

# Impacts of E-Commerce On Industrial Lands & Transportation Systems

Friday February 10, 2023

Presented to: Metro Vancouver

Presented by: Colliers Strategy and Consulting





# Agenda

Part 1 What is E-Commerce?

Part 2 Lessons Learned

Part 3 Recommendations





# Colliers Planning & Placemaking

We are passionate urban planners and land economists who strive toward the development of inclusive, equitable, and sustainable communities.





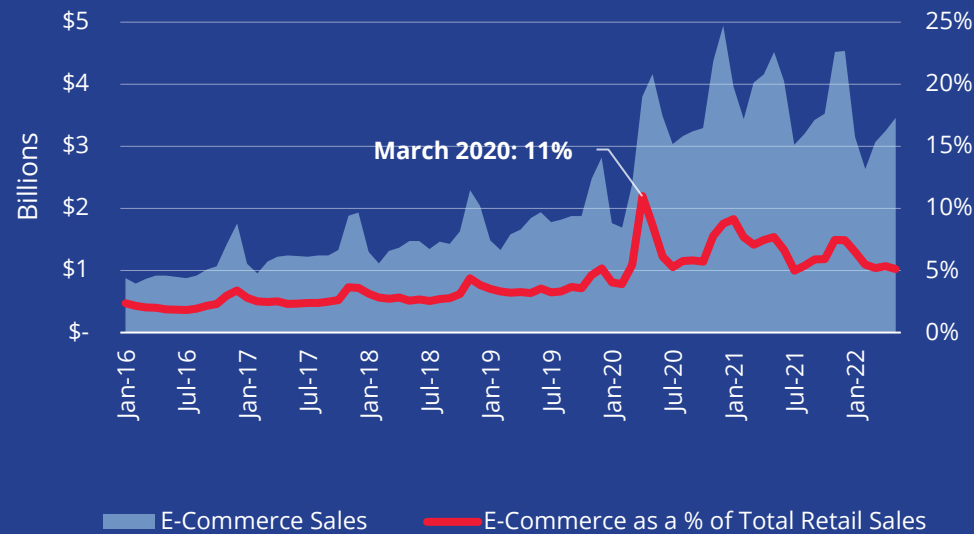
## Part 1

# What is E-Commerce?

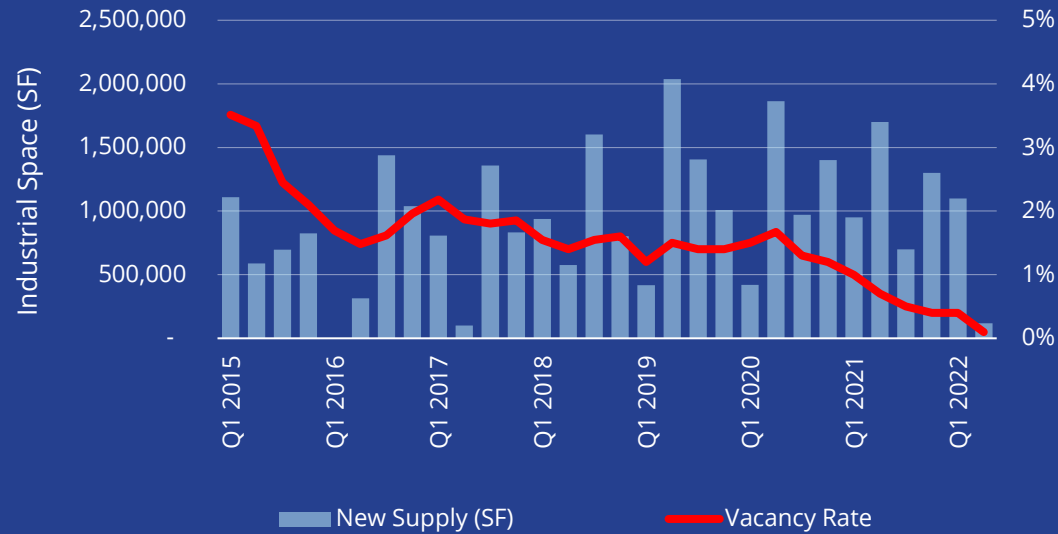


# Industrial Market

Canadian E-Commerce Sales  
Q1 2016 – Q2 2022

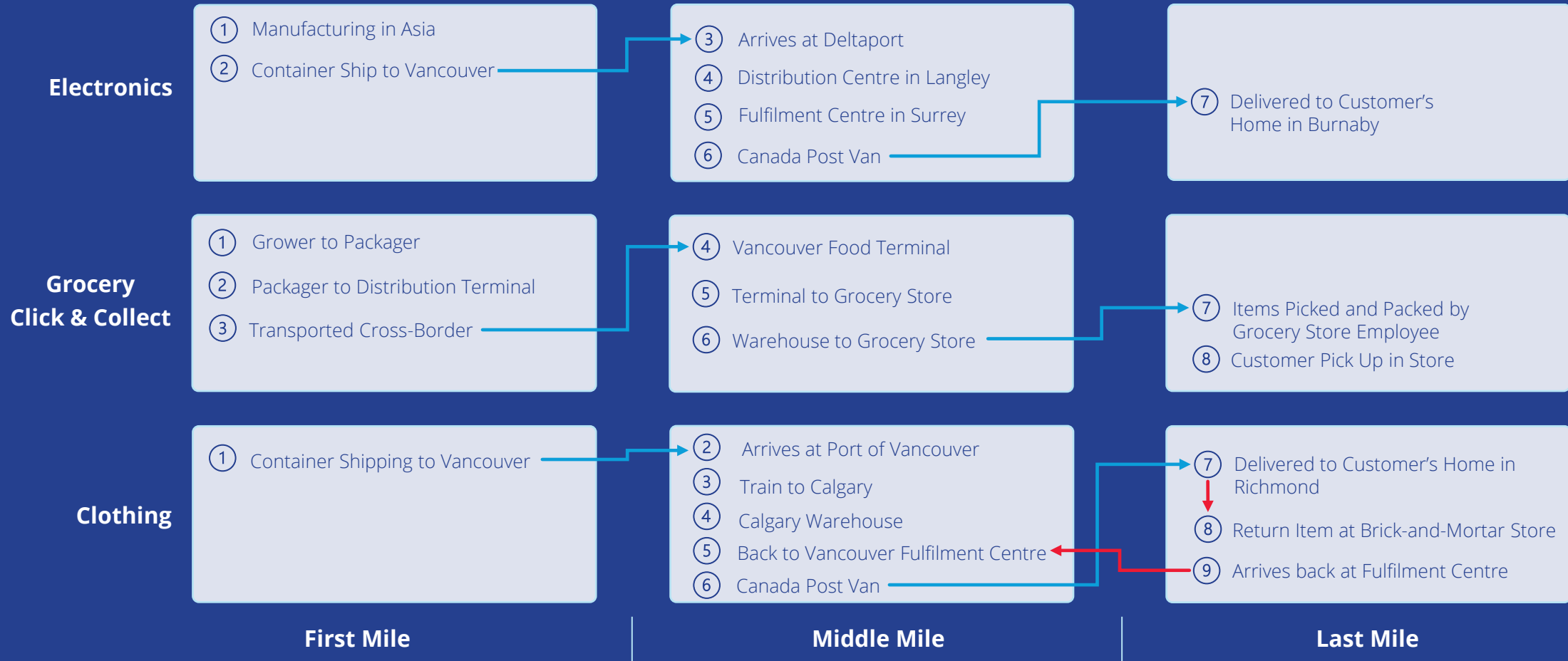


Metro Vancouver Industrial Completions and Vacancy  
Q1 2016 – Q2 2022





# Goods Movement





## Part 2

# Lessons Learned



# How was the Study Conducted?

Stakeholder  
Engagement

Case Studies

Literature  
Review



# Lessons Learned

**Curb Management**      **Data Barriers & Opportunities**      **Data Collection**  
**Supporting Existing Infrastructure**      **Last Mile Distribution by Cargo Bike**



# Lessons Learned

Curb Management

Data Barriers & Opportunities

Data Collection

Supporting Existing Infrastructure

Last Mile Distribution by Cargo Bike

Importance of Location

Flexible Zoning Promoting Innovation

Built Form Opportunities

Port Activity

Zoning Barriers & Opportunities

Industrial Land Inventory



# Lessons Learned





## Part 3

# Recommendations

# Recommendations

- Demand for goods ordered online and delivered to homes is anticipated to remain, with potential to grow.
- Additional monitoring of the changes to the demand for e-commerce and the affiliated impacts is needed.
- Additional information can allow municipalities to implement policy changes necessary to address the growth of this sector.
- Flexible industrial and commercial land use zoning regulations that can accommodate innovative solutions to e-commerce demand are needed.

1

Expand traffic data collections efforts to better cover curb and sidewalk use.

2

Incorporate flexibility into industrial zoning.

3

Reimagine retail and commercial zoning.



# Recommendations



1 Expand traffic data collections efforts to better cover curb and sidewalk use.

2 Incorporate flexibility into industrial zoning.

3 Reimagine retail and commercial zoning.

# Recommendations

- Traffic congestion
- Safety
- Loading zone use
- Alternate delivery modes on sidewalks

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# Recommendations



1 Expand traffic data collections efforts to better cover curb and sidewalk use.

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# Recommendations

- Broadening the allowable uses while maintaining the primary uses of the lands
- Reconsidering floor area ratio restrictions
- Allowing temporary uses

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# Recommendations



1 Expand traffic data collections efforts to better cover curb and sidewalk use.

2 Incorporate flexibility into industrial zoning.

3 Reimagine retail and commercial zoning.

# Recommendations

- Conduct impact studies
- Review “dark store” business license requests

1

Expand traffic data collections efforts to better cover curb and sidewalk use.

2

Incorporate flexibility into industrial zoning.

3

Reimagine retail and commercial zoning.





# Thank You

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# Regional Industrial Lands Portfolio Update

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Senior Planner, Regional Planning and Housing Services

Regional Planning Committee | February 10, 2023  
57295451

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# INDUSTRIAL LANDS CONTEXT & CHALLENGES

The background of the slide is a photograph of a city skyline, likely Vancouver, with a dense cluster of skyscrapers and modern buildings. In the background, there are large, rugged mountains, some of which are covered in snow. The sky is a clear, pale blue.

