



HOUSING ACTION PLAN

PORT COQUITLAM

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1. Introduction

1.1. Purpose

Metro Vancouver's **Regional Growth Strategy** (RGS) requires municipalities to adopt Housing Action Plans to outline how we will meet regional goals for sustainability by providing housing that will contribute to complete communities. This **Housing Action Plan** fulfills the City's commitment to comply with this requirement.

1.2. Methodology

The information in this plan is derived from a number of sources including:

- Statistics Canada
- BC Stats
- Metro Vancouver, Housing DataBook
- Regional Growth Strategy Metro Vancouver 2040 – Shaping Our Future
- CMHC Rental Housing Market Report 2013
- BC Housing
- BC Non-Profit Housing Association, *Our Home, Our Future: Projections of Rental Housing Demand and Core Housing Need 2012*
- Tri-Cities Homelessness and Housing Task Group, *The Housing Needs and Women and their Children report* June 2013
- Port Coquitlam utility billing data
- Port Coquitlam Social Housing Inventory 2006
- CMHC *Seniors' Housing Report British Columbia* 2013
- Urban Futures, Various Reports
- Housing Price Index, www.mls.ca

1.3. Vision

The *Corporate Strategic Plan Vision 2020* sets out the City's vision for a sustainable future, guiding the City in its decisions related to housing to create a complete community where residents can live, work and play. It further advocates for a clear definition of roles and responsibilities for each level of government and maximizing funding opportunities from senior levels of government. The Housing Action Plan fits within this context.

2. Policy Context

2.1. Regional Growth Strategy & Regional Context Statement

The RGS is founded on policies that support walkable, mixed-use, transit-oriented communities where people have access to employment opportunities, services and social amenities. Housing choice is seen as a fundamental part of a complete community.

The RGS designates the City's Downtown as a Municipal Town Centre. This designation directs employment, high density housing and transit services in support of the Downtown.

2.2. Housing Action Plan

The RGS sets out the following components of a Housing Action Plan:

- an assessment of housing supply, demand, and affordability;
- an assessment of housing market conditions by tenure;
- identification of local housing priorities;
- identification of possible measures to address local housing issues;
- measures to encourage new rental housing supply and limit the loss of existing rental housing; and,
- a discussion of how the City will participate in programs offered by senior levels of government and the Metro Vancouver Housing Corporation to secure and manage affordable housing units.

2.3. Official Community Plan (OCP)

The City's vision for future growth and development is defined by the OCP adopted in 2005. The Plan includes a description of housing issues and sets objectives and policies intended to address these issues. Council's incorporation of a Regional Context Statement in the OCP in 2013 confirmed that its housing policies were aligned with the strategies of the RGS.

One of the key attributes of the OCP is that its land use designations provide for a variety of housing forms and densities that will meet a diversity of housing needs. In the established residential neighbourhoods, the Plan provides that the number of dwelling units may be increased through:

- (1) the creation of smaller lots both in small lot areas and where appropriate in established neighbourhoods due to site specific circumstances;

- (2) inclusion of secondary suites in detached dwellings, except in the Riverwood neighbourhood; and,
- (3) rezoning to permit a duplex if the site complies with siting guidelines of the plan.

The Plan looks for opportunities to support and encourage the development of rental housing, encourages continued availability of housing at an affordable rate to first time homeowners, and promotes developing policy to address the City's role in non-market housing and meeting the needs of homeless individuals.

An update to the OCP is intended to be initiated in 2015 and this Housing Action Plan is an integral part of the background work leading to the update.

2.4. Zoning Bylaw

Most of the City's detached homes are located in the RS1 (15m / 50') or RS2 (12m / 40') zones plus, since the Zoning Bylaw was amended to allow for small lots in 2008, in the RS4 (10 m / 33') lot zone. Although the majority of lots conform to the dimensions set by the Zoning Bylaw, a variety of larger lots remain due where the owner has not subdivided or there are unique circumstances related to the parcel.

Secondary suites have been permitted within detached homes since 1998 with the exception that they are not permitted in the Riverwood neighbourhood and certain lots where a restrictive notice on title restricts suites. Many (if not most) new houses are now designed and built to include the potential for one additional unit, and some are being designed to include a second (unauthorized) unit.

Rezoning is required to provide for the development of a new duplex site. The OCP includes policies which are intended to prevent a concentration of duplexes in neighbourhoods by restricting new duplexes to block faces where there are no other duplexes.



Rowhouse Example: Fraser Ave. Port Coquitlam

There are three townhouse zones which range from the relatively low density older developments in the RTh1 zone to newer townhouses in the higher density RTh3 zone. In addition, several townhouse sites such as those in the Fremont Village neighbourhood are permitted to achieve higher numbers of units due to site-specific circumstances. Others, such as redevelopment of lots along Prairie Avenue, use the density zoning provisions of the OCP to achieve higher densities.

Rowhouses are similar in form and density to townhouses. Their floor area ratio is generally higher and they are more likely to front a street and have rear lane access. OCP policies allow for rowhouses to be located within apartment-designated areas but not townhouses.

