopment occurs. These units could include:
 - o secondary suites;
 - o unit(s) above a commercial use;
 - o modular housing; and
 - o a proportion of units in a multi-unit development.
- » Permit multiple housing units per lot, where supported by servicing capacity and site suitability.
- » Consider housing supply targets from the Housing Needs Report, and monitor progress towards meeting these targets annually.

Infrastructure

Recognizing the dispersed settlement patterns and challenges that exist for development in the study area, innovative or less restrictive servicing requirements could be considered where appropriate. Currently, residential development is only permitted within community-serviced areas.

Policy Directions for Consideration:

- » Support private servicing for lands located outside of community service areas where it can be demonstrated that this would meet health, safety, and environmental regulations.
- » Support servicing models such as strata-owned, shared systems in adjacent or clustered developments, or on-site systems.
- » Update subdivision servicing policies to allow for flexibility in rural or remote contexts while protecting groundwater and watersheds.

Zoning Bylaw

Not all land within the study area is under the purview of the Zoning Bylaw, which has created a development condition where some lands are regulated and others are not. Considering the needs of the study area, there is an opportunity to alter how zoning is dealt with. There are a few directions that can be taken, including:

- » Amend the existing Zoning Bylaw to align with the new future Official Community Plan by updating regulations and applying consistent zoning across the study area to improve clarity and harmonization.
- » Consider shifting to a form-based approach that emphasizes flexibility in land use while retaining strong guidance over building design, character, and compatibility.

Transportation

The study area faces unique transportation challenges due to its geography, dispersed settlement patterns, and reliance on the Trans-Canada Highway. Future development should support safe, well-connected, and sustainable transportation options. The Draft Active Transportation Network Plan that is currently under development will provide more detailed directions on infrastructure needs and priorities.

Policy Directions for Consideration:

- » Encourage development patterns that support walkability and biking, especially in established communities.
- » Support active transportation connections between established communities.
- » Plan for and support car-sharing and accessible public transportation where feasible.
- » Advocate to MOTT to plan for sufficient road access and emergency routes, particularly in areas vulnerable to natural hazards or wildfire.
- » Collaborate with MOTT to coordinate transportation improvements with new development, housing, and emergency management.

Development Permit Areas

Development Permit Areas (DPAs) are an important tool for guiding development in areas where safety, environmental protection, or design quality are a concern. DPAs currently exist for geohazards, environmental areas (riparian protection), heritage conservation, and commercial nodes within the study area.

Policy Directions for Consideration:

- » Update mapping and guidelines of existing geohazard DPAs to reflect updated technical studies, regulations, and hazard extents.
- » Consider a Form and Character DPA for the established communities to provide urban design guidelines on the appearance, layout, and integration of new buildings within the existing context.
- » Consider new DPAs for wildfire protection, and energy- or water-efficient development.
- » Clearly define DPA objectives, applicability, and exemption criteria to maintain clarity for developers.

4.3 ENABLING THE DEVELOPMENT OF COMMUNITY HUBS

As part of this Assessment, the concept of establishing new community hubs was explored as a way to address opportunities and challenges associated with all four complete community lenses (transportation, housing, access to daily needs, and infrastructure). For the purposes of the exploration, a community hub was defined as a new development that may be located within or outside an existing community where new housing and amenities could be located. Community hubs would consist of modular housing and supportive infrastructure, park space, and a space for amenities. The community hub concept is described in more detail below.

Having access to suitable and affordable housing was identified as a major challenge for study area residents. It was demonstrated that most new housing types would be out of reach for study area residents, and there does not appear to be an active development community that would naturally build new housing, so an innovative approach to providing housing is required. Subsidized housing in a compact, sustainable form was thought to be a viable strategy to facilitate access to new housing for residents.

In terms of housing forms, it was envisioned that the majority of a community hub would be comprised of modular housing, configured in a way to facilitate social interaction. These modular homes would feature a variety of unit sizes, being flexible to accommodate single people, couples, and families. Given that the housing units would be subsidized, they would be affordable to study area residents and would provide safe, adequate, and suitable housing options for existing and future residents.



WHY MODULAR HOUSING?

Modular home construction is gaining in popularity across Canada on account of its cost, shorter construction timelines and sustainability advantages relative to traditional construction. Recognizing these advantages, both the Federal and Provincial government have committed funding to increase the housing supply through modular construction.

While modular homes currently account for just 4.5% of new homes in BC each year, it is anticipated that this number will climb to 25% in the next five years.¹ This will be supported by a range of federal and provincial funding programs, including the Affordable Housing Innovation Fund, the Apartment Construction Loan Program, BC Builds and the Community Housing Fund. The province has also recently released free home designs which can be prefabricated, supported by Bill 44, allowing single family lots to be used for duplex, multifamily or accessory dwelling units.

Modular housing essentially provides the building blocks for different unit configurations, and can be used to build single family dwellings, townhouses or multifamily apartment units. A six storey apartment will be comprised of six stacked single family modular units. This allows flexibility, standardization and speed of construction, estimated at half the timeline needed for traditional construction, depending on the project.² From the perspective of infrastructure, modular housing can be configured in such a way to minimize infrastructure investment and maintenance. It can be tailored to more rural environment where urban infrastructure solutions are impractical.

There are two forms of modular homes which vary in price durability and installation costs, among other attributes. The first is modular housing built to building code **(CSA)-A277**, which is built to the same standard as traditional construction. The cost is comparative with traditional construction, with the exception of two scenarios (1) when developed at scale or (2) in remote communities where there are limited trades, when it becomes more costly.

The second option is a premanufactured home built to building code standard **(CSA)-Z240**. This is a lower standard, reflecting the traditional construction quality of a mobile home. This form of housing is less expensive but has a shorter lifespan and does not typically have sustainable design. Since it is built on wooden blocks, there are less site servicing requirements, but this can present other challenges in servicing and maintenance.

Some forms of modular housing also are movable, such that if an unforeseen event occurred, they could be moved out of harm's way. Their adaptable form is thought to be suitable for areas, such as the study area, that are prone to environmental hazards.

There are many potential funding streams and grant programs that can assist with building modular housing.

1 <https://www.biv.com/news/real-estate/prefab-momentum-grows-in-bc-as-federal-housing-push-takes-shape-10790774>

2 Discussion with Rick Welch, VP of Modular Construction, July 23, 2025

EXPLORING DIRECTIONS FOR THE FUTURE

From the perspective of access to daily needs, the community hubs would provide a location for non-residential uses to locate. This could include an indoor community space that could be used for programming and rentals, an outdoor plaza space that could accommodate mobile health clinics, seasonal markets, or a mobile library, as well as a park space that could include a playground and shared sports equipment.

With regard to transportation, the community hub would also provide a location for a local or regional bus service stop, as well as a hub for ride share or carpooling. Importantly, the activities taking place in a community hub could provide employment opportunities for residents, contributing to a more vibrant economy. They would also encourage social interaction, helping to address problems with social isolation.

Given the study area's challenging geography, there are limited location options for new community hubs. To explore potential locations, a list of criteria was developed to identify potential sites. This included the following considerations:

- » **Natural Hazards:** The study area terrain is dominated by a deep valley and canyon that is attributed to the surrounding Cascade and Coast mountain ranges and the Fraser River. This terrain results in a number of geological conditions and hazards including alluvial fans, floodplains, landslides, and steep slopes, among others. The FVRD's Hazard Acceptability Threshold informs policy on development approvals for lands located within geohazard areas.
- » **Watercourses:** There are several significant watercourses in the study area that have associated flooding and erosion hazards. FVRD has established watercourse setbacks and flood proofing standards for new development.

- » **Agricultural Land Reserve:** The study area contains lands that are provincially designated as Agricultural Land Reserve (ALR), preserving priority agricultural land for the future through development restrictions. While these lands are not actively being used for agriculture, they are restricted from being removed from the ALR designation.
- » **Trans-Canada Highway:** The Trans-Canada Highway provides access throughout the study area. It is owned and operated by MOTT and has a high-speed limit (100km/h), which limits the area's ability to create new pedestrian connections, road accesses, and active transportation pathways.
- » **Land Tenure:** There is a mix of land tenures throughout the study area including Crown, Provincial, FVRD and privately-owned lands, and First Nations Reserve lands. Within the study area, there are no available FVRD lands that can support a community hub or smaller-scale community service, or housing uses.
- » **Railway:** There are two railways that traverse the length of the study area and are located on both sides of the Fraser River. Rail lines create several nuisances and safety considerations, such as noise, dust, and minimum setback requirements. A 30m setback from the rail corridor to adjacent development is an industry standard. As there is limited available or vacant land to support new development, rail setbacks further reduce this availability. Additionally, new development may require berms to mitigate noise, adding further costs to development.

EXPLORING DIRECTIONS FOR THE FUTURE

- » **Industry Legacy:** In the past, the study area supported varying industries, including mining and forestry. There are vacant lands in the study area that could potentially support development; however, some are contaminated from past industrial or railyard uses and require remediation. To support future employment and economic opportunities, these lands should be retained as industrial lands. In the future if revitalized or new industry does not occur these lands could be considered for future community hubs following remediation.
- » **Infrastructure:** The study area has a mix of community water systems, individual and shared wells, and/or surface water sources. Only North Bend has a sanitary sewer service area, while the remainder of the study area utilizes private on-site septic systems. Upgrades or new community systems may be required to support future growth.