**Constrained  
Land Supply**

**Pressures on  
Industrial Lands**

**Site and Adjacency  
Issues**

**Complex Jurisdictional  
Environment**

# INDUSTRIAL LANDS DEMAND DRIVERS

Multiple drivers of industrial demand  
Although disrupted by COVID-19 pandemic



Population



Employment



Economy



Trade



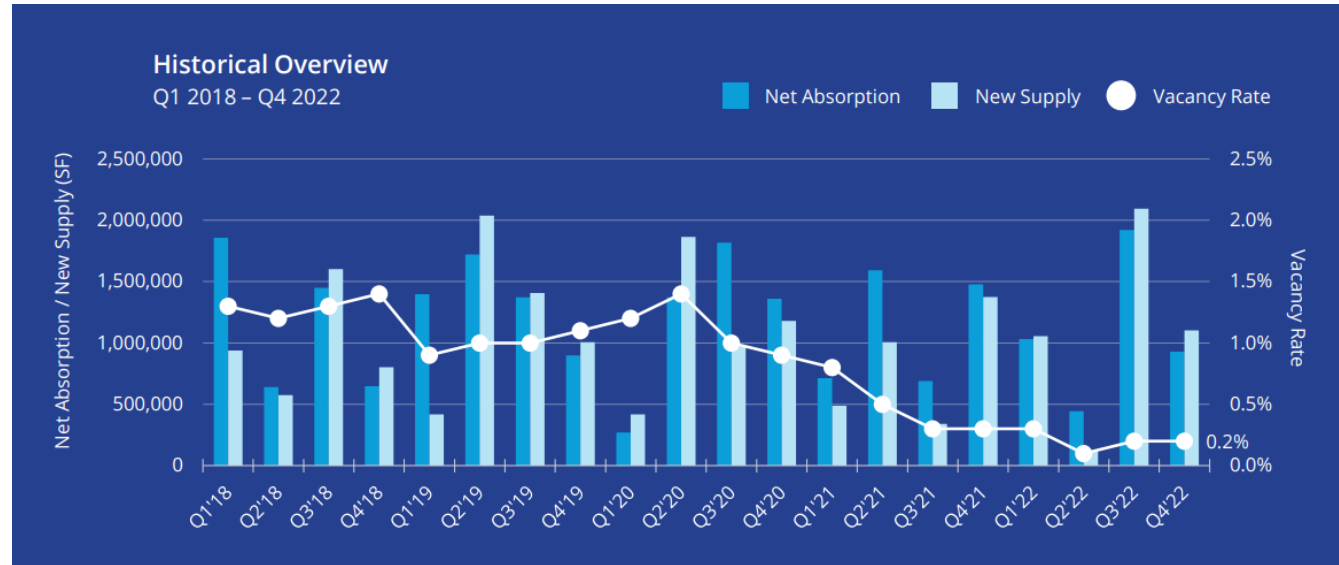
# INDUSTRIAL MARKET

Vacancy Rate:  
0.2%

Asking Rents:  
\$21 per sq ft

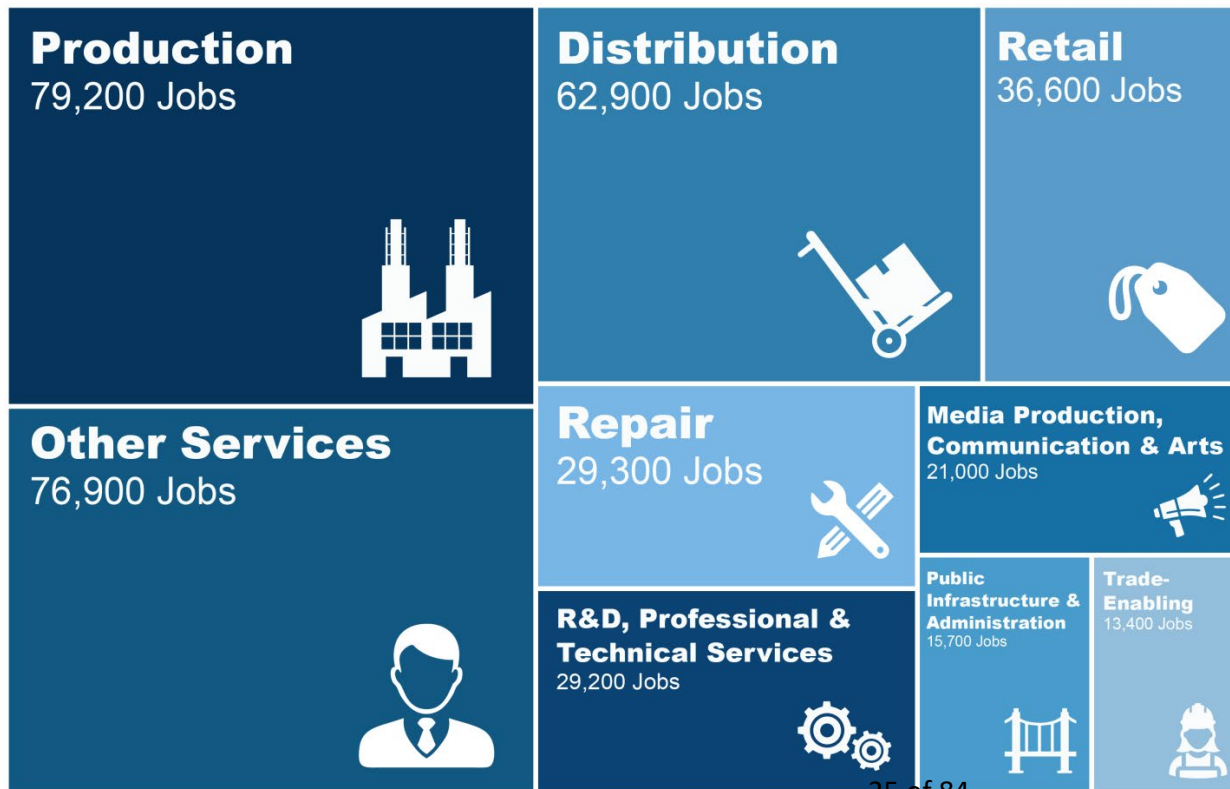
Building Inventory:  
222 million sq ft

Construction:  
7 million sq ft



Source: Colliers, Greater Vancouver Area, Industrial Market Report, Q4 2022

# INDUSTRIAL ECONOMIC ACTIVITIES



- 4% of the region's land base
- 27% of jobs in the region (direct employment = 364,100 jobs)
- 55% are industrial jobs (200,400 jobs)
- \$9 Billion in tax contributions to governments



# INDUSTRIAL BUSINESS TRENDS

- Changing nature of work and industry
- Evolving definition of industrial uses
- Growth of e-commerce
- New technologies: automation, robotics, etc.
- Further stratification and intensification
- Ongoing pressure to convert industrial land

# DEFINITION OF 'INDUSTRIAL' USES

## Industrial:

- Production
- Distribution
- Repair
- Construction
- Infrastructure
- Outdoor storage
- Wholesale

## Employment:

- Indoor / self storage
- Stand-alone office
- Stand-alone recreation
- Retail / Wholesale (big box, auto, furniture)
- High-Tech software development
- Consulting services

## Non-Industrial:

- Residential
- Artist studio
- Live / work space
- Agriculture (soil based)
- Places of worship
- Institutional uses (e.g. schools, day cares, hospitals)



# REGIONAL INDUSTRIAL LANDS STRATEGY

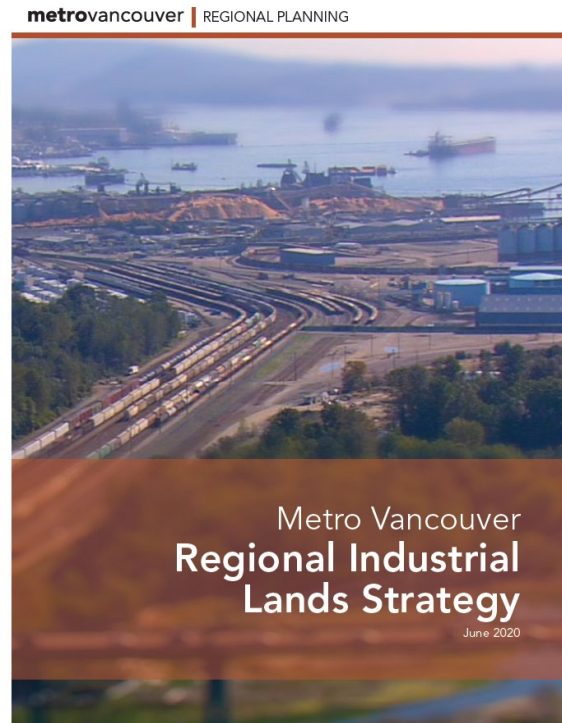


**VISION:** Ensure sufficient industrial lands to meet the needs of a growing and evolving economy to 2050

# INDUSTRIAL LANDS STRATEGY HIGHLIGHTS

**34** recommendations, with **10** priority actions, organized in **4** ‘big moves’

1. Protect Remaining Industrial Lands
2. Intensify and Optimize Industrial Lands
3. Bring Existing Supply to Market & Address Site Issues
4. Ensure a Coordinated Approach





# INDUSTRIAL STRATEGY - IMPLEMENTATION

## Protect Remaining Industrial Lands

1. Define Trade-Oriented Lands
2. Regional Land Use Assessment
3. Strengthen regional policy
4. Seek municipal consistency in definitions and permitted uses

## Intensify & Optimize Industrial Lands

5. Facilitate industrial intensification / densification forms

## Bring Land to Market / Address Site Issues

6. Advance bring-to-market strategies for vacant / under-developed lands
7. Ensure transportation connectivity

## Ensure a Coordinated Approach

8. Coordinate strategies for economic growth
9. Improve data and monitoring
10. Framework for economic and land use planning coordination

# 1. DEFINE TRADE-ORIENTED LANDS

- Trade-oriented industrial uses are a crucial part of the region's gateway role
- Their low-density nature means that they often struggle to compete with other uses
- Results in less competitiveness for industrial and trade related development, longer truck trips for moving containers






## 2. REGIONAL LAND USE ASSESSMENT

- The parcel-based assessment includes all land use types across the region
- Document lands by attributes, characteristics, and possible uses
- Match projected demand with supply of lands by use to better understand pressures and gaps

### 3. STRENGTHEN REGIONAL POLICY

- *Metro 2040* Policy Review
- Updating the regional growth strategy policies to protect industrial lands
- Stronger policy: trade-oriented overlay, clearer definitions, encourage intensification, flexibility for employment lands near rapid transit stations

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**POLICY REVIEW SUMMARY**

## Industrial and Mixed Employment


**About Metro 2050**

Metro Vancouver is updating Metro Vancouver 2040: Shaping our Future (Metro 2040), the regional growth strategy. Since its adoption in 2011, Metro 2040 has been a strong and effective tool representing the regional federation's collective vision for livability and managing growth anticipated to come to our region over the long term.