Apartments are primarily located in either the RA1 zone, which essentially permits a floor area ratio of 1.5, or the higher density RA 2, which allows for a floor area ratio of up to 2.5 although few developments can reach this density. The City's only high density, high rise apartment building has a density of 4.1 and is zoned for comprehensive development as it includes commercial use on the ground floor.

2.5. Municipal Housing Policies and Actions

A) Bonus Density and Social Housing Amenity Fund

In 2010, Council amended the Zoning Bylaw to allow additional density in apartment zones in exchange for defined amenities or payment of cash-in-lieu of amenities. It also provides direction on achieving amenities for large scale or mixed use developments through the rezoning process. Cash-in-lieu contributions are deposited equally in a community amenity fund and a social housing fund.

To date, there has been very limited utilization of bonus density in large part due to challenges associated with providing for more density on apartment sites. The major contributing factors are the inability to locate parking underground due to flood plain and high water table conditions and affordability of wood-frame construction.

B) City-initiated Development Applications

This policy facilitates rental supportive housing units, transitional housing, or temporary emergency shelter uses proposed by a non-profit social housing provider or a senior government by allowing for the City to pay the application fee.

C) Adaptable Housing

Adaptable apartment units provide an opportunity for residents to age in place or to accommodate temporary changes in mobility due to injuries or illness. Council adopted amendments to the Zoning Bylaw and Building and Plumbing Bylaw in 2012 that require 30% of new apartment units to meet the BC Building Code adaptable standards. An evaluation of the effectiveness of the regulation will be undertaken after the City and residential developers have gained more experience with application of the requirement.

D) Small Residential Lots

Council amended its regulations in 2008 to permit and regulate the design of detached housing on 10m (33 ft.) wide lots. A number of new homes have been developed within this zone.

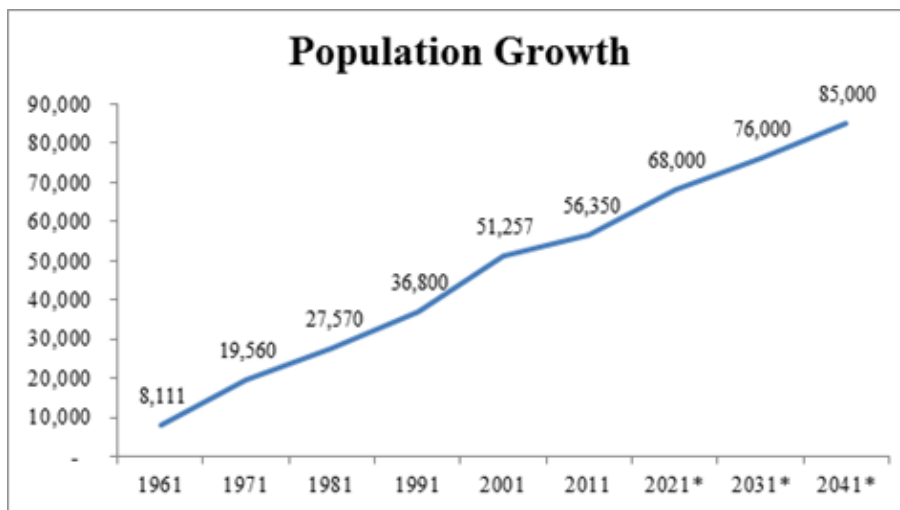
E) Infill Housing Study

In 2009, architectural consultants were engaged to prepare an economic analysis of infill housing options, including coach houses and small multi-unit buildings, within single residential areas. This study identified potential design and siting criteria that would allow for these forms of housing. However, its economic analysis determined that few such homes would be built. While smaller multi-unit developments may be financially viable depending on the ability to consolidate existing lots, it was apparent from this study that choices such as laneway houses and low density townhouses may not have sufficient value to be economically feasible. When the report was received by the Smart Growth Committee, it was determined that further steps to provide for infill housing choices would be deferred pending completion of this Housing Action Plan and consultation with the City's neighbourhoods.

3. Understanding Housing in Port Coquitlam

3.1. Snapshot of the City's History

The City of Port Coquitlam is a compact community of just over 28 square kilometres generally bounded by the Fraser River to the south, Pitt River to the east, Coquitlam River to the west and the growing Burke Mountain area in the City of Coquitlam to the north.



Source: Statistics Canada and Regional Growth Strategy
*Forecast from the Regional Growth Strategy

The City began as a small settlement on the crossroads of two Canadian Pacific rail lines and was incorporated in 1913. Growth was slow in the early years, with the bulk of the population engaged in railway work or employed by area institutional facilities. By the end of World War II, there were approximately 1,500 people residing in the City.

The population steadily increased with the establishment of industries and the availability of affordable land and increasingly accessible locations. Between 1991 and 1996, Port Coquitlam was the fastest growing community in the Lower Mainland with a population increase of almost 27%. Growth rates have remained above the regional average at about 10% between 1996 and 2001, 3% between 2001 and 2006, and 7% between 2006 and 2011.