Through a geospatial analysis, eight (8) sites were preliminarily identified as potential sites for development. Recognizing the number of challenges and constraints for future development, the geospatial analysis led to the development of a site selection criteria list for optimal community hub locations to enable priority identification

The site selection criteria included the following parameters:

- » Vacant or inactive, to ensure the site is not occupied by an actively used building.
- » Served by an existing road access that is not the Trans-Canada Highway to minimize intersections with the highway and to maximize safety.
- » Located within an established community (e.g., North Bend, Boston Bar, Yale, Dogwood Valley, etc.) to serve an already existing community.
- » Not within geohazard extents (e.g., alluvial fan, landslides) to maximize safety.
- » Not within a watercourse setback or floodplain to maximize safety.
- » Not within the 30 m rail setback to maximize safety.
- » Not within the Agricultural Land Reserve to ensure policy compliance.
- » Within an area that has existing or future potential water and sanitary servicing to minimize infrastructure investment.

The eight sites originally identified were assessed against these criteria, and only one (1) site fulfilled all of the criteria. Ultimately, this site is isolated from other forms of development, would not benefit from existing servicing or provide meaningful enhancement to an existing community, and was determined to be too close to Hope to provide a substantial benefit to the study area residents.

The exploration of the community hub concept yielded important information regarding location requirement for a community hub, as well as considerations for the development of modular housing. Recognizing that there are few “optimal” sites in the study area - all pose challenges to some degree - this exploration reinforces the notion of greater policy and regulatory flexibility to support a future community hub.

4.4 RECOMMENDATIONS

The community hub concept is thought to be a potential future direction for the study area, but further work is needed to identify potential locations for hubs, and to further explore appropriate housing forms and their delivery and management. Further information is also needed to understand how these hubs would be serviced, and to determine how to incorporate non-residential supportive amenities. It is recommended that additional analysis be undertaken to further explore the community hub concept and how it may be realized within the study area at a future time.

With the creation of a new Official Community Plan on the horizon, there is significant opportunity to identify policies and regulations that pose barriers to new development and to remove those either through amendments to policies or through the creation of entirely new policies. There is also significant opportunity to develop new, modern policies to encourage new growth within the study area that would improve community completeness. Overall, it is recommended that a future new Official Community Plan use the information in this document to develop policies intended to improve community completeness in the study area. Specific policies that are recommended for further exploration and potential inclusion in the new Official Community Plan are outlined in **Section 5: Implementation.**

There are also more tangible initiatives that the FVRD can continue to support that have the potential to meaningfully improve quality of life in the study area, helping to make the community more complete over time. In addition, the FVRD has the opportunity to shape new developments in ways that could contribute positively to community completeness through the development review process. Lastly, the FVRD can advocate to other agencies to improve community completeness in the study area.

5.0

IMPLEMENTATION



5.1 IMPLEMENTATION PLAN

This section outlines an implementation plan that includes strategies to improve completeness within the study area, as well as actions to implement the strategies. The implementation plan culminates the Complete Community Assessment with a set of practical, forward-thinking recommendations that address the four key lenses of the study (housing, transportation, access to daily needs, and infrastructure), while taking into account relevant contextual topics and themes (tourism, economy, community engagement and quality of life, and hazard mitigation). These actions are designed to inform updates to existing policies and regulations and the undertaking of new initiatives, as well as to provide guidance for future decision-making.

Progress towards undertaking these actions should be reviewed and assessed periodically.

STRATEGY 1

Improve Community Completeness through Policy and Regulation

ACTIONS

PR1 Undertake a **comprehensive review of policies and bylaws** that shape development within the study area. Identify any policies or regulations that may pose a barrier to development that may contribute positively to community completeness, such as barriers to smaller-scale or more rural-focused developments.

PR2 Establish a **Growth Management Strategy** to aid decision-making regarding new development. This Strategy could consider:

- » **PR2.1** Identifying where new growth should, and should not occur (e.g., location criteria). Decisions regarding growth should have regard for the needs of both current and future residents, and should consider how new growth can improve overall community completeness.
- » **PR2.2** Identifying servicing requirements for new developments. These should be appropriately scaled to the size and context of a new development. Where possible, innovative solutions should be considered where they may support the viability of a new development that has the potential to improve community completeness, without compromising community and environmental safety.



HOUSING



TRANSPORTATION



DAILY NEEDS



INFRASTRUCTURE

LENSES



IMPLEMENTATION PLAN

ACTIONS

PR3 Undertake the creation of a **new Official Community Plan** for the study area.

Potential strategies for a new Official Community Plan could include:

- » **PR3.1** Developing new policies that enable and support the development of housing in a variety of forms. Specifically, this could include:
 - **PR3.1.1** Encouraging the development of ground-oriented multi-family units, secondary suites, modular housing, modular housing hubs, and tiny homes.
 - **PR3.1.2** Permitting multiple housing units to be developed per lot, where servicing capacity and site conditions allow.
- » **PR3.2** Developing new policies that encourage the development of employment uses, resulting in an increased tax base and new employment opportunities. This might include expanding permitted uses in industrial zones and allowing for new commercial or employment-related activities to take place.
- » **PR3.3** Applying land use designations to all land within the study area. This will result in clear policy direction for landowners and prospective developers.
- » **PR3.4** Creating a new Mixed Use land use designation that allows for the mixing of residential, commercial, service, recreation, and institutional uses within one site, or within a larger area. This would increase flexibility and options for landowners and prospective developers, potentially improving community completeness incrementally and over time. This would need to be applied in strategic locations.
- » **PR3.5** Establishing an “Agricultural” land use designation to apply to land that is within the Agricultural Land Reserve. This would identify areas that could potentially support second dwellings, farm retail sales, and agri-tourism, which could provide for new economic development and employment in the study area
- » **PR3.6** Considering the inclusion of Hazard Overlays. These would apply to parcels impacted by potential hazards, such as landslides, flooding, and railway impacts. These Overlays would include additional policies intended to manage and mitigate the effects of hazards, ensuring public safety while still allowing development to take place, if possible.
- » **PR3.7** Developing new policies that encourage development applications to include common amenity spaces, particularly for commercial developments. These common amenity spaces could provide a much-needed location for health-related or other services to be delivered in a “pop-up” format. They could also provide a space for community gathering.
- » **PR3.8** Further explore the community hub concept to better understand how this approach could be implemented in the study area.

LENSES



IMPLEMENTATION PLAN

ACTIONS

PR4 Harmonize land use regulations with land use policies. Following the adoption of a new Official Community Plan, undertake a **comprehensive review of the Zoning Bylaw** to determine the best approach to managing zoning within the study area. This could potentially include:

- » **PR4.1** Preparing a new, consolidated Zoning Bylaw that is harmonized with the new Official Community Plan, whereby all parcels within the study area would have zoning linked to their land use designations, or
- » **PR4.2** Rescinding the existing Zoning Bylaw and implementing a Development Permit Area-based approach that applies guidelines or site-specific direction to special areas. Should a Development Permit Area-based approach be determined to be appropriate, considerations should include:
 - **PR4.2.1** Updating mapping and guidelines of existing geohazard DPAs to reflect updated technical studies, regulations, and hazard extents.
 - **PR4.2.2** Establishing a Form and Character DPA for the established communities to provide urban design guidelines on the appearance, layout, and integration of new buildings within the existing context.
 - **PR4.2.3** Considering new DPAs for wildfire protection, and energy- or water-efficient development.
 - **PR4.2.4** Clearly defining DPA objectives, applicability, and exemption criteria to maintain clarity for developers.

PR5 Support private servicing for lands located outside of community service areas, where it can be demonstrated that this would meet health, safety, and environmental regulations.

PR6 Support servicing models such as strata-owned, shared systems in adjacent or clustered developments, or on-site systems.

PR7 Update subdivision servicing policies to allow for flexibility in rural or remote contexts while protecting groundwater and watersheds.

PR8 Seek to leverage existing travel data for travel within and beyond the study area in policy creation and to inform decision-making.

PR9 Encourage development patterns that support walkability and biking, especially in established communities.

PR10 Support active transportation connections between established communities.

PR11 Identify appropriate forms of public transportation for the area (e.g., car-sharing, public transit) and support their implementation where feasible.

LENSES



STRATEGY 2

Improve Community Completeness through Development Approvals

ACTIONS

DA1 Encourage the development of secondary suites by exploring opportunities to create a streamlined approvals process for the development of secondary suites within the study area.

DA2 Improve mobility by considering accessibility during the review of development applications. This may include requesting sidewalks or pedestrian crossings, resulting in incremental improvements to the mobility network over time.