Having a regional growth strategy allows Metro Vancouver and member jurisdictions to prevent urban sprawl by focusing growth (i.e., new homes and new jobs) in transit-oriented locations to support the development of livable neighbourhoods, with a range of housing, jobs, and amenities. The strategy also protects the region's vital agricultural, ecologically important, and industrial lands. These efforts support the provision of affordable housing, a diverse economy, and mobility for all, and they help prepare the region for the impacts of climate change.

Metro 2040 was co-created and supported by all municipalities in the region, Tawwassen First Nation, TransLink, adjacent regional districts, and the Metro Vancouver Board. The direction provided by the strategy recognizes the region's collective vision for the future and the importance of cooperation among member jurisdictions to create that future together.

The regional growth strategy is being updated. Though many of the goals, actions, and tools that are working well in Metro 2040 will remain unchanged, updates will extend the strategy to the year 2050 and allow the region to better respond to critical and emerging issues such as climate change, social equity, resilience, and housing affordability. Updates will also align the strategy with Transport 2050 (TransLink's new regional transportation strategy) and implement policy improvements in a number of areas. The updated strategy, anticipated to be completed in 2022, will be called Metro 2050.



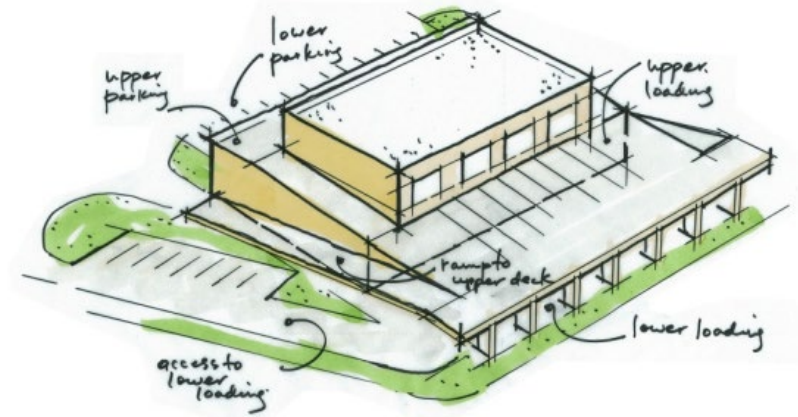
**Policy Review Summaries**

Content for Metro 2050 is being developed through a series of 11 themed Policy Reviews scoped to address specific policy topics in the regional growth strategy like Agriculture or the Environment. Each Policy Review is looking at the current policies in Metro 2040 related to the topic area, identifying gaps and opportunities, engaging with stakeholders and others, and developing policy recommendations to be integrated into Metro 2050. Upon completion of the Policy Reviews, Metro Vancouver is producing Policy Review Summaries to support a broad understanding by decision makers and interested stakeholders of the issues and updates proposed that will guide the drafting of amended and new policy directions for each topic area in Metro 2050.



## 5. FACILITATE INDUSTRIAL INTENSIFICATION

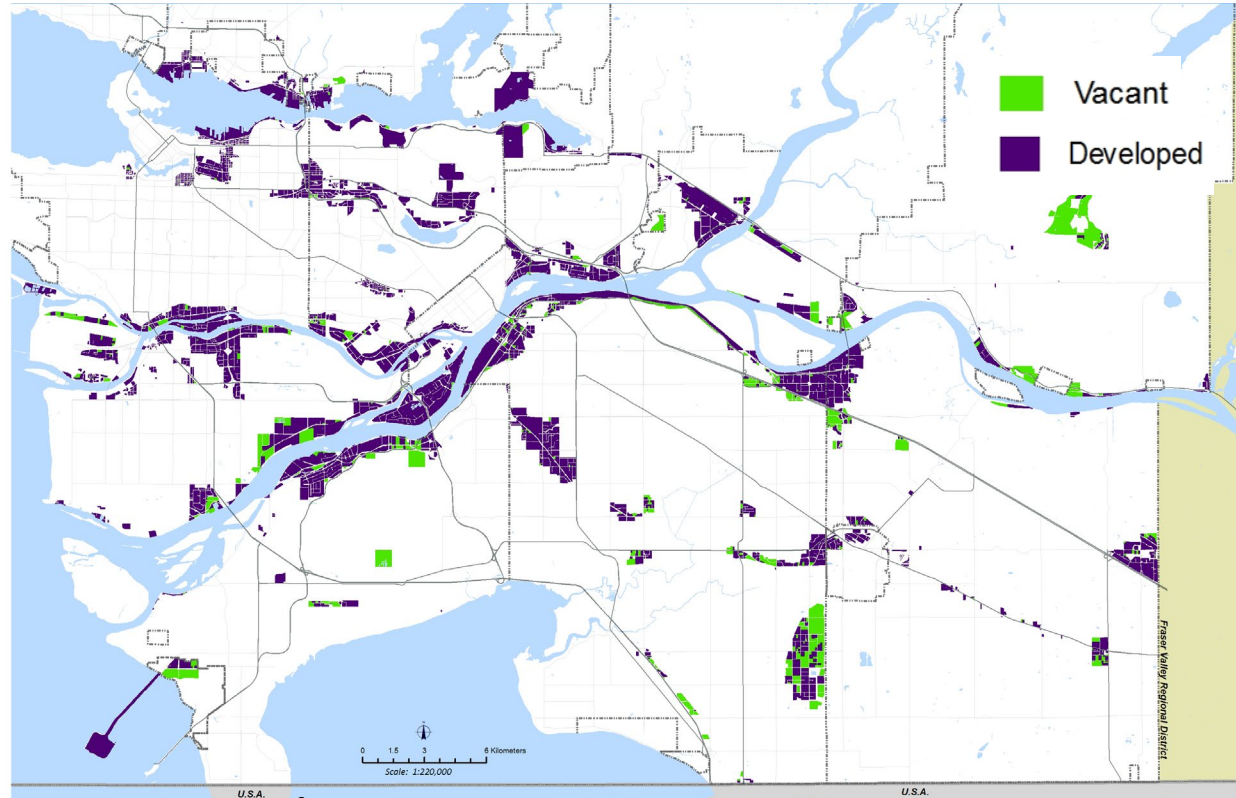
- Many different definitions of 'intensification' / 'densification'
- Develop regional guidelines to optimize opportunities
- Recognizing local contexts, encourage appropriate new forms of industrial
- Incentives or removal of regulatory barriers



## 9. IMPROVE DATA AND MONITORING

### Industrial Lands Inventory:

- Completed in: 2005, 2010, 2015, 2020
- 11,500 ha (28,400 ac) of land
- 30 detailed and 7 consolidated land use classifications







Thank you

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# Metro 2050 Climate Policy Enhancement Study

## PROJECT INITIATION

Erin Rennie

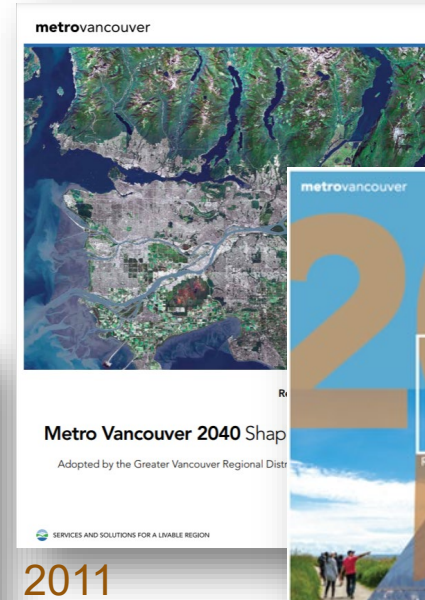
Senior Planner, Regional Planning and Housing Services

Regional Planning Committee | February 10, 2023

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# 60+ YEARS OF CONTINUOUS IMPROVEMENT



In progress



# METRO 2050 & CLIMATE ACTION

- GHG Emission Reduction Targets (Carbon Neutrality by 2050)
- *Metro 2040* Climate and Natural Hazards Policy Review
- 2020 Resilience Study
- Carbon Neutral Region Modelling Study
- Climate change lens applied to all *Metro 2050* policies



# Helicopters lift hundreds to safety after motorists trapped on B.C. highway

Up to 275 people had been stuck on Hwy 7 since late Sunday

2 Minutes Ago

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**Storm sends barge straight into Vancouver's seawall**

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**'Atmospheric river' in B.C. to be followed by high winds and snow in some areas**

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**Relentless rain causing flooding, road closures, evacuations across southern B.C.**



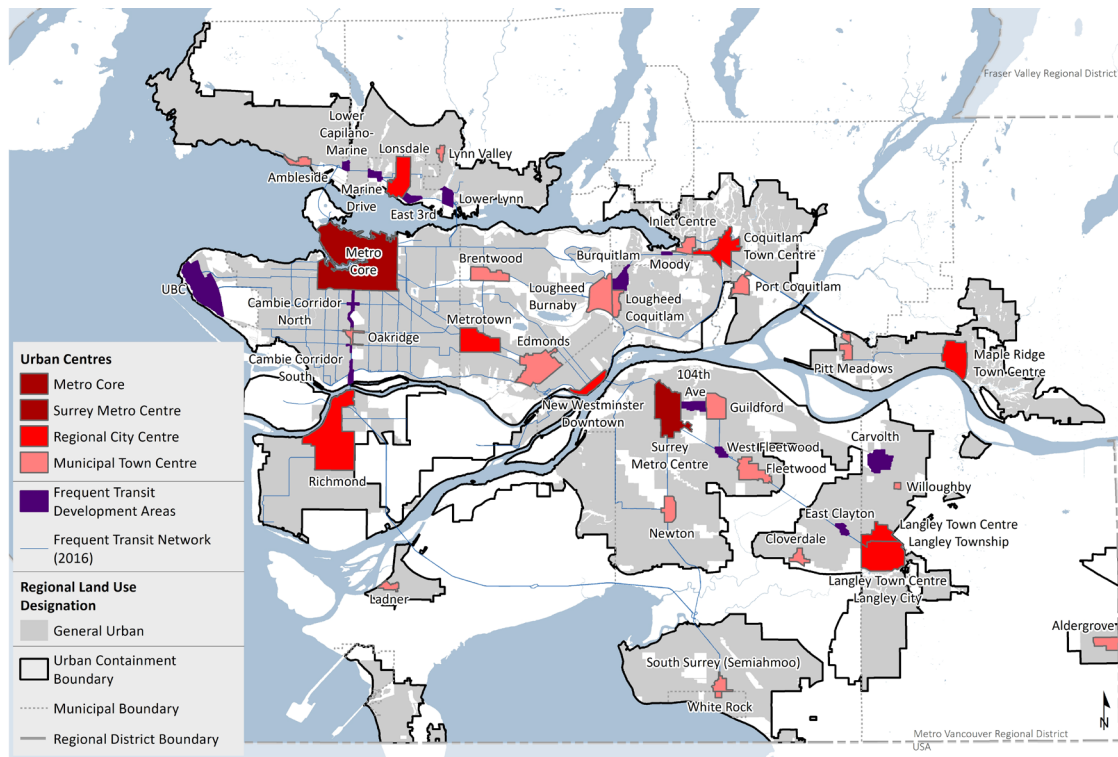
## MARCH 25, 2022 MVRD BOARD RESOLUTION

*Given the urgent need to respond to climate change and prepare for extreme weather events, direct staff to undertake work and engagement with an **aim to proposing an early amendment to Metro 2050 post-adoption to strengthen climate action language and policy** including the intent to improve integration of climate action into other Metro 2050 priorities.*