To date, most of the City's population growth has taken place on lands that were formerly vacant or in agricultural use. The City has now reached a point where it is fully developed within the Urban Containment Boundary of the RGS and new population growth will take

Port Coquitlam by the numbers:

- 93% of residents are Canadian citizens
- 29% of residents consider themselves to be a visible minority
- 20% of residents were born outside of Canada
- Average number of persons per family is 3.0
- 17% of households are single parent families
- 82% of single parent families are headed by females
- 37% of residents have moved in the last 5 years.
- 60% of these "movers" came to Poco from elsewhere; the remainder moved within Poco.
- 45% of residents have some post-secondary education
- Median household income is \$86,908

Source: Statistics Canada, 2011

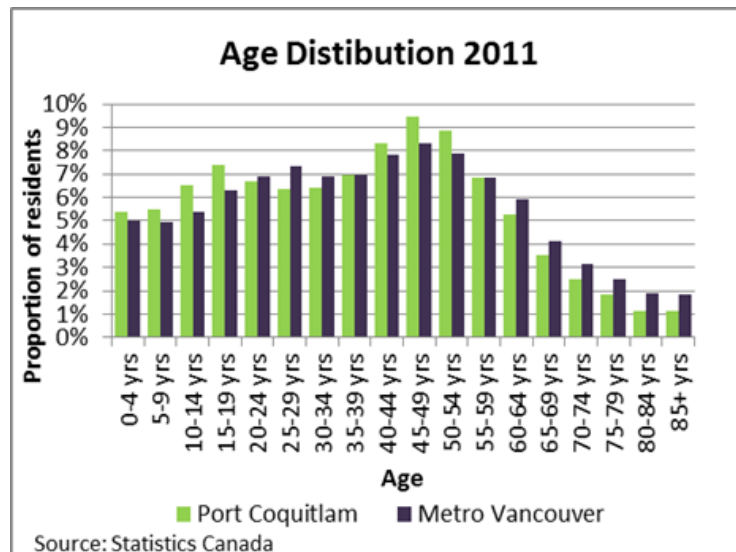
place through redevelopment of properties at higher densities and infill projects in established neighbourhoods.

3.2. Who lives in Port Coquitlam?

The 2011 Census determined that Port Coquitlam’s population was 56,342 and staff estimate that it has since grown to include some 61,000 residents. This population is representative of a diverse number of ethnicities, languages and lifestyles.

Port Coquitlam is a relatively young community with 68% of its population under the age of 50. Compared to other municipalities in the Lower Mainland, there is a higher percentage of children and a lower percentage of older adults. Young people under the age of 20 make up 25% of the City’s population compared to the regional average of 21%; the seniors’ share is 10% compared to 14% in the Region.

Over half of the households in the City include children, compared to the regional average of 43%. The structure of families is changing with a decrease in the number of married couples with children and a higher percentage of single-parent families.



The overall aging of the population is resulting in an increase in the number of single-person households and decrease in the average household size, although this trend is less notable in Port Coquitlam than other Lower Mainland communities. The average family household size remained at 3.1 in the 1996, 2001, and 2006 census counts but it decreased to 3.0 in 2011. The number of households with four or more people dropped from 38% in 1991 to 29% in 2011, while single-person households increased from 14% in 1991 to 22% in 2011. Not surprisingly, smaller households live in smaller dwelling units as shown by the average household size by dwelling unit type.

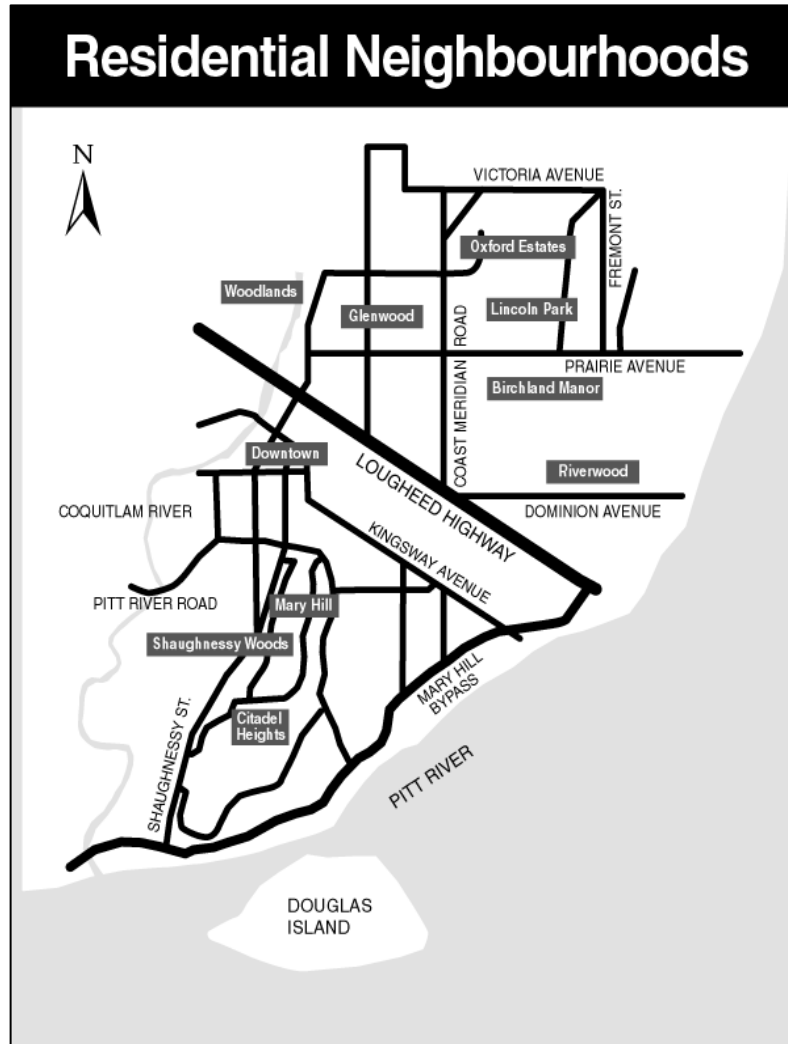
Average Household Size by Dwelling Type 1996 - 2011