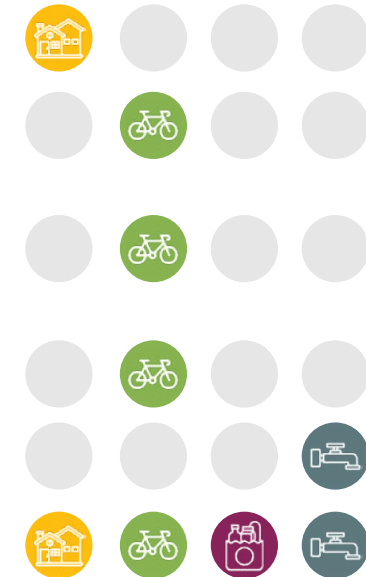
DA3 When reviewing development applications, look for opportunities to encourage the development of mobility hubs that could serve as a focal point for transit access, community gathering, and the provision of local services.

DA4 Where improvements to the mobility network are proposed, ensure they are designed for all ages and abilities and to connect homes to daily needs, when possible.

DA5 Encourage new developments to incorporate green technology, where possible.

DA6 Seek to encourage new development applications to align to the findings of the Yale and Fraser Canyon Community Heritage Context Study and the Heritage Strategic Plan.

LENSES



STRATEGY 3

Advocate to Others to Improve Community Completeness

ACTIONS

- A1** Improve the mobility network by advocating to, and/or collaborating with, MOTT to:
- » **A1.1** Strengthen local and regional connectivity by recognizing the draft ATNP's identified priority and long-term routes, along with active transportation improvement areas.
 - » **A1.2** Establish or improve pedestrian infrastructure within Provincial rights-of-way within proximity to the Trans-Canada Highway.
 - » **A1.3** Develop a custom pedestrian crossing warrant process, in lieu of the BC Pedestrian Crossing Control Manual, that prioritizes transportation equity. This will help to ensure residents have access to safe opportunities to cross the Trans-Canada Highway.

LENSES



IMPLEMENTATION PLAN

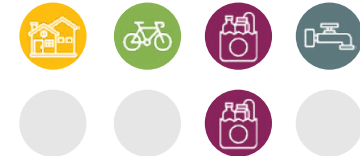
ACTIONS

- » **A1.4** Establish a pedestrian crossing of the Trans-Canada Highway in Boston Bar.
- » **A1.5** Reduce speed limits along the TransCanada highway within community centers where pedestrian activity is present.
- » **A1.6** Plan for sufficient road access and emergency routes, particularly in areas vulnerable to natural hazards or wildfire.
- » **A1.7** Coordinate transportation improvements with new development, housing, and emergency management.

A2 Collaborate with Indigenous communities to reflect Indigenous culture and heritage within the region through wayfinding tools, such as maps and signage.

A3 Collaborate with the Provincial government to identify new trails, trailheads, campgrounds, and other potential new recreation opportunities on Crown land within the study area.

LENSES



STRATEGY 4

Encourage Community Participation in Local Planning

ACTIONS

CP1 During the potential development of a new Official Community Plan, encourage resident engagement and participation through:

- » **CP1.1** Hosting “pop-up” engagement events at existing popular community amenities, such as the Canyon Lanes Bowling Alley, to encourage participation in visioning and policy development.
- » **CP1.2** Offering incentives for participation in surveys.
- » **CP1.3** Continuing to use the FVRD website, social media, and the Have Your Say! Platform to reach remote communities.

LENSES



STRATEGY 5

Support Community and Resident Initiatives

ACTIONS

CRI1 Continue to support community-based initiatives through the FVRD Grant-in-Aid programs. These may include lending libraries, bike share programs, community and/or school gardens and gardening programs, skills training, volunteer shuttle programs, and ride share programs.

CRI1 Collaborate with residents to identify opportunities to make better use of the Almer Carlson pool site and/or the Yale Community Centre.

LENSES



APPENDICES



APPENDIX A SURVEY SUMMARY REPORT

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APPENDICES

- A: Survey Questions
- B: Communications & Engagement Preferences

COMPLETE COMMUNITIES

The Fraser Valley Regional District (FVRD) has received funding from the Union of BC Municipalities (UBCM) to undertake a Complete Communities Assessment (the Assessment) for the Fraser Canyon communities along the highway between Dogwood Valley and Boothroyd. The Assessment aims to understand how to make these communities even better places to live, work, and play by looking at the area by examining housing options, local job opportunities, and access to daily services. The intent of the Assessment is to identify what is working well in the Canyon communities and where there may be opportunities for improvement.

As part of the Assessment, a community survey ran throughout February and March 2025 to gain qualitative insights from Canyon residents. The survey focused on key aspects of community development, including:

Housing Needs - Assessing the availability and types of housing options for people of all ages and incomes

Economic Opportunities - Exploring ways to diversify local employment opportunities and improve economic development

Access to Services - Evaluating essential services like groceries, healthcare, and other daily needs

Transportation - Identifying ways to enhance mobility, including walking, biking, and public transit options

Community Infrastructure - Looking at improvements to infrastructure to better serve residents

The survey aimed to gather community perspectives to inform planning decisions that promote sustainable growth, affordable housing, accessible services, and vibrant neighborhoods. Participants were encouraged to share their views on these topics to shape a roadmap for future development in the region.

Postcards with QR codes promoting the online survey were placed in local businesses and community buildings across the Canyon, offering a \$100 gift card as an incentive for completing the survey. The survey included 21 questions and received a total of 28 responses.

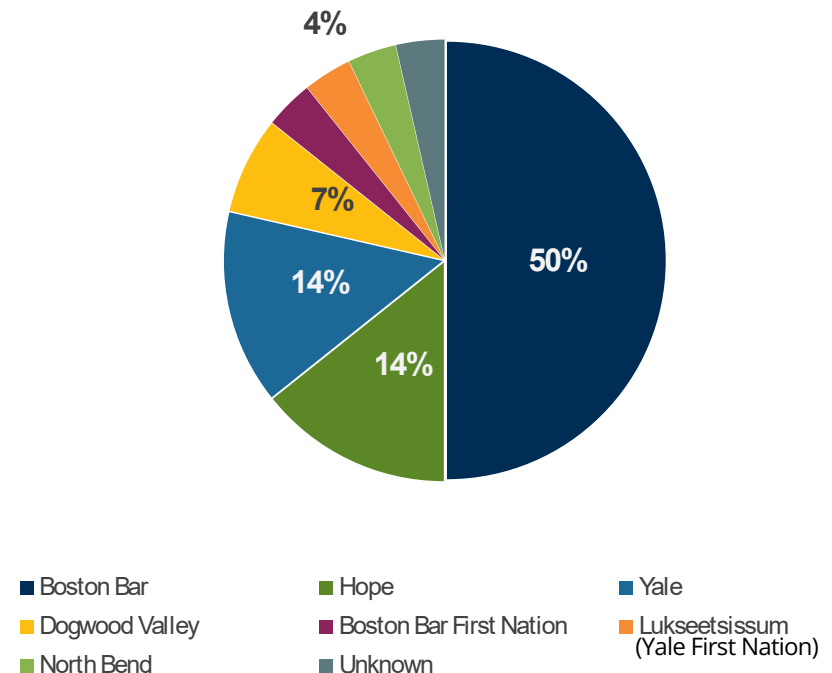
“What I’d like to see in my community in the next 50 years... More businesses, affordable grocery stores, more transportation for elders and people who are in need..”

DEMOGRAPHICS

- » Of the 28 responses, half came from Boston Bar (50%), followed by responses from Hope (14%), Yale (14%), Dogwood Valley (7%), and others shown in Figure 1.
- » Many of the people who filled out the survey are long-time residents of the Canyon; two-thirds of respondents indicated they had lived in the area for at least 10 years.
- » When asked about employment, over half of all respondents are employed (53%), while another 18% are retired and 11% are unemployed. About 14% indicated they are seasonally employed, self-employed, or on disability.
- » When asked about housing, over half all respondents live in a single detached home (54%), followed by mobile homes (8%), duplexes (7%), or townhomes (7%). Other responses mentioned condos (but did not specify the size) or did not answer the question.
- » Of those who filled out the survey, nearly two-thirds (71%) own their home, while another quarter (25%) are currently renting.
- » The highest number of responses live in a two-person household (29%), followed by one-person households at 18%. Other responses were evenly distributed across four-, seven-, and eight-person households, or indicated that their household size varies. The variation is due to seasonal work, or adult children temporarily moving back in with their parents. There was one six-person households identified, and none that were five-person.

- » When asked how often they travel outside of the community for amenities or services, one-third (32%) of respondents indicated they travel two to three times per week, one-fifth (21%) travel weekly, and another fifth (21%) only travel two to three times per month. 11% of Canyon residents who responded to this survey travel outside of the community daily, and another 7% travel monthly. Nearly all travel using a personal vehicle (96%). One response declined to answer their primary mode of transportation.

FIGURE 1: WHICH FRASER CANYON COMMUNITY DO YOU LIVE IN?