# METRO 2050 & GHG REDUCTIONS (MITIGATION)

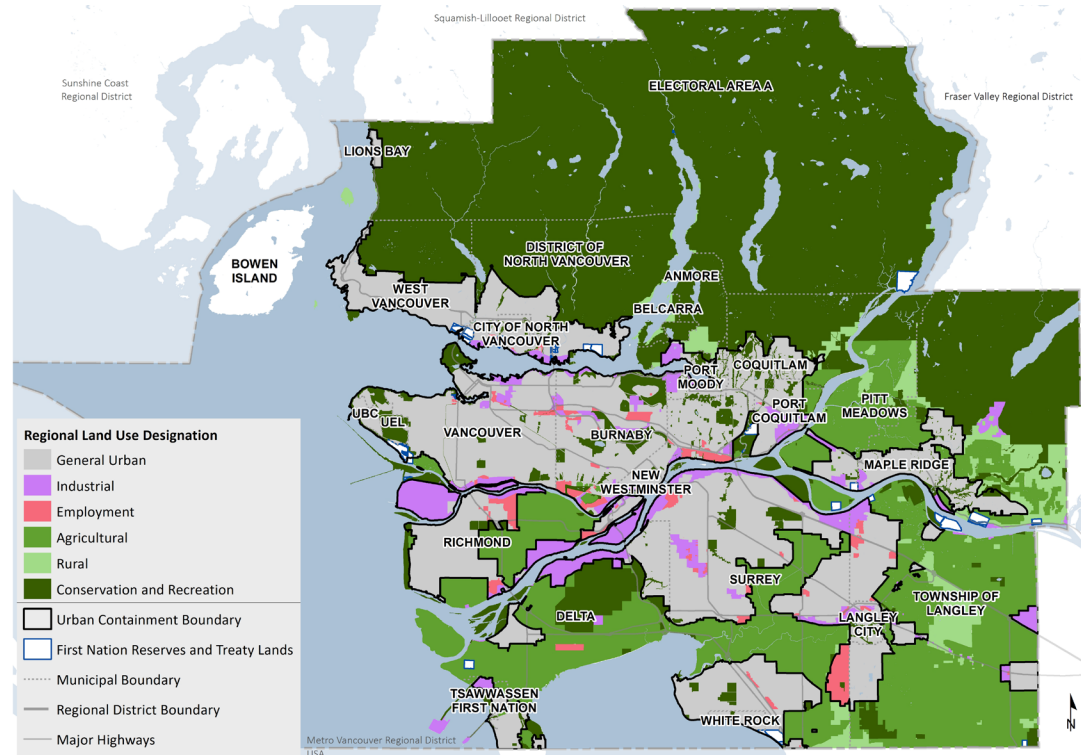
- **Urban Containment Boundary** supports carbon storage
- **Urban Centres and Frequent Transit Development Areas** support compact communities, shorter trips, more energy efficient homes



# METRO 2050 & RESILIENCE TO CLIMATE CHANGE

## (ADAPTATION)

- Urban Containment Boundary and Land Use Designations discourage development on hazard lands
- Policy supports resilient forms and communities



# METRO 2050 CLIMATE POLICY ENHANCEMENT STUDY

## Objectives:

1. Identify potential *Metro 2050* amendment options to reduce GHG Emissions and enhance resilience
2. Coordinate with *Climate 2050* Land Use and Urban Form Roadmap





# PROJECT TIMELINE

- ✓ Background review & early engagement (Q2/3 2022)
- ✓ Develop, Refine, Organize Policy Ideas (Q4 2022)
- ❑ Engage with stakeholders and subject matter experts (Q1/2 2023)
- ❑ Prepare recommendations (Q 2/3 2023)
- ❑ Initiate Potential amendment (Q4 2023)



# ENGAGEMENT

- Gather and Refine Ideas (Q1 2023)
  - Joint engagement with *Climate 2050* Land Use and Urban Form Roadmap
- Comment Referral on Draft Recommendations (Q2/3 2023)



# CLIMATE ACTION & LAND USE POLICY WORKSHOPS

- January 26 – in person
- Feb 1 – online
- Facilitated discussion on climate action ideas “worksheets”
- Opportunity for written feedback post-workshop
- Opportunity to leverage to support local climate policy work





# NEXT STEPS

- Forward scoping report to Climate Action, Liquid Waste, and Parks Committees for information
- Review input and prepare draft recommendations
- Circulate draft recommendations for comments
- Joint Regional Planning and Climate Action Committees meeting to review





Thank you



# Climate 2050 Land Use and Urban Form Roadmap

Project Scope and Update

Stefanie Ekeli

Planner, Regional Planning and Housing Services

Regional Planning Committee Meeting | February 10, 2023

Orbit #57683511

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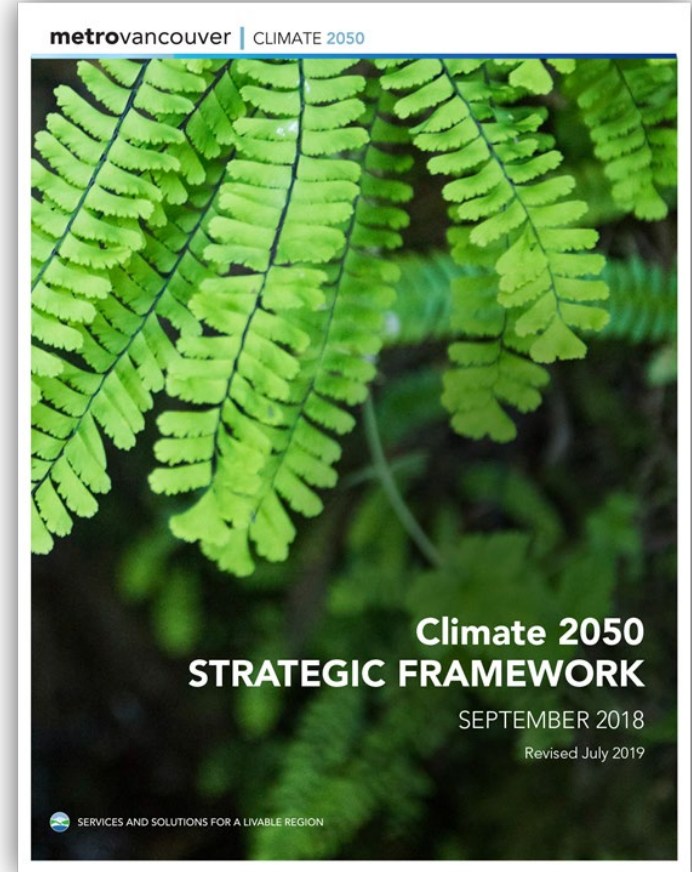
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# CLIMATE 2050 STRATEGY

Bold leadership in response to climate change:

- **Carbon neutral region** by 2050
- Infrastructure, ecosystems, and communities are **resilient to the impacts of climate change**
- 10 Roadmaps on issue areas



# CLIMATE 2050 ROADMAP ISSUE AREAS



# LUUF ROADMAP PROJECT DESCRIPTION

- Climate action strategies specific to land use and urban form (e.g. where and how we build)
- Informed by *Metro 2050*
- Include 'big moves', 'best practices', 'innovative ideas' or 'stretch goals'



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# LUUF ROADMAP – OPPORTUNITIES

- Land use practices and urban form, key levers for climate action
- Link to other management plans and other *Climate 2050* Roadmaps
- Improve climate equity
- Enhance relationships and reflect First Nation interests in the Roadmap