Dwelling Type	Average Household Size			
	1996	2001	2006	2011
Detached	3.3	3.3	3.2	3.1
Secondary suite	2.8	2.7	2.8	2.9
Duplex	3.0	2.9	2.7	2.6
Townhouse	2.7	2.7	2.8	2.8
Apartment	1.8	1.8	1.8	1.8

The average family income and educational levels have risen over the last decade and are in keeping with regional trends. In 2010, the average family income (before taxes) was \$93,291. 15% of the City’s population had an average income below the low-income cut-off line.

3.3. Port Coquitlam’s Homes and Neighbourhoods

Much of Port Coquitlam’s land area has been developed at a relatively low-density with detached homes for single families. The oldest neighbourhoods in the City were developed in a grid pattern with smaller lots and rear lanes. In the 1950s, this rectilinear pattern was replaced by a subdivision design creating larger lots fronting curvilinear streets and no lanes in the Lincoln Park and Mary Hill neighbourhoods. This development pattern continued in the Citadel Heights and Riverwood neighbourhoods in the 1980s and 1990s. The newest neighbourhoods now being developed are located in the Dominion Avenue and Fremont areas; they include a variety of ground-oriented housing types and lot sizes with relatively few lots for detached houses.



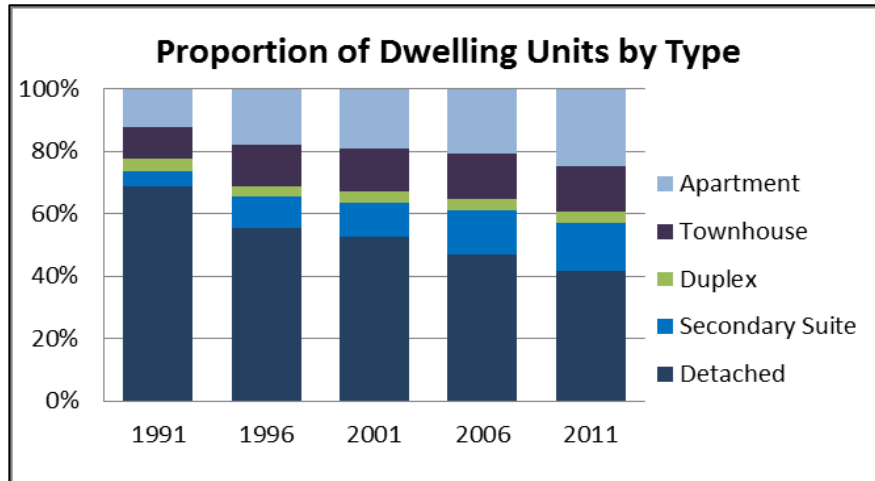
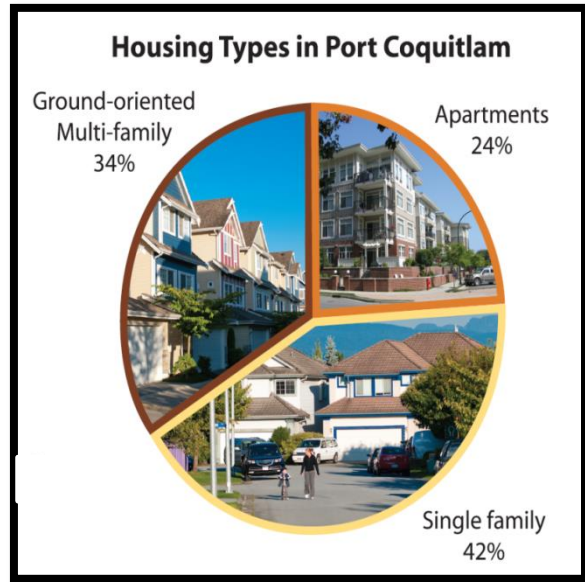
The Downtown and the Northside Centres have evolved from their early days as local commercial centres to include a concentration of mixed residential, commercial and apartment buildings in or adjacent to their cores. The Dominion Triangle is being developed with a mix of uses and will include some residential units in the highway commercial setting.