LEVEL OF SATISFACTION

- » Nearly half (47%) of respondents are satisfied with their current housing situation, while another fifth (21%) are somewhat satisfied. 18% feel neutral, and 11% indicated they are somewhat dissatisfied.
- » 39% of respondents expressed dissatisfaction about the current transportation options in the community, while another 36% of respondents feel neutrally about it. 21% are satisfied.
- » A majority of respondents (70%) expressed dissatisfaction about job opportunities in their communities. Only 4% are satisfied. One comment mentioned that they had specifically sought out a bedroom community to live in, therefore they did not expect there to be many job opportunities in the area, and their experience has been in alignment with their expectations.
- » As shown in Figure 2, one-third of respondents indicated grocery stores are lacking in their communities, and another 14% feel they are missing out on parks and recreation sites. When asked for comment, a few respondents mentioned that it isn't the amenities themselves that are lacking in the area, but the ability to maintain their operations or access them via reliable transportation options.
- » Community centres, libraries, places of worship and schools are not lacking in the area (see Figure 2).

FIGURE 2: WHAT SERVICES OR AMENITIES DO YOU FEEL ARE LACKING IN YOUR AREA?

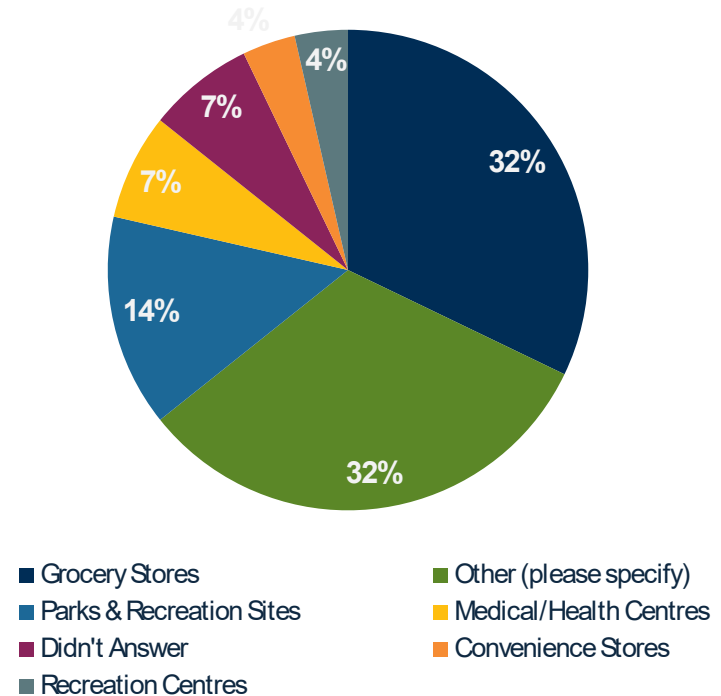


FIGURE 3: WHAT DO YOU LIKE MOST ABOUT LIVING IN THE FRASER CANYON?



A word cloud visualization showing the most liked aspects of living in the Fraser Canyon. The words are arranged in a central cluster, with 'NATURE', 'PEACE & QUIET', and 'COMMUNITY CONNECTION' being the most prominent. Other visible words include 'KIND PEOPLE', 'RURAL LIVING', 'TRANQUILITY', 'HIKING, FISHING, HUNTING', 'AFFORDABILITY', 'HISTORY SPACE', 'FREEDOM', 'CONNECTION TO THE LAND', 'LOCATION', and 'BEAUTY'. The colors used are shades of blue, green, and grey.

KIND PEOPLE RURAL LIVING TRANQUILITY
HIKING, FISHING, HUNTING AFFORDABILITY
NATURE HISTORY SPACE
PEACE & QUIET
COMMUNITY CONNECTION
FREEDOM CONNECTION TO THE LAND
LOCATION BEAUTY

HOUSING

The feedback highlights a pressing need for diverse and affordable housing options in the Fraser Canyon, including low-income housing, safe rentals, and family-friendly homes. Residents emphasized challenges such as limited residential zoning, seasonal housing pressures, and unsafe or poorly maintained rental units, alongside concerns about vulnerable populations and squatter activity. Addressing these issues through thoughtful planning and infrastructure development is seen as essential to supporting families, workers, and first-time homebuyers while fostering a thriving community. Key themes included:

1. Need for Affordable and Low-Income Housing

- » Strong demand for more low-income housing options, including apartments, townhouses, and single-family homes.
- » Concerns about misuse of current low-income housing by individuals not fully disclosing income and taking resources away from those in genuine need.
- » Suggestions for better monitoring and management of subsidized housing programs.

2. Lack of Rental Housing

- » Significant shortage of safe, affordable rental units, particularly for families, seniors, and seasonal workers.
- » Current rental options being substandard, unsafe, or poorly maintained (e.g., electrical issues, woodstove chimneys).
- » Overcrowding in some homes and underutilization in others (e.g., one person in a three-bedroom home).

3. Housing Diversity

Desire for a wider range of housing options, including:

- » Affordable condos and townhouses.
- » Tiny homes for seniors, single people, or those on fixed incomes.
- » Family-suitable homes with three bedrooms.
- » One-bedroom units for elders who cannot manage stairs.

4. Community Infrastructure and Zoning

- » Concerns about limited residentially zoned land and the re-zoning of residential areas to commercial, mining, or industrial uses.
- » Calls to prioritize residential development to support families, first-time homebuyers, and workers.

5. Seasonal Housing Challenges

- » Seasonal influxes of workers (e.g., railway crews or highway project teams) creating additional pressure on the limited rental market.
- » Lack of available rentals impacting tourism by limiting accommodations.

6. Support for Vulnerable Populations

- » Recognition of the need for housing tailored to residents on disability or those struggling with mental health or substance abuse issues.

7. Safety and Squatter Issues

- » Concerns about squatters occupying abandoned houses or forested areas, leading to safety risks (such as fires during wildfire season).

8. Other Suggestions

- » High-density housing developments to maximize land use.
- » Grants for upgrading old mobile homes and fire equipment.
- » More public consultation on housing and zoning decisions.
- » Elimination of geo-technical or archaeological testing requirements to reduce development costs.

“What I’d like to see in my community in the next 50 years... Growth of population, especially an influx of younger families.”

ECONOMY

Residents face significant obstacles, including a lack of local employment opportunities, limited housing availability, and inadequate infrastructure such as grocery stores and public transportation. Additionally, high property taxes, property crimes, and the threat of wildfires deter businesses and homebuyers. Government inefficiencies and a perceived lack of vision further hinder economic development. Addressing these interconnected issues is crucial to fostering a thriving community that supports residents and attracts new investment.

1. Limited Employment Opportunities

- » Lack of local jobs and industries to support residents and attract new workers.
- » Insufficient investment in businesses that provide employment opportunities.
- » Low wages that prevent residents from thriving economically.

2. Housing Challenges

- » Limited housing availability and affordability, making it difficult for workers to live locally.
- » Homeless camps and unsightly properties further deter economic development.

3. Infrastructure and Accessibility Issues

- » Absence of grocery stores and public transportation forces residents to spend money outside the community, limiting local economic activity.
- » High property taxes and wildfire risks discourage both businesses and homebuyers.

4. Community Size and Perceived Resistance to Change

- » A small population with many low-income residents struggles to support higher-cost businesses.
- » Resistance to change among some community members slows progress.

5. Government and Policy Barriers

- » Complaints about government red tape, lack of financial assistance, and insufficient representation for the area in decision-making processes.
- » Perceived lack of vision from local government to drive economic growth.

FIGURE 4: WHAT BUSINESSES OR INDUSTRIES COULD THRIVE IN THE FRASER CANYON?*

**Answers also included themes such as sustainability and support for local businesses*



TRANSPORTATION

Residents of the Fraser Canyon area highlight several critical transportation needs. A major concern is the lack of emergency and medical transportation options, with many fearing being stranded in Hope after an ambulance trip. There is a strong demand for expanded public transit, including more frequent and affordable bus services to connect with nearby cities like Hope, Chilliwack, and beyond. Taxi service is also desired. Additionally, residents advocate for improved infrastructure for active transportation, such as bike paths and sidewalks, and better road maintenance. The need for rest areas and affordable transportation options is also emphasized, particularly for those without access to private vehicles. Overall, enhancing these transportation services is seen as essential to improving quality of life and accessibility in the region.

1. Emergency and Medical Transportation

- » Concerns about being stranded after taking an ambulance to Hope if not admitted to the hospital.
- » Requests for emergency transportation options to assist residents in returning home safely.

2. Public Transit Expansion

- » Strong demand for more frequent and affordable bus services connecting Fraser Canyon communities to Hope, Chilliwack, Vancouver, and Kamloops.
- » Suggestions for daily or twice-weekly shuttle services and improved public transit options, including larger vehicles for existing services.

3. Infrastructure for Active Transportation

- » Calls for more bike paths, sidewalks, and safe walking routes along highways to improve mobility and safety.

4. Rest Areas and Road Maintenance

- » Need for rest areas with washroom facilities for travelers stranded due to highway closures.
- » Requests for better road maintenance, including addressing dangerous trees and improving highway conditions.

5. Affordability and Accessibility

- » Desire for affordable transportation options, such as buses or trains, to support locals without access to private vehicles.
- » Suggestions to revive services similar to Greyhound bus for regional connectivity.

“What I’d like to see in my community in the next 50 years...Steady jobs, FireSmart resilient emergency prepared community, being a steward of the environment.”