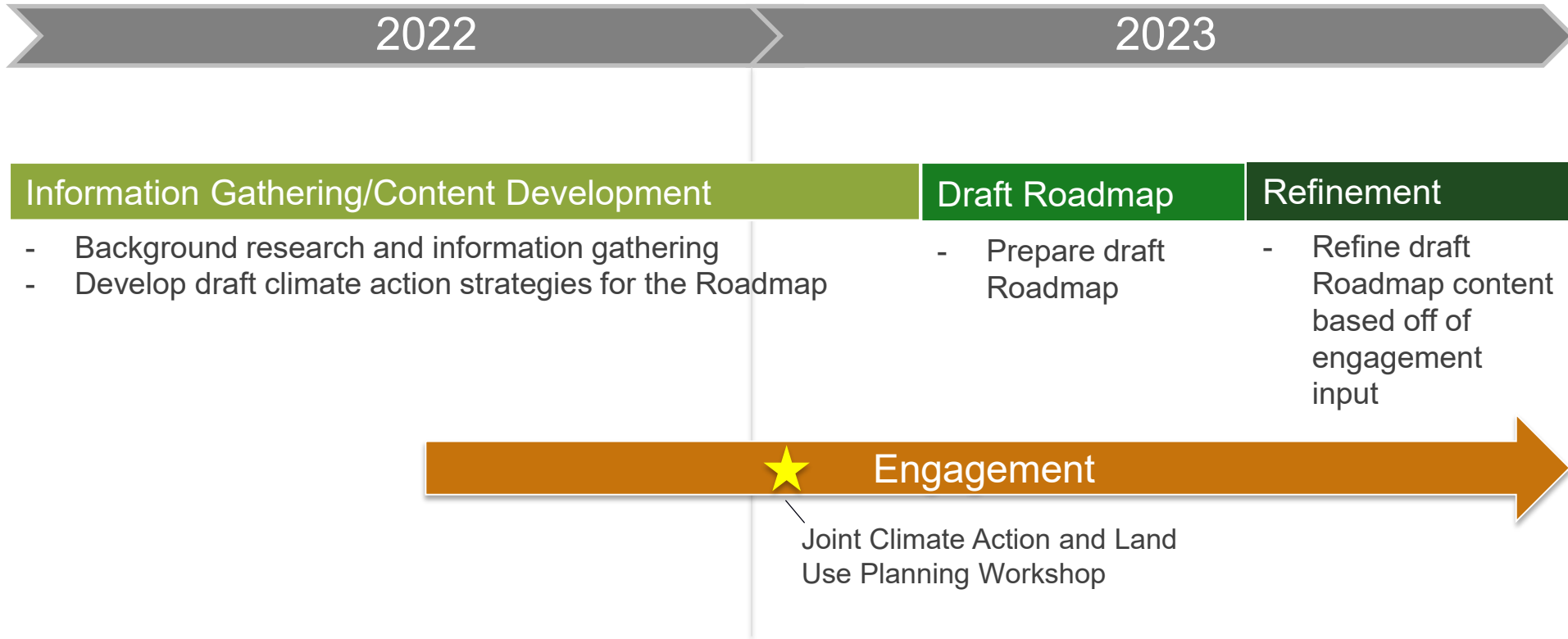


# METRO 2050: POTENTIAL CLIMATE POLICY ENHANCEMENTS

- Staff are working to:
  - Coordinate the work programs
  - Reduce engagement fatigue
  - Avoid redundancies
  - To ensure mutually-supportive policy directions



# LUUF ROADMAP TIMELINE & ENGAGEMENT





# ROADMAP APPROVALS PROCESS

- *Climate 2050* led by Metro Vancouver's Air Quality and Climate Change Division
- Regional Planning Staff leading the development of the LUUF Roadmap
- For approvals / input:
  - Leading committee: Climate Action Committee
  - Reports forwarded to Regional Planning, Liquid Waste, and Regional Parks Committees for information
  - Board to consider final endorsement



Thank you

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# Housing Trends from Metro Vancouver's Housing Data Book

Diana Jeliaskova

Senior Policy & Planning Analyst, Regional Planning and Housing Services

Regional Planning Committee – February 10, 2023

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# IN THE NEWS...

CANADA

## Census shows Vancouver's housing problem persisting

Financialization of real estate blamed as domiciles fall short for 166,000 in region.



By **Jeremy Nuttall** Staff Reporter  
Sat., Sept. 24, 2022 | 3 min. read

[Real Estate](#) / [Politics](#) / [News](#) / [Local News](#) / [Homes](#)

## How many new homes are needed in Metro Vancouver? The number is shocking

NEWS »

## What can a wealth of recent reports tell us about the affordable housing situation in Vancouver?

by V. S. Wells on December 22nd, 2022 at 7:35 AM

[NEWS](#) [REAL ESTATE](#) [POLITICS](#) [CITY HALL](#) [URBANIZED](#)

## 61% of Vancouver residents considering leaving region due to housing affordability: survey



Kenneth Chan | Sep 9 2022, 8:21 pm

[Opinion](#) / [Local News](#) / [Columnists](#)

## Dan Fumano: Planning for Metro Vancouver's 'next million' residents is just as hard as it looks

## Canada's population is booming – and we aren't building nearly enough homes

THE EDITORIAL BOARD

PUBLISHED SEPTEMBER 17, 2022



# Housing Data Book Highlights



# KEY TRENDS

## POPULATION GROWTH

- The largest cities are still attracting the largest number of people

## HOUSING CONSTRUCTION

- Residential construction is below historical per capita levels
- Rental construction is not keeping pace with rental demand

## RENTAL HOUSING

- There were more purpose-built rentals in 1991 than in 2021
- More and more renters are living in secondary rentals (e.g. condos)

## HOUSING NEEDS & HOMELESSNESS

- The number of households in core housing need has increased
- Homelessness and social housing waitlists have increased faster than the pace of population growth



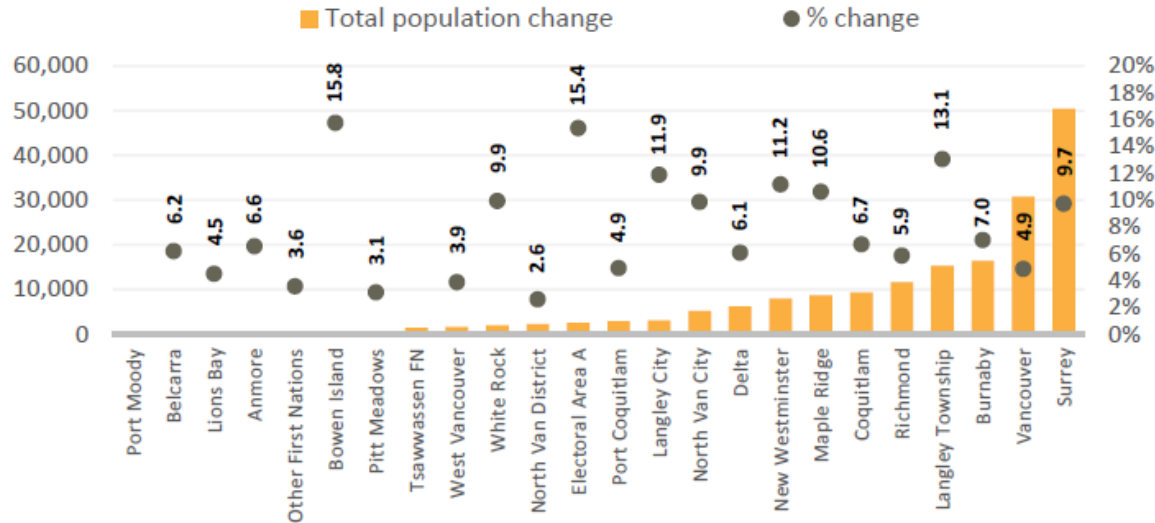


# Population Growth

# POPULATION GROWTH ACROSS THE REGION

The largest cities are still attracting the largest number of people

Figure 1.1.1. Population Change, Metro Vancouver Jurisdictions, 2016 to 2021 Census



Source: Statistics Canada, 2021 Census of Population

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

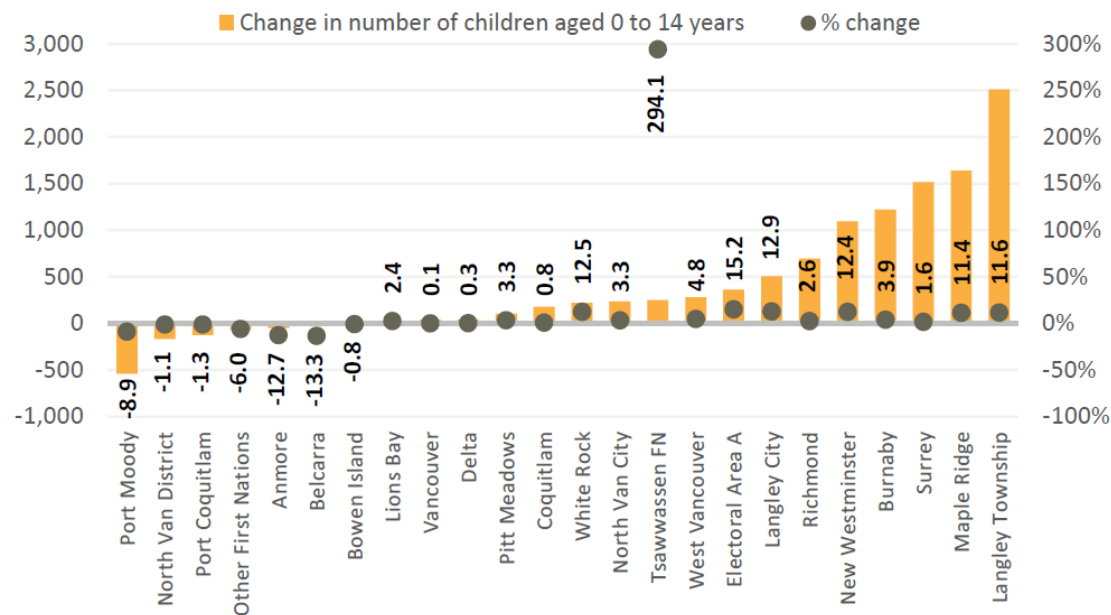
- Surrey and Vancouver added the largest **number** of people, but some outlying municipalities grew at a faster **rate**
- Surrey added more people than Vancouver, continuing the growing trend it has experienced since the 1980s



# CHILDREN & FAMILIES

Where are children (and their families) choosing to live in the region?

Figure 1.1.4. Change in Children, Metro Vancouver Jurisdictions, 2016 to 2021 Census



Source: Statistics Canada, 2021 Census of Population

- Langley Township, Maple Ridge, and Surrey saw the largest increase in the **number** of children, and Tsawwassen had the largest growth **rate**
- Some municipalities saw a **decrease** in the number of children since the last Census

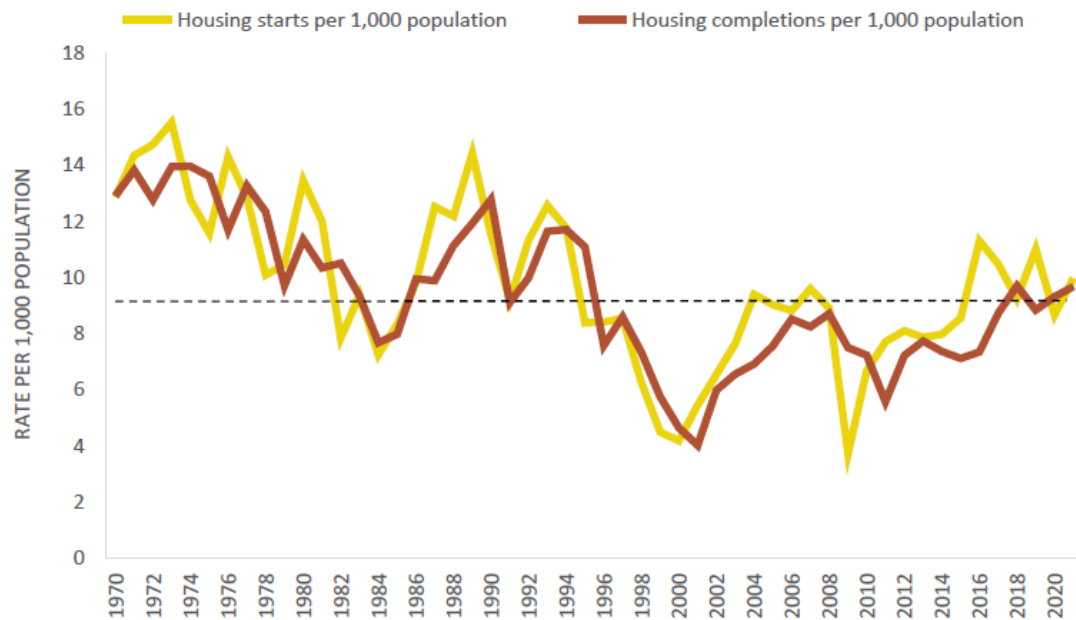
# Housing Construction



# HOUSING CONSTRUCTION IS NOT KEEPING PACE

Per capita residential construction is below 1970s, 1980s, and 1990s levels

Housing Starts and Completions per 1,000 Population, Metro Vancouver, 1970 to 2021