3.4 Types of Housing

The City’s utility records (2015) indicate that there are 23,300 dwelling units in the City comprised of:

- 10,930 single detached & duplex units
- 2,895 secondary suites
- 5,665 apartment units
- 3,810 townhouse & rowhouse units.

The relatively high ratio of single-detached homes in the City has been decreasing as the supply of townhouses and apartments increases. Apartment starts accounted for over 70% of the 2900 new residential units built between 2001 and 2011 and townhouses for 20% of this number, with detached homes making up the remaining 10%.



Approximately one third of the dwellings units in the City are over 50 years old. Houses can have very long lifespans with proper maintenance and updates; however market forces can put pressure on older homes especially those in areas designated for higher density uses, or undersized in comparison to neighbouring properties. In 2011, only around 6% of Port Coquitlam households reported that their dwelling was in need of major repair.

3.5 Homeownership Patterns and Costs

Rates of homeownership are higher in Port Coquitlam than in Metro Vancouver, with nearly 80% of residents owning their homes compared to the 65% regional rate. The rates of home ownership have remained consistent over the last decade.

MLS Home Price Index (HPI) data indicates the benchmark price of housing in Port Coquitlam is lower than the average in the Tri-Cities and Metro Vancouver and prices have increased at a slower rate (*February 2015 data, HPI represents 5 year trend*).

Housing Form	Port Coquitlam		Tri-Cities (Average)		Metro Vancouver	
	Benchmark	HPI	Benchmark	HPI	Benchmark	HPI
Detached	\$593,000	12%	\$770,000	19%	\$1,026,000	26%
Townhouse	\$378,000	-2%	\$409,000	4%	\$482,000	8%
Apartment	\$230,000	-8%	\$277,000	-1.3%	\$386,000	4%

In Port Coquitlam, 26% of owners spend 30% or more of their income on housing, compared to a regional average of 41%. The average monthly housing costs for owners in 2011 was \$1409 while the Metro Vancouver average was \$1733.

3.4. Rental Market

Approximately 4,500 households rent their homes. The majority of these live in secondary suites rent apartment condominiums. 11% of renters live in dwellings that are considered unsuitable for their needs due to an insufficient number of bedrooms.



Laneway house example

Metro Vancouver indicated in 2014 that the City has 760 purpose-built rental units. In 2014, the average monthly rent for purpose-built rental housing in the Tri-Cities was \$908 with a 1.5% vacancy rate. The average monthly cost for renters of all types of rental units is \$1036 while the Metro Vancouver average is \$1312 (Port Coquitlam data is not available).

Housing is commonly considered to be affordable when a household spends 30% or less of household income on housing. In Port Coquitlam, 44% of owners spend 30% or more of their income on housing, compared to a regional average of 69%. These numbers have increased significantly over the last decade.

3.5. Seniors and other Special Housing Needs

The majority of seniors live in private dwelling units that are unrestricted as to occupancy. However, some of this population wishes to live in seniors' housing to obtain a needed level of care or provide for social connections. Nationally, 3% of seniors between the ages of 65 and 84 years live in collective housing and this percentage increases to over 30% for

seniors who are more than 84 years old. Housing in the City that is limited to seniors' occupancy includes:

- 376 subsidized rental units consisting of independent, supportive and assisted living units
- 255 market rental and ownership independent and assisted living units also consisting of independent, supportive and assisted living units
- 197 intermediate and continuing care beds. An additional 248 complex care beds for seniors plus 26 mental health care beds will be added to this inventory when the Nicola Lodge facility is completed.

This inventory represents 4% of the City's total housing stock. Some privately-owned apartment buildings may also impose restrictions on the age of occupants but the City does not have records of this information.

The City is home to several non-market housing developments managed through B.C. Housing, non-profit societies and cooperatives. In addition to the 376 seniors' units, there are 550 units for families and 25 co-op units for a total of 951 subsidized units.

Special needs housing for people with physical, mental and lifestyle challenges is also available in the community and ranges from small, independent group homes to larger licensed facilities. Exact data is not currently available.

Local homeless outreach providers keep an ongoing record of homeless persons in the Tri-Cities. While the five-year period between 2008 and 2013 saw a decrease in the homeless population from a high of over 200 persons to fewer than 50 persons in 2013, more recent evidence suggests there may be a much higher number of persons in the community who do not have a permanent shelter, many of whom are "hard to house". The construction of a permanent emergency and transitional housing development in the City of Coquitlam will contribute to addressing the needs of this population.