APPENDIX B

SUPPLEMENTARY HOUSING INFORMATION

SUPPLEMENTARY HOUSING INFORMATION

Income Range Calculation

	Area A	Area B	Midpoint
Very Low Income (\$300)	\$257	\$351	\$304
Low Income (\$750)	\$643	\$877	\$760
Moderate Income (\$1,200)	\$1,029	\$1,404	\$1,217
Median Income (\$1,800)	\$1,544	\$2,106	\$1,825

Source: Statistics Canada, 2021 - adjusted for 2025 dollars

Mobile Home Current Listings Electoral Area A and B, and Hope

Address	Price	Square Feet	Price per Square foot	Year Built	Pad Rental
39 - 50610 - Trans Canada Hwy	\$99,999	1,524	\$65.62	1992	yes
48835 Highline Road	\$188,000	1,408	\$133.52	1994	yes
12 - 65367 Kawkawa Lake Road	\$289,000	1,325	\$218.11	1974	yes
56 65367 KAWKAWA LAKE ROAD	\$249,000	889	\$280.09	1978	yes
59 65367 KAWKAWA LAKE ROAD	\$324,900	1,222	\$265.88	1979	yes
24 62780 FLOOD HOPE ROAD	\$219,000	784	\$279.34	2008	yes
23 62780 FLOOD HOPE ROAD	\$199,000	704	\$282.67	2003	yes
21 62790 FLOOD HOPE ROAD	\$199,000	940	\$211.70	1996	yes
29 62780 FLOOD HOPE ROAD	\$148,000	932	\$158.80	n/a	yes
Total	\$212,878	1,081	\$196.95		

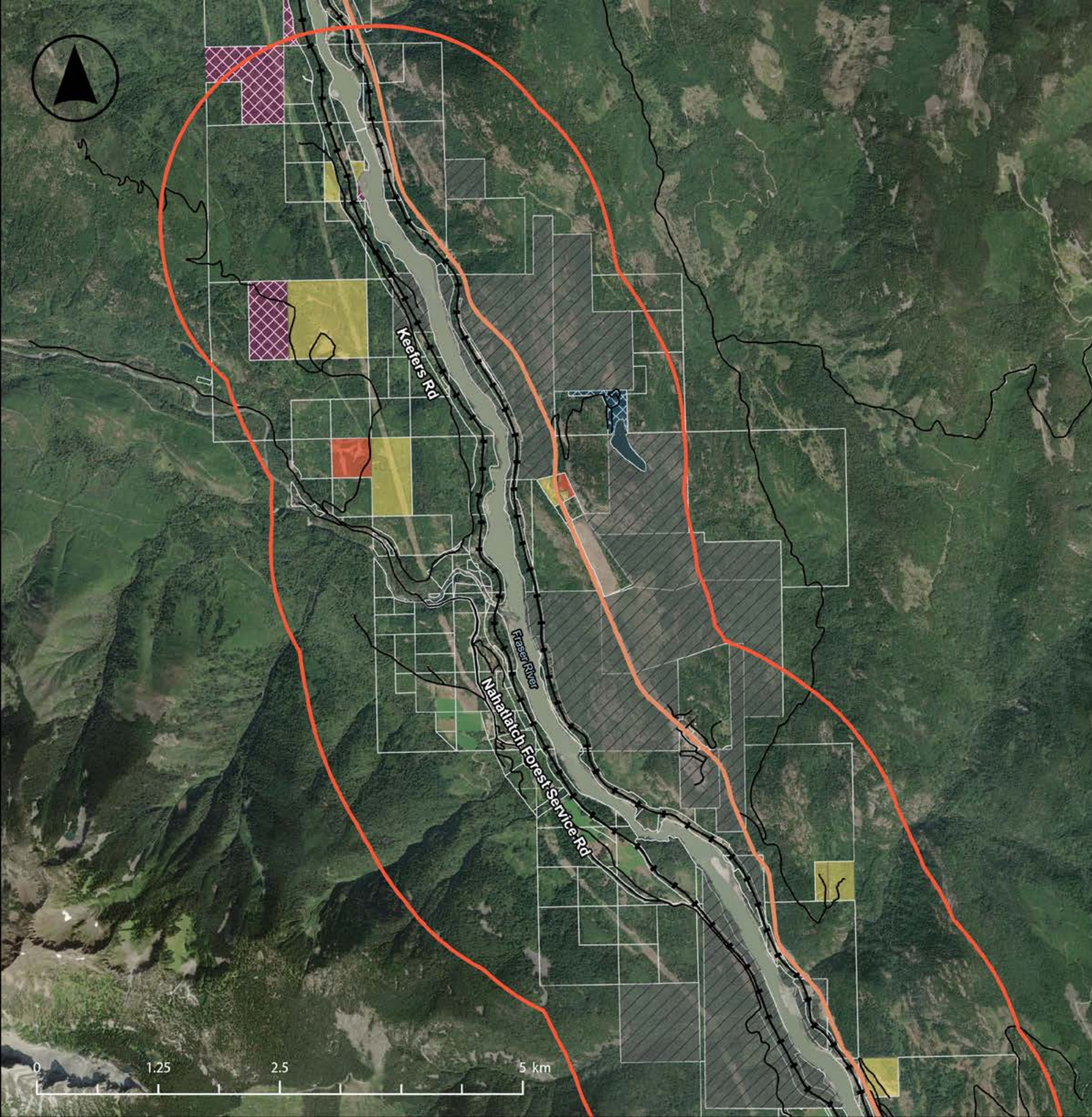
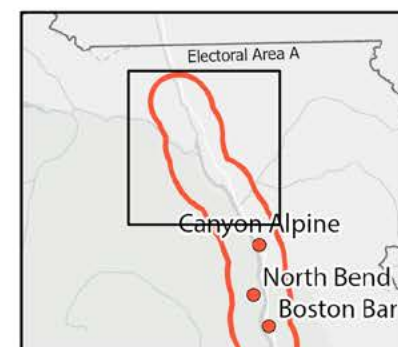
Housing Types:

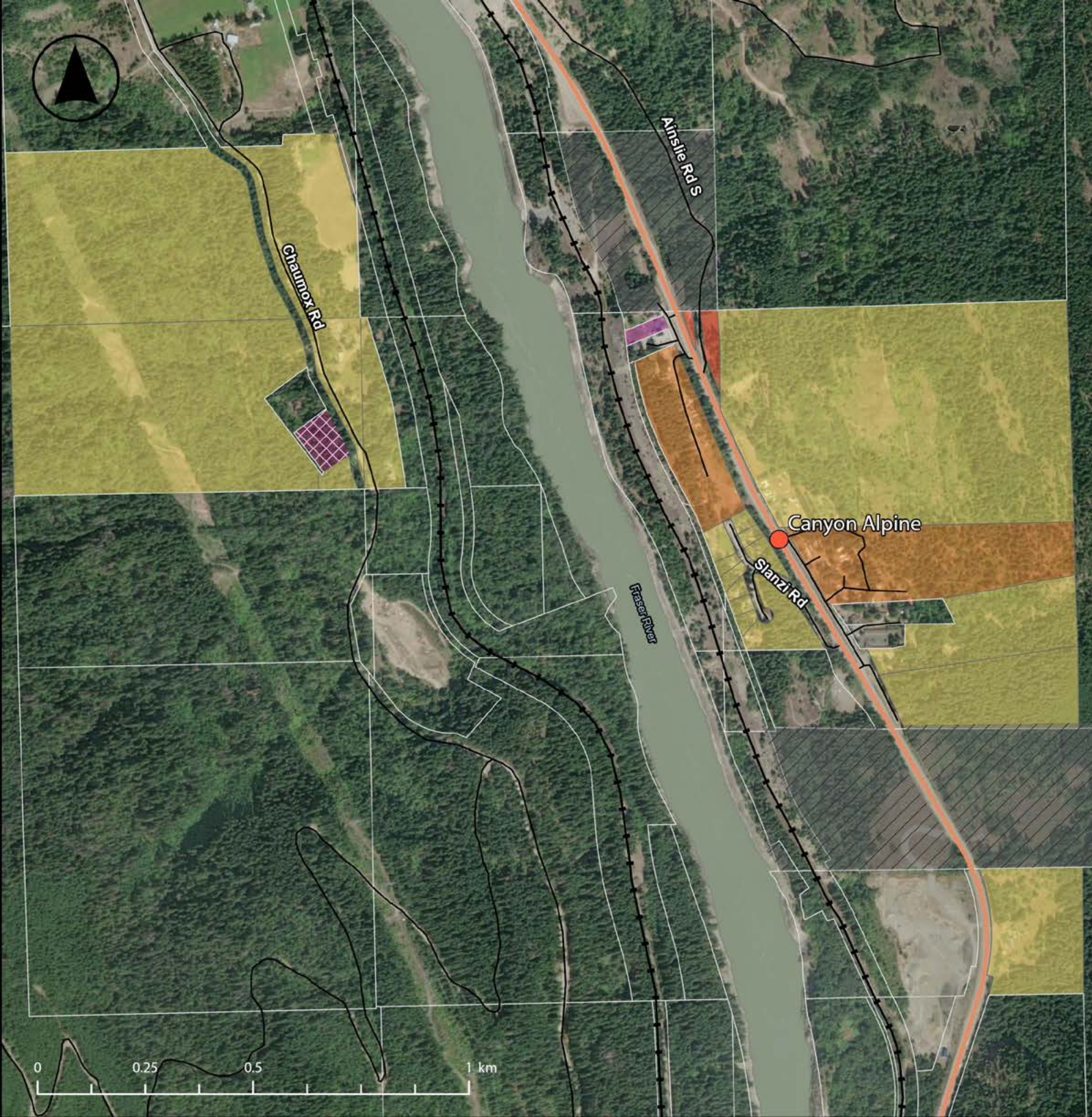
Northern Portion of Electoral Area A

-  Study Area
-  First Nation Reserves
-  Railway
-  Trans-Canada Highway
-  Roads
-  Parcels without a Housing Unit (181)
-  Single Family Dwelling (9)
-  Movable Dwelling (2)
-  Seasonal Dwelling (4)
-  Campground (3)

Note: The number in brackets following each parcel type represents the number of parcels attributed to that type and not the number of units.