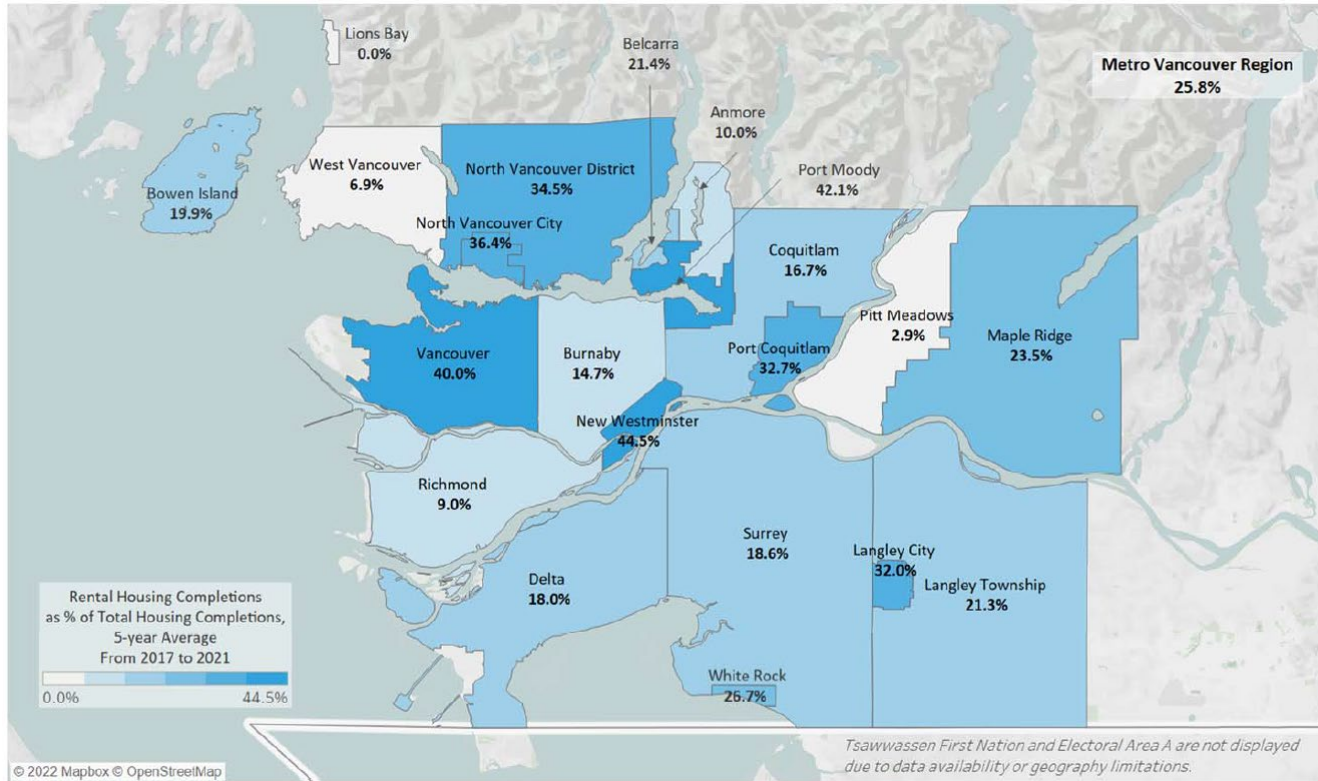
Source: Statistics Canada, CMHC

- Although housing construction has **increased** in the past decade, it is still not keeping pace with historical per capita levels
- The **per capita** construction rate **decreased** significantly in the 1990s and has yet to recover to the levels seen during the 1970s



# RENTAL CONSTRUCTION IS NOT KEEPING PACE

Map 2.9. Rental Housing Completions as Percentage of Total Housing Completions, Metro Vancouver, 2017 to 2021 (5 year average)



- **26%** of housing units completed in the region in the past five years were ***purpose-built rentals units***
- In comparison, **38%** of households in the region were ***renter households***

Source: CMHC Starts and Completions Survey



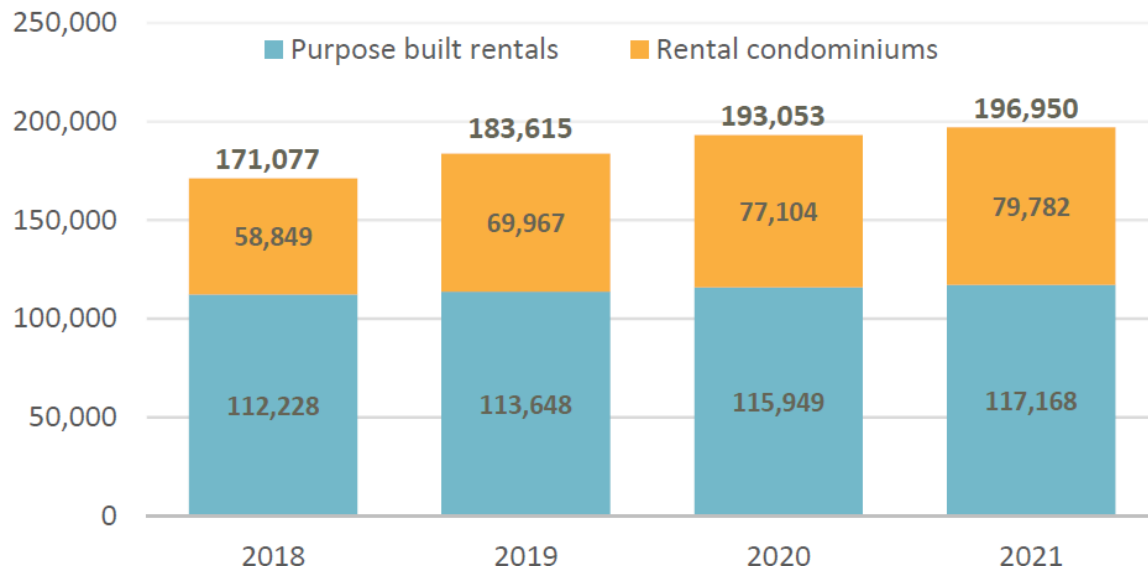
# Rental Housing



# MORE RENTERS LIVE IN SECONDARY RENTALS

Rented condominiums represent a growing portion of the rental housing stock

Figure 4.7.1. Purpose-Built Rental Apartments and Rental Condominiums, Metro Vancouver, 2018 to 2021



Source: CMHC Rental Market Survey

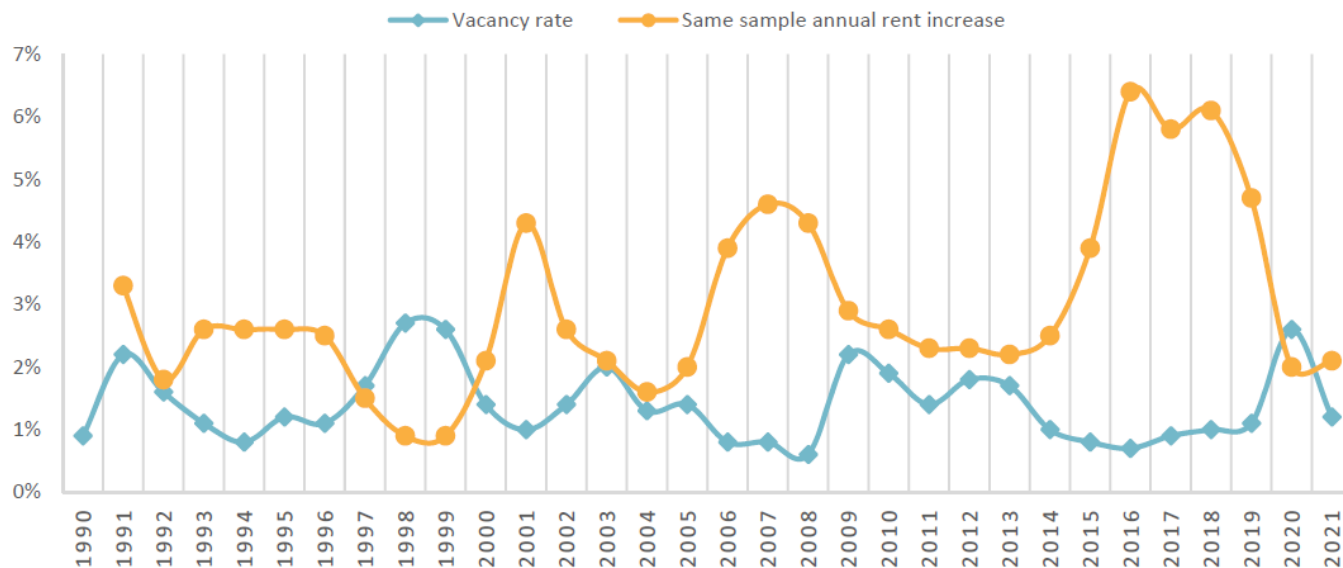
- Between 2018 and 2021, the number of rental **condos increased by 36%** (+20,933 condos), while the number of **purpose-built rentals increased by 4%** (+4,940 rental units)
- On average, 29% of all condos in the region are rentals



# INCREASING DEMAND + LOW SUPPLY = HIGH RENTS

There is a clear relationship between low vacancy rates and high rental prices

Figure 4.6.3. Vacancy Rate and Average Annual Rent Increase of Purpose-Built Market Rentals (Apartments and Townhouses), Metro Vancouver, 1990 to 2021