In 2011, the New View Society opened its Community Wellness Centre on Mary Hill road. The multi-use facility hosts the Society's programs and services and provides semi-independent housing for ten residents.



New View Society opening

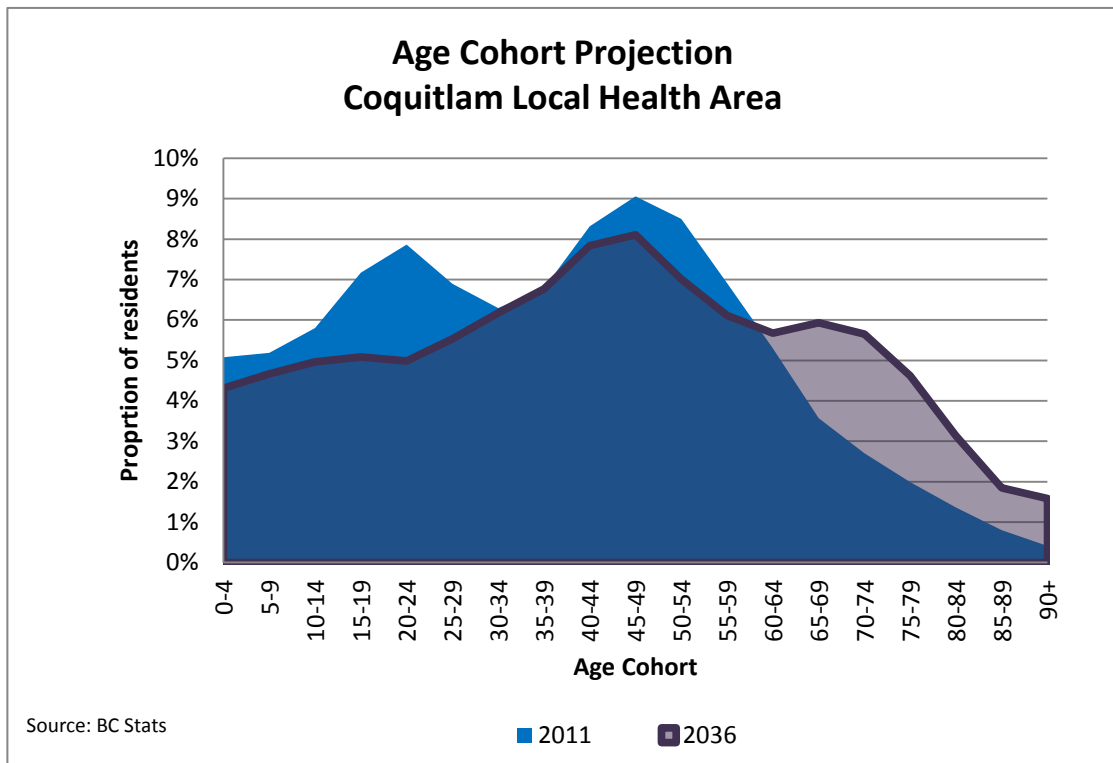
4. Port Coquitlam’s Future Population & Housing

4.1. Projections and Targets

A) Population

The population projection in the RGS forecasts that Port Coquitlam will grow to approximately 68,000 residents by 2021, 76,000 in 2031 and 85,000 in 2041.

The age distribution of our population is expected to change with the most significant increase projected to be in the number of residents aged 65 years and older. The 40-55 age group will continue to form the largest proportion of the total population while the proportion of youth and children under 20 years old is projected to decrease from 25% to 19%.



B) Regional Trends

Housing demand trends in the Lower Mainland indicate apartment units appeal to those entering the housing market entry as well as residents who are downsizing, ground oriented housing accommodate those families form and child-rearing stages. Given the prominence of young families in Port Coquitlam, we can expect to see the demand for ground oriented units continuing to climb over the next few decades.

Home ownership in Metro Vancouver tends to start at around 25 years old; ownership rates increase until owners reach their mid-70s where rates start a gradual decline. While on a regional level, seniors are living in more apartments, in Port Coquitlam almost 65% of seniors live in a single residential dwelling or secondary suite.

C) Housing Targets and Forecasts

To accommodate the projected population, the RGS estimates the City will need to have 30,900 dwelling units in 2031 and that this supply will need to increase to 34,300 units by 2041. With the existing number of dwelling units estimated to be 23,300, the City needs to plan for an additional 11,000 units – a significant increase over existing stock of almost 50%.

Based on the area of lands designated for residential uses, a housing capacity of 28,400 dwelling units is estimated, which is a shortfall of about 2500 dwelling units. Projected future housing form in the City is comprised of about 45% apartments, 36% detached & duplex, 19% townhouse, and 11% secondary suites. Housing capacity estimates were based on an analysis of lands considered to be easily developable under current market conditions. This estimate does not represent the ultimate capacity based solely on land area.