Date: March 25, 2025





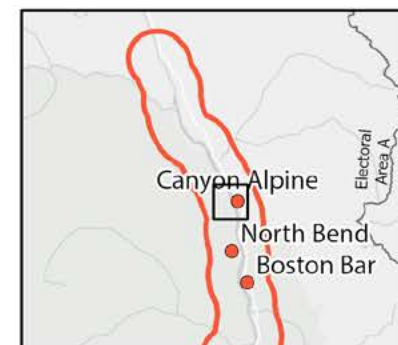
Housing Types:

Canyon Alpine, Electoral Area A

- Study Area
- Communities
- First Nation Reserves
- Railway
- Trans-Canada Highway
- Roads
- Parcels without a Housing Unit (47)
- Single Family Dwelling (18)
- Dwelling Accessory to Commercial Use (1)
- Manufactured Home Park (2)
- Movable Dwelling (1)
- Seasonal Dwelling (1)

Note: The number in brackets following each parcel type represents the number of parcels attributed to that type and not the number of units.

Date: March 25, 2025





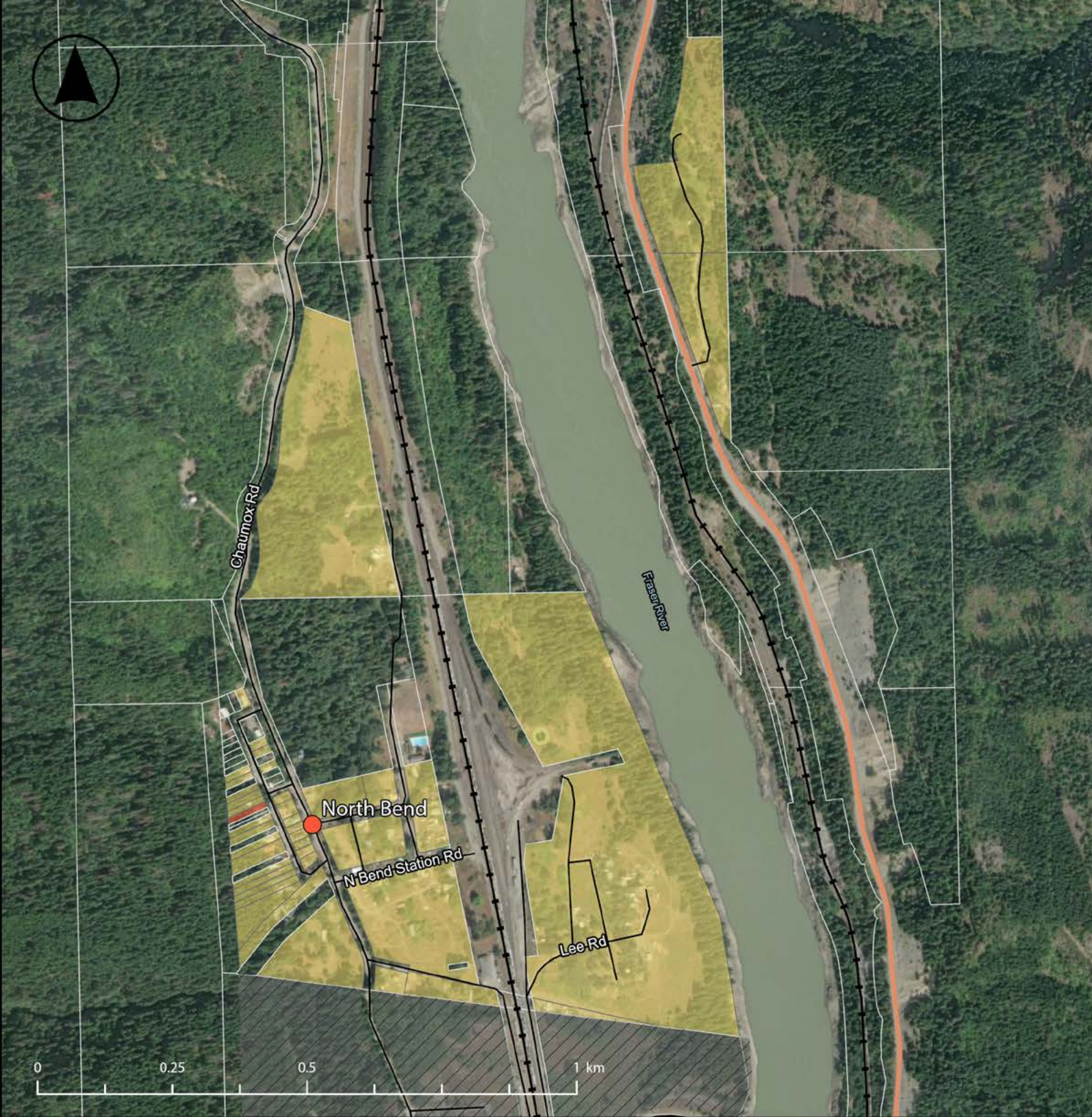
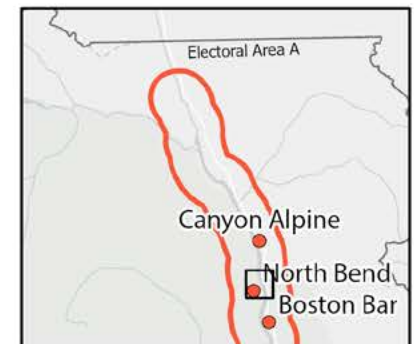
Housing Types:

North Bend, Electoral Area A

-  Study Area
-  Communities
-  First Nation Reserves
-  Railway
-  Trans-Canada Highway
-  Roads
-  Parcels without a Housing Unit (53)
-  Single Family Dwelling (38)
-  Movable Dwelling (1)

Note: The number in brackets following each parcel type represents the number of parcels attributed to that type and not the number of units.

Date: March 25, 2025





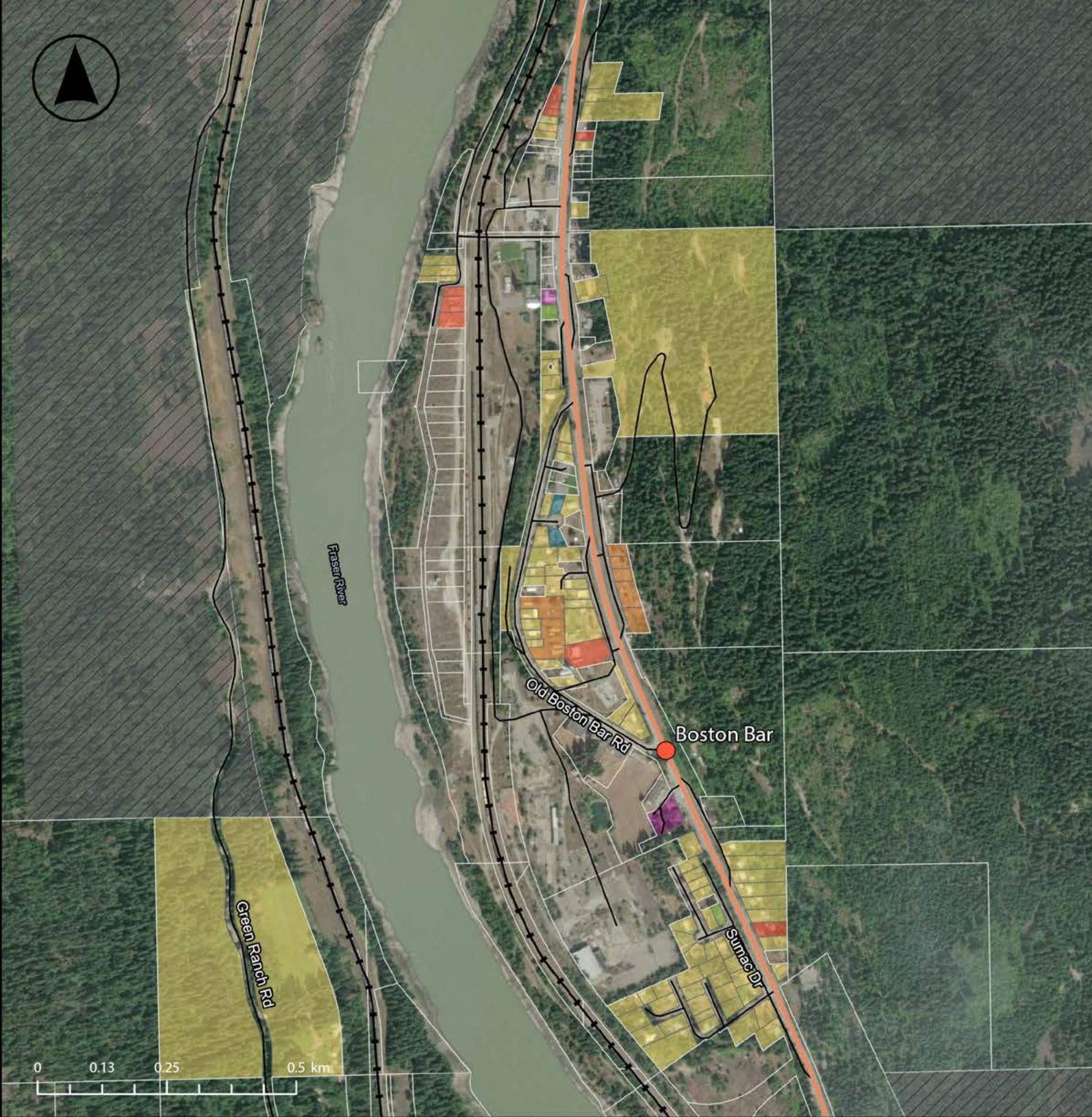
Housing Types:

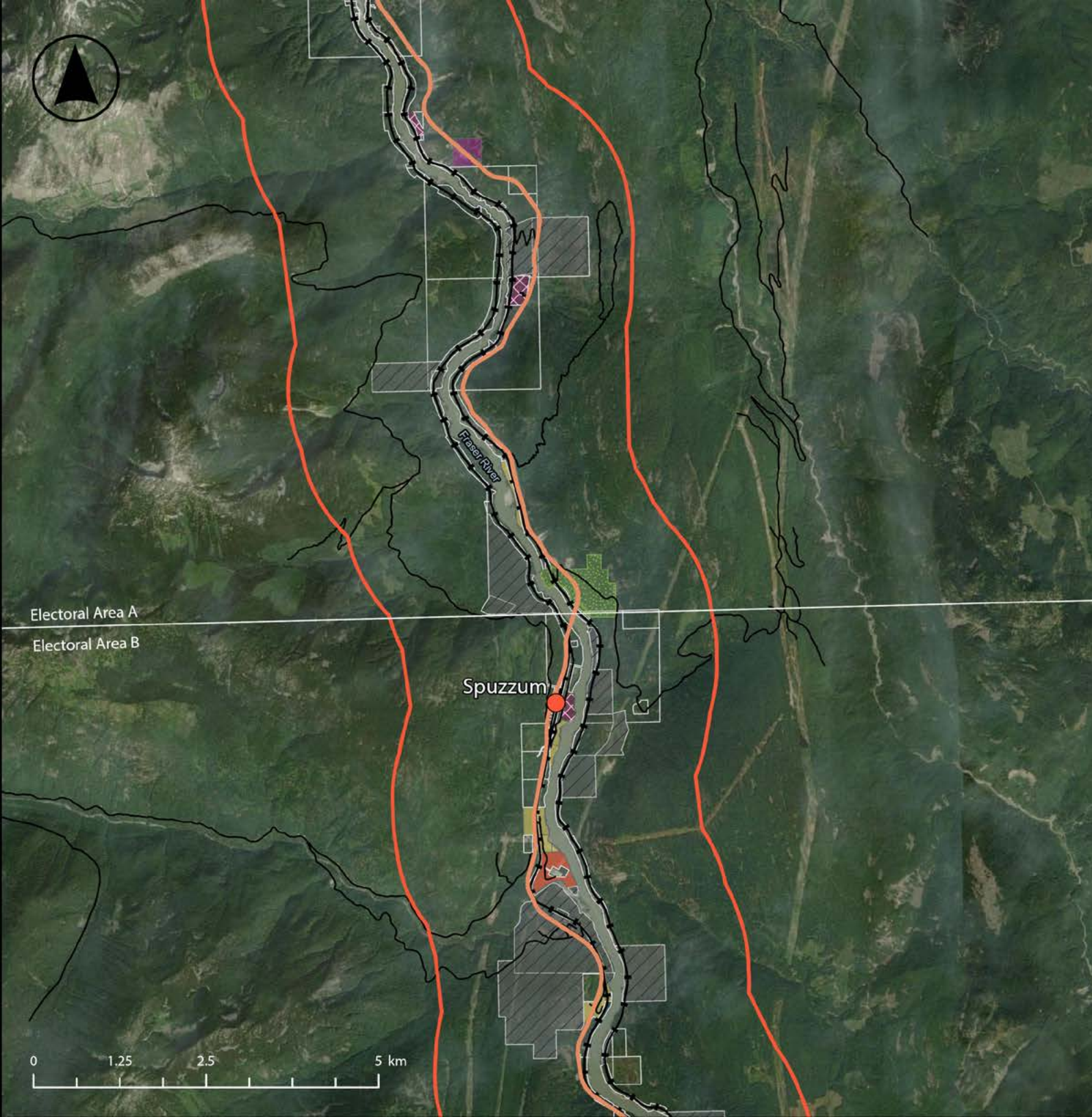
Boston Bar, Electoral Area A

- Study Area
- Communities
- First Nation Reserves
- Railway
- Trans-Canada Highway
- Roads
- Parcels without a Housing Unit (108)
- Single Family Dwelling (85)
- Single Family Dwelling with Suite (2)
- Ground Oriented Dwelling (2)
- Dwelling Accessory to Commercial Use (2)
- Manufactured Home Park (7)
- Movable Dwelling (9)

Note: The number in brackets following each parcel type represents the number of parcels attributed to that type and not the number of units.

Date: March 25, 2025





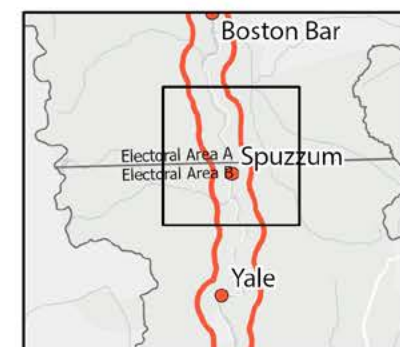
Housing Types:

South Electoral Area A
and Spuzzum, Electoral
Area B

-  Study Area
-  Communities
-  First Nation Reserves
-  Railway
-  Parks
-  Trans-Canada Highway
-  Roads
-  Parcels without a Housing Unit (124)
-  Single Family Dwelling (17)
-  Dwelling Accessory to Commercial Use (1)
-  Movable Dwelling (3)
-  Seasonal Dwelling (3)

Note: The number in brackets following each parcel type represents the number of parcels attributed to that type and not the number of units.

Date: March 25, 2025



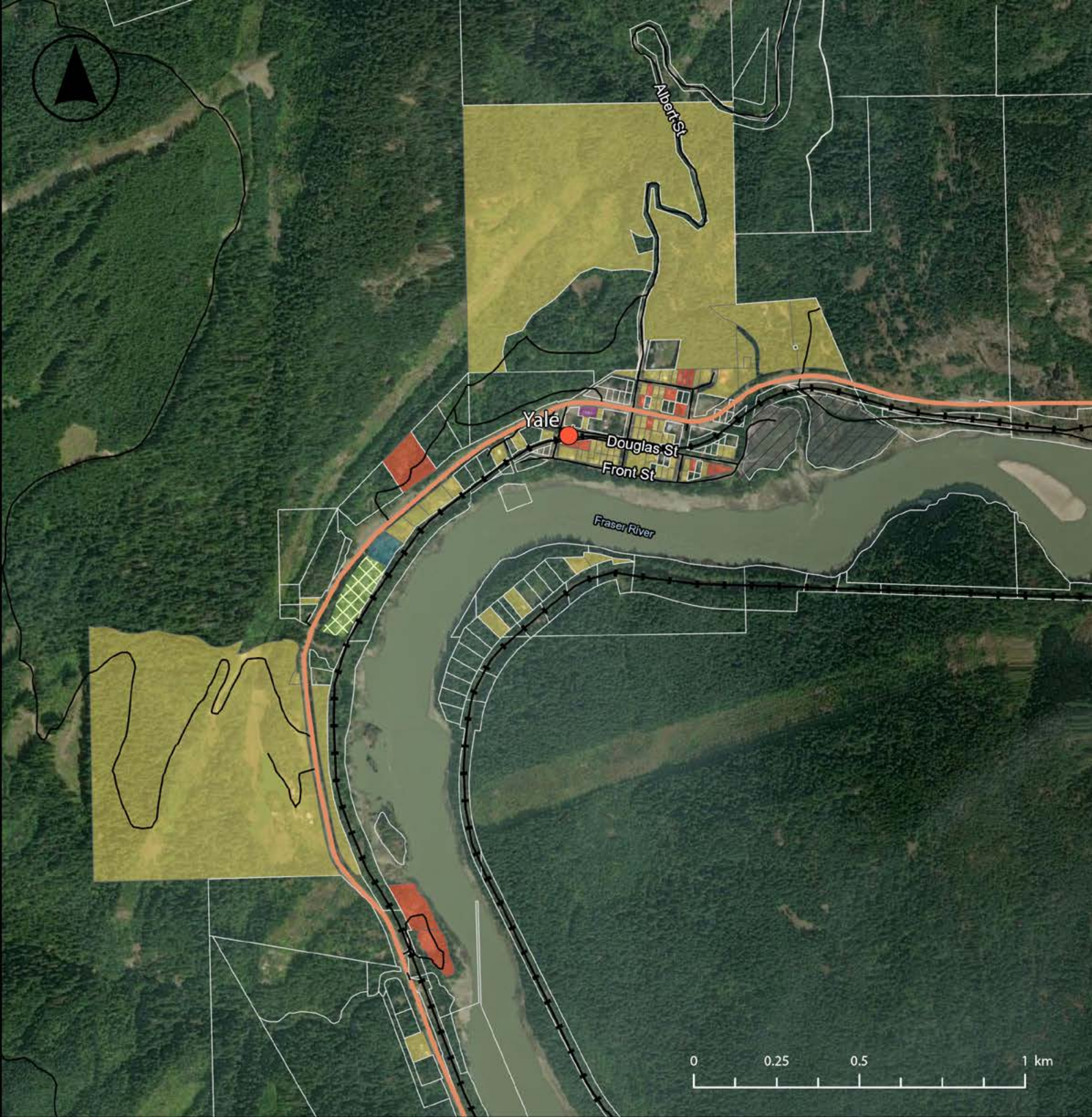
Housing Types:

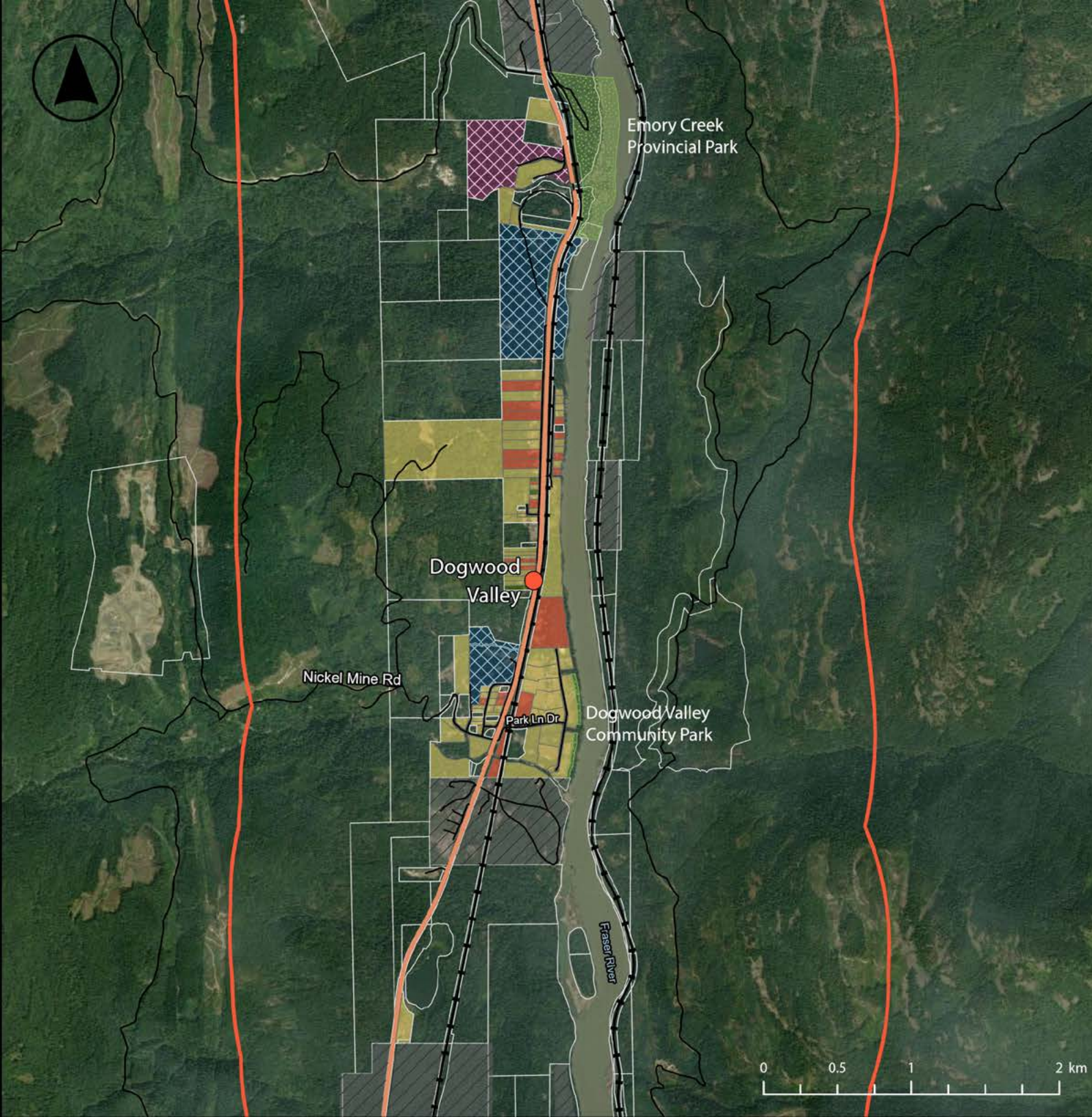
Yale, Electoral Area B

-  Study Area
-  Communities
-  First Nation Reserves
-  Railway
-  Trans-Canada Highway
-  Roads
-  Parcels without a Housing Unit (137)
-  Single Family Dwelling (69)
-  Ground Oriented Dwelling (1)
-  Dwelling Accessory to Commercial Use (3)
-  Movable Dwelling (16)
-  Seasonal Resort (3)

Note: The number in brackets following each parcel type represents the number of parcels attributed to that type and not the number of units.

Date: March 25, 2025





Housing Types:

Dogwood Valley, Electoral Area B

- Study Area
- Communities
- First Nation Reserves
- Railway
- Parks
- Trans-Canada Highway
- Roads
- Parcels without a Housing Unit (107)
- Single Family Dwelling (67)
- Single Family Dwelling with Suite (3)
- Movable Dwelling (19)
- Seasonal Dwelling (4)
- Campground (3)

Note: The number in brackets following each parcel type represents the number of parcels attributed to that type and not the number of units.

Date: March 25, 2025



0 0.5 1 2 km

APPENDIX C

REFERENCES

REFERENCES

Bylaws

- » Fraser Valley Regional District Building Bylaw No. 1188, 2013
- » Fraser Valley Regional District Floodplain Management Bylaw No. 1669, 2022
- » Fraser Valley Regional District Zoning Bylaw No. 1638, 2021
- » Fraser Valley Regional District Subdivision and Development Servicing Bylaw No. 1319, 2015
- » Official Community Plan for Boston Bar, North Bend, Canyon Alpine Bylaw No. 804, 1994
- » Official Community Plan for Portions of Electoral Area “B”, Yale, Emory Creek, Dogwood Valley, and Choate Bylaw No. 150, 1998
- » Regional District of Fraser-Cheam Campground and Holiday Park Bylaw No. 1190, 1994
- » Regional District of Fraser-Cheam Mobile Home Park Bylaw No. 103, 1978

Reports and Studies

- » Boston Bar Landslide Memo 2024
- » Boston Bar North Bend Action Plan 2023
- » Debris Flow Hazard Assessment Update and Conceptual Mitigation Options North Bend, BC 2018
- » Fraser Canyon Tourism Plan 2009
- » Fraser Valley Future 2050: Regional Growth Strategy
- » Fraser Valley Regional District Active Transportation Network Plan 2024 (Draft)
- » Fraser Valley Regional District Electoral Areas Housing Needs Report 2021
- » Fraser Valley Regional District Electoral Areas Interim Housing Needs Report 2024
- » Fraser Valley Regional District, Zone A Community Wildfire Protection Plan 2019
- » FVRD Electoral Area Sanitary Sewer Gap Analysis 2013
- » FVRD Electoral Area Sanitary Sewer Gap Analysis Update 2023

REFERENCES

- » FVRD Electoral Areas A & B Geohazard Mapping and Work Plan 2024
- » FVRD Rural Broadband Connectivity Strategy 2021
- » Yale and Fraser Canyon Community Heritage Context Study and Heritage Strategic Plan 2009

Legislation

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

Other

- » BC Housing: Housing Assessment Resource Tools (HART) 2024
- » CleanBC Complete Communities Guide 2023
- » FVRD Geographic Information System Database
- » Statistics Canada Census Data 2016
- » Statistics Canada Census Data 2021
- » Union of British Columbia Municipalities Complete Communities Program