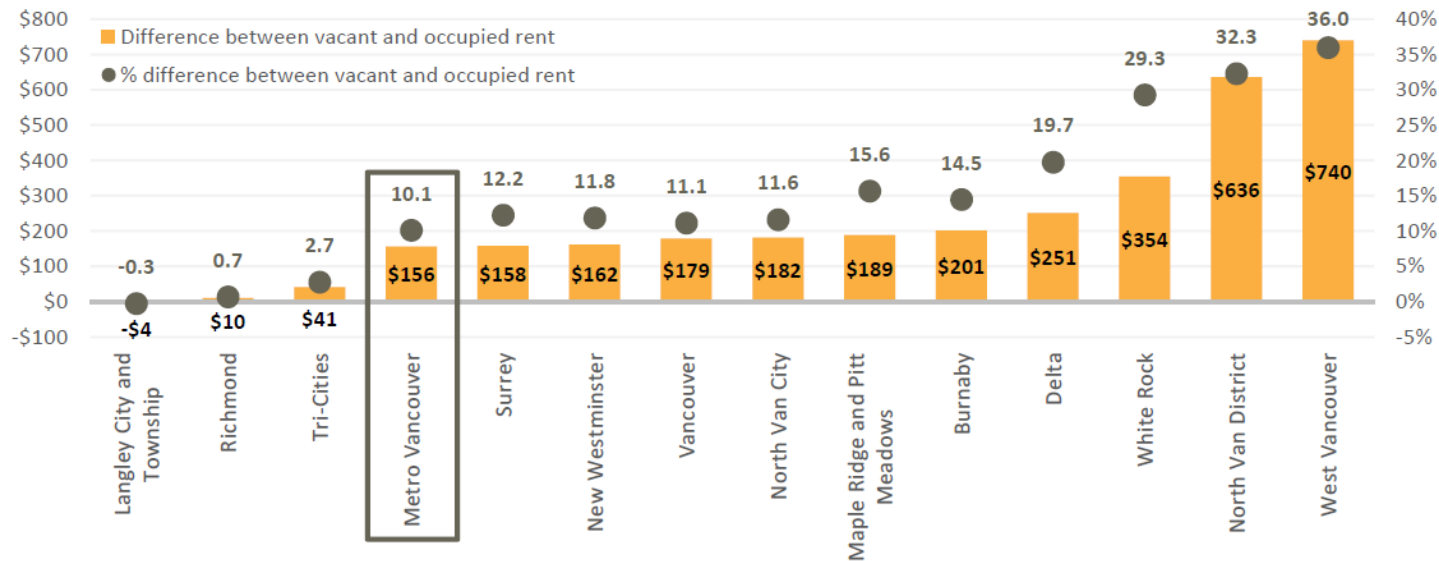
Source: CMHC Rental Market Survey

- In the past 30 years, the average ***vacancy rate*** in the region has ***remained below 3%***
- In the past 20 years (2002-2022), median rents in the region almost doubled, increasing by 96.7%

# EVEN HIGHER ASKING RENTS UPON UNIT TURNOVER

Vacant units are more expensive than occupied units

Figure 4.4.4. Difference Between Average Rents of Vacant and Occupied Market Rental Units (Apartments and Townhouses), Metro Vancouver Jurisdictions, 2021



Source: CMHC Rental Market Survey

On average across the region, the asking rent for vacant units was **10.1% higher** than the average rent for occupied units

# Housing Needs and Homelessness

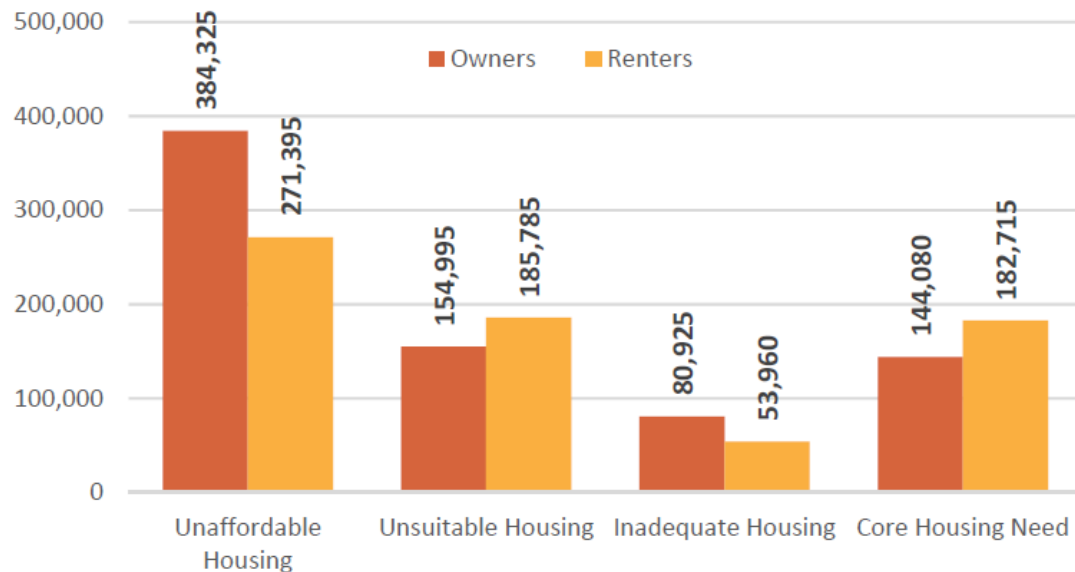




# MANY PEOPLE LIVE BELOW HOUSING STANDARDS

Both owners and renters are living below housing standards

Figure 6.4.2. People Living Below Housing Standards, by Housing Standard and Tenure, Metro Vancouver, 2021



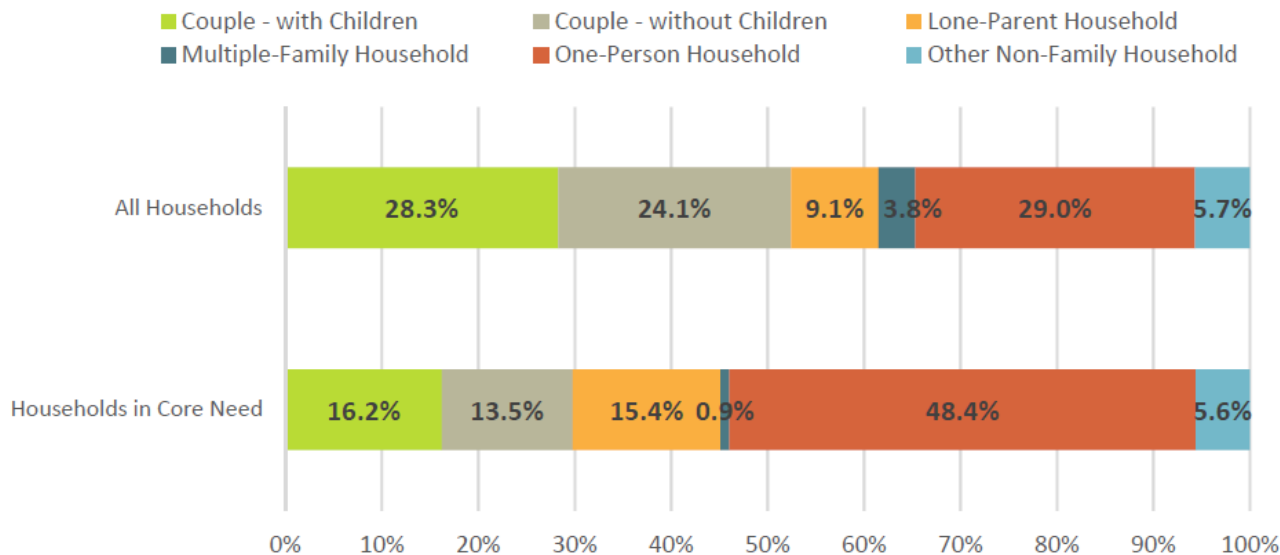
Source: Statistics Canada, 2021 Census of Population

- *Over half a million people* were living in unaffordable housing in the region in 2021
- Renters more likely than owners to live in **unsuitable** housing (*not enough bedrooms*)
- Owners more likely than renters to live in **inadequate** housing (*in need of major repairs*)
- Renters more likely to be in core housing need

# MORE HOUSEHOLDS ARE IN CORE HOUSING NEED

Single persons and single parents are most in need

Figure 6.3.3. Distribution of All Households and Households in Core Housing Need by Household Type, Metro Vancouver, 2021



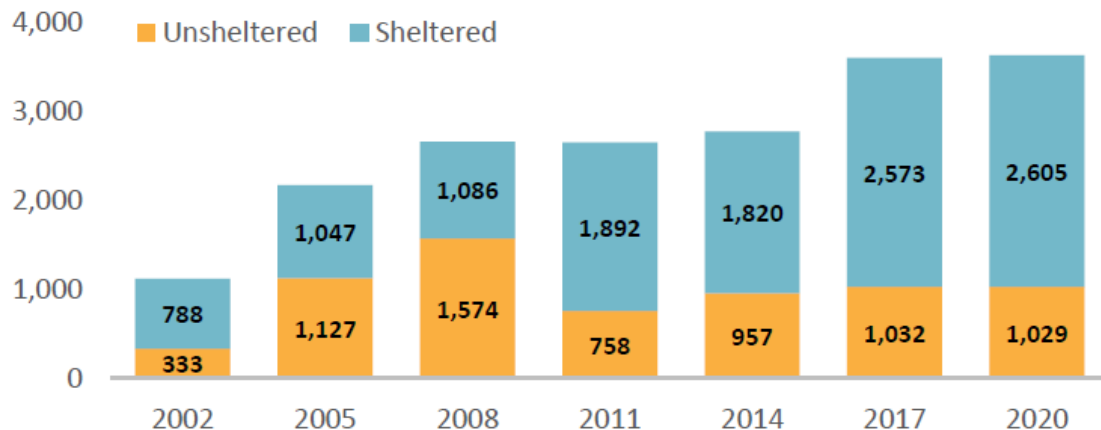
Source: Statistics Canada, 2021 Census of Population

- In 2021, **166,100 households** living in core housing need in the region
- This number has **increased** by nearly 10,000 households since 2016
- **Single persons** and **lone parents** were over-represented among households in core housing need

# HOMELESSNESS IS INCREASING

Continues to worsen despite efforts to build more supportive housing

Figure 6.4.1. Sheltered and Unsheltered Individuals Experiencing Homelessness, Metro Vancouver, 2002 to 2020



Source: BC Non-Profit Housing Association, 2020 Homeless Count in Metro Vancouver.