4.3 Increasing the Housing Supply

A) Urban Centres & Frequent Transit Corridors

Most of the projected increase in dwelling units is planned to be accommodated by allowing for higher density townhouses and apartment buildings to replace the older single family homes located in central areas close to shops, services and transit. The Downtown and adjacent multi-family areas are estimated to have the capacity to accommodate an additional population of approximately 5,600 people, which will meet about 29% of the total projected requirements for housing the City's growth.

Many Lower Mainland communities are planning for substantial population and housing growth to take place in areas close to a rapid transit station or within 400 meters of Translink's Frequent Transit Network. To date, there are no Frequent Transit Development Areas identified in the City's Official Community Plan. However, some areas such as the Westwood Street area south of Lincoln Avenue, along the Lougheed Highway and the Northside centre (Coast Meridian Road and Prairie Avenue) within 800 meters of transit service may meet the criteria and prove to be appropriate for more concentrated growth.

B) Other Multi-Family Areas

Outside of the designated urban centres, there are a number of areas designated for multi-family development including the Dominion Triangle, north side of Dominion Avenue, Prairie and Shaughnessy, Westwood south of Lougheed, Riverwood, and south Pitt River Road areas. Some of these areas have been developed to capacity (e.g., Riverwood) while others are slowly transitioning from single residential lots to higher densities (e.g., Prairie and Shaughnessy). It is a challenge for developers to consolidate these small lots to achieve higher density projects.

C) Established Single Residential Neighbourhoods

Growth in the City's residential neighbourhoods is not anticipated to be significant. There is high demand for housing in these areas that will be met through infill development including subdivision of larger lots, creation of secondary suites and duplexes. Subdivision of larger lots may require rezoning to a smaller lot zone to meet lot size requirements.

4.4 Meeting Housing Needs

A) Rental Housing

The RGS identifies the need for one-third of the 4,600 dwelling units to be provided by 2021 to be available as rental accommodation. Of these units it is projected that 1200 will need to be non-market units constructed with government assistance requirements (500 low income and 700 moderate income units) and 400 units provided at market rental rates or entry-level ownership. Demand for non-market housing could be exasperated by the future expiration of government funding agreements. In Port Coquitlam, 523 non-market rental units, 77 units of special needs housing, and 25 co-op units will be affected by agreements set to expire in the 2016-2031 period.

B) Seniors and Special Needs Housing

Seniors' demand for collective and institutional accommodation is projected to increase at a much more modest rate (46%) than demand for their accommodation in private dwellings (148%).

The future development of a complex care facility in the Dominion Triangle, funded by Fraser Health Authority, is anticipated to address some of the pressures for residential care. Additional facilities may be required in the future as the number of residents over 85 years of age increases.

The Tri-Cities Homelessness and Housing Task Group assessed the housing needs of women and children in the Tri-cities and identified the need for additional resources in the Tri-City area.

4.5 Our Major Challenges

Accommodating our targeted population growth.

The City's housing projections indicate the dwelling units that can be accommodated by current land use designations of the OCP is less than what we need to meet our targeted population in the RGS.

Providing sufficient ground-oriented housing.

Demand for multi-family ground oriented units such as townhouses is high, however opportunities to develop this form of housing is limited by the economic feasibility of lot consolidation.

Addressing the demand for homes in single residential neighbourhoods.

There is little land available for new single residential lots but great demand to live in single residential neighbourhoods.

Meeting the housing needs of our future population.

Trends and regional projections indicate Port Coquitlam’s population will continue to include a high concentration of families but housing families will be eclipsed by a need to house the increasing population of seniors. Many seniors will wish to be able to stay in their homes.

Influencing housing affordability or tenure given limited municipal tools.

Housing affordability is a real concern in Metro Vancouver and is expected to remain a concern due to the Region’s increasing population and high land costs. Municipal policy can only influence cost to a limited extent by allowing for a range of diverse and innovative infill housing forms. Municipal influence over tenure is limited to restricting conversion of an increasingly aged rental housing stock or establishing requirements to provide rental housing in consideration of zoning bylaw amendment.

Supporting the provision of non-market and special needs housing.

The role of the federal and provincial government in providing and regulating non-market housing and housing for people with special needs does not meet community needs.

5. Directions

5.1 Expand Opportunities for Housing within Residential Neighbourhoods.

Rationale: Housing choice within single residential areas is limited to detached homes and secondary suites, with the exception of limited potential for duplexes. With the increasingly high cost of this form of housing and lack of newly developing neighbourhoods, few new residents have the opportunity to establish their homes within these areas. Additional housing choices in these areas would better enable residents to stay within their neighbourhoods as they transition through the different stages of their lives or wish to accommodate evolving family structures.

Direction: The following actions would contribute towards expanding housing choice in single residential neighbourhoods:

- Provide opportunities for additional accessory dwelling units:
 - Detached accessory dwelling units (coach houses / laneway flats / garden cottages)
 - Secondary suites within duplex homes
 - Tertiary suites within a single residential homes
- Facilitate development of additional housing forms:
 - Amend the OCP policy to better identify appropriate locations for duplexes such as corner lots
 - Permit three and four-plex dwellings on large lots with unique characteristics such as proximity to non-residential uses
 - Allow multiple homes on a common lot such as in a courtyard configuration
- Increase opportunities for small lots :
 - Expand the Small Lot Residential designation in the OCP and rezone to RS4 accordingly
 - Clarify where 40' lots are acceptable to the community and, potentially, rezone to RS2.