\*In 2020, at least 241 individuals stayed in Extreme Weather Response (EWR) shelters. Those staying in EWRs would likely have been unsheltered if an Extreme Weather Alert had not been activated on Homeless Count day.

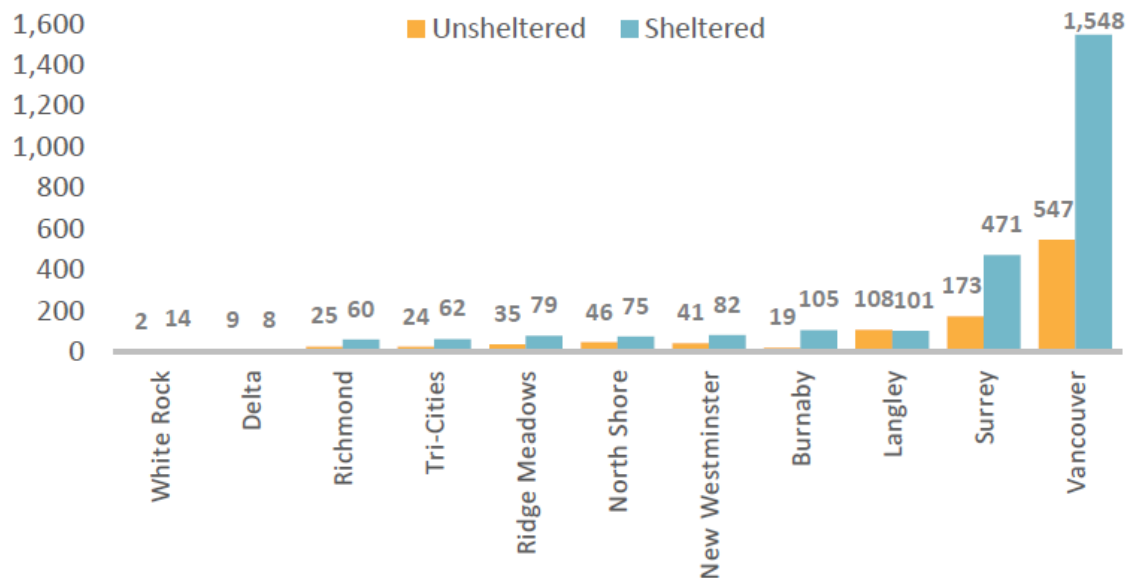
- During the 2020 Homeless Count, **3,634 individuals** were identified as experiencing homelessness in Metro Vancouver
- Over 1,000 people were unsheltered
- Since 2005, homelessness has **increased by 67%** in the region while population has increased by 25%



# HOMELESSNESS ACROSS THE REGION

Unevenly distributed across the region

Figure 6.4.2. Sheltered and Unsheltered Individuals Experiencing Homelessness by Sub-Region in Metro Vancouver, 2020



Source: BC Non-Profit Housing Association, 2020 Homeless Count in Metro Vancouver.

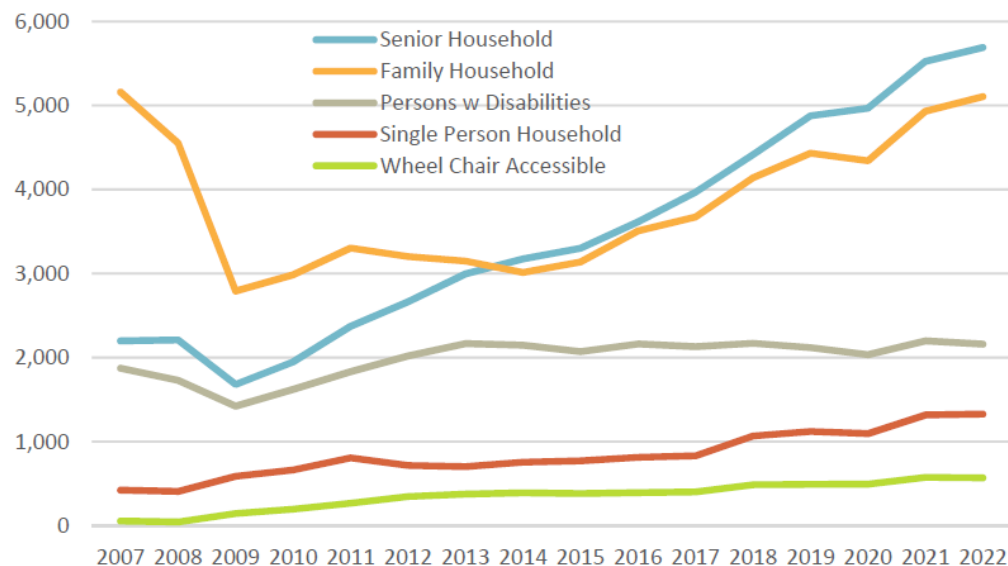
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- In 2020, **seniors aged 55+** represented 24% of the homeless population, an increase from 22% in 2017
- In 2020, 33% identified as Indigenous. **Indigenous people** are **13.2 times more likely** to experience homelessness than their presence in the general population would suggest.
- **Black people** are **3.7 times more likely** to experience homelessness than their presence in the general population would suggest.

# BC HOUSING SOCIAL HOUSING WAITLIST

Continues to increase despite efforts to build more social housing

Figure 6.1.1. BC Housing Social Housing Waitlist by Category, Metro Vancouver, June 2007 to June 2022

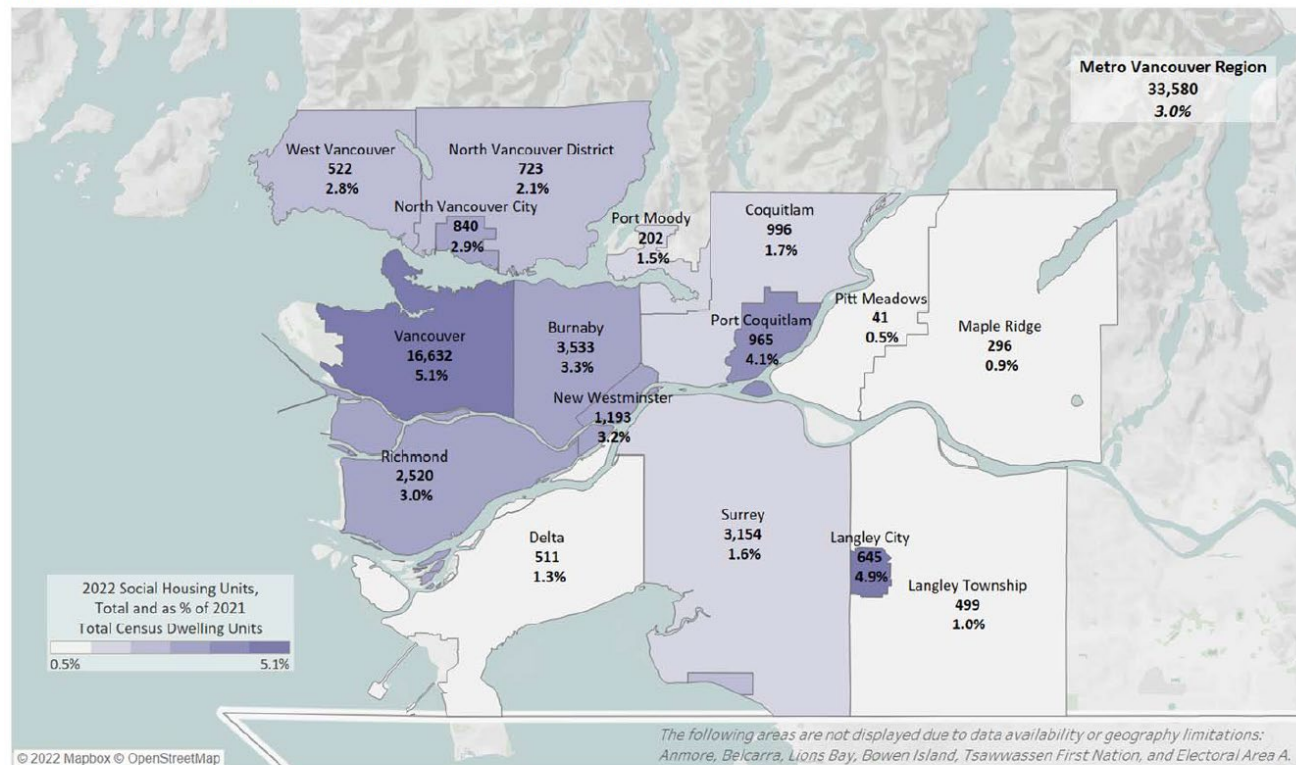


Source: BC Housing

- In 2022, there were **14,857 households** on the BC Housing social housing waitlist in the region.
- The BCH social housing waitlist has continued to grow since 2009 (+124%).
- **Senior households** represent the largest group on the waitlist (38%), and are the fastest growing group, followed by **families**.

# SOCIAL HOUSING “DENSITY” ACROSS THE REGION

Map 5.2. Total Social Housing Units as Percentage of Total Dwellings, Metro Vancouver, 2022



Source: Metro Vancouver Jurisdictions

- In 2022, there were **33,580 total social housing units** in the region, representing just **3.0% of all housing units**.
- Metro Vancouver Housing, one of the largest non-profit housing providers in BC, has ~3,400 units.



# Housing Outlook

# CAN OUR REGION KEEP UP?

## ECONOMY

### Canada wants to welcome 500,000 immigrants a year by 2025. Can our country keep up?

Policy makers say higher immigration is necessary to fuel Canada's economic growth, and in particular, to ease labour shortages, but with a population boom comes growing pains

- On average since 2016, 12% of Canada's immigrants have settled in our region every year.
- By 2025, our region can expect an average of 55,000 new immigrants every year.

# POLICY ACTIONS UNDERWAY

How Metro Vancouver will support actions to meet increasing housing demand

- Increasing regional housing policy leadership
  - Metro 2050 Goal 4: *Provide Diverse and Affordable Housing Choices*
  - Research, data, and planning support for our member jurisdictions
  - Convening our member jurisdictions and other regional partners to discuss housing policy coordination and share resources and best practices
- Metro Vancouver Housing Corporation has an ambitious goal to preserve, renew, and expand its housing portfolio
  - Target of a minimum of 1,350 new and redeveloped units over 10 years
  - Committing \$190 million to preserving and building affordable housing





TOGETHER  
WE MAKE OUR REGION  
**STRONG**

Thank You

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**metro**vancouver