5.2 Increase options for ground-oriented housing

Rationale: Ground oriented dwellings such as townhouses are a popular housing choice for those who desire private yard space, accept multiple storey living and appreciate pedestrian street connections. The City's supply of this housing form has increased substantially over the past decade with much of this growth taking place on large, formerly vacant parcels. Although the OCP promotes expansion of townhouses in a number of older residential areas, the policy is not serving its intended purpose because there is insufficient economic value in redevelopment of detached homes.

Direction: The following actions would contribute towards expanding ground-oriented housing:

- Encourage additional townhouse and rowhouse developments
 - Expand permitted areas for townhouses and rowhouses, including in areas designated for apartments
 - Allow micro accessory suites (“lock-offs”)
 - Revise density and development controls to increase flexibility in design.

5.3 Direct residential growth to transit-oriented locations and municipal centres

Rationale: Improvements to transportation infrastructure in Port Coquitlam and Coquitlam provides opportunities for the City to consider increasing densities in areas adjacent to rapid bus and rapid transit system. In addition, the City has defined the Downtown and the Northside as municipal and neighbourhood-serving centres; multi-family growth in these areas will support transit and the vitality of local commercial areas.

Direction: The following actions would direct growth to transit-oriented locations:

- Define transit-oriented areas in the OCP to accommodate higher densities.
- Consider rezoning the Northside for apartments, similar to the approach in the Downtown to encourage redevelopment and increase housing diversity.

5.4 Protect and Expand Rental Housing

Rationale: As the City’s population grows, additional demand for rental housing, in addition to market ownership housing, is anticipated. Direct provision of rental housing is beyond the financial capabilities of the City, but there is a municipal role in facilitating and supporting its development and preventing its loss. While the City has established policies in support of different types of rental housing, including non-market rental and special needs housing, projects built specifically for rental purposes have been limited to non-market projects.

Direction: The following actions would assist in protecting and expanding rental housing:

- Establish policies which will:
 - Establish conditions under which the City would support strata title conversion approvals
 - Provide incentives to construct new purpose-built rental housing such as parking reductions
 - Encourage replacement of purpose-built apartment rental units in redevelopment
- Establish criteria to guide expenditure of the social housing amenity fund

5.5 Address housing needs of a growing seniors' population

Rationale: With the significant increase expected in this population, a variety of flexible and innovative housing options, such as those which allow aging in place, can help meet the demands of our residents in the different stages of their lives. Private seniors' developments are currently meeting the City's needs for supportive housing but these are costly. Identifying opportunities to advocate and support the continued and new provision of these housing forms will be necessary to avoid a shortfall in our community and meet their needs.

Direction: The following actions would contribute to addressing the housing needs of seniors:

- Establish policies and regulations which will facilitate residents' ability to age in place by:
 - Increasing the percentage of apartment units required to meet adaptable housing standards
 - Becoming a member of the SAFERhome Standards Society which sets standards for accessibility in detached houses
- Expand options in established neighbourhoods for accessory dwelling units.

5.6 Encourage Senior Government Social Housing Projects

Rationale: The City does not have funding for housing purposes and the mandate to meet social housing needs is one which rests with senior levels of government. There are a number of properties in the City owned by other levels of government, including two vacant parcels owned by the Greater Vancouver Housing Corporation.

Direction: The following actions would encourage the provision of social housing projects:

- Support proposals from senior levels of government for new developments which would meet housing needs.
- Support retention and intensification of existing lower density housing developments owned and operated by non-profit organizations and senior levels of government
- Advocate for greater support from senior levels of government to meet affordable housing needs.

6. Implementation Action Plan

Direction: 5.1 Expand Choice in Residential Neighbourhoods:		
Actions	Implementation	Timing
Provide opportunities for additional accessory dwelling units: <ul style="list-style-type: none"> • Detached accessory dwelling units (coach houses / laneway flats / garden cottages) • Secondary suites within duplex homes • Tertiary suites within a single residential home 	Draft regulations, design guidelines and application approval procedures for accessory detached dwelling units, including parking requirements. Prepare a technical analysis of allowing for additional suites within duplexes and homes with suites.	Q2/Q3
Facilitate development of additional housing forms: <ul style="list-style-type: none"> • Amend the OCP policy to better identify appropriate locations for duplexes such as corner lots • Permit three and four-plex dwellings on large lots with unique characteristics such as proximity to non-residential uses • Allow multiple homes on a common lot such as in a courtyard configuration 	Draft policy amendments, regulations, design guidelines and application approval procedures	Q2/Q3
Increase opportunities for small lots : <ul style="list-style-type: none"> • Expand the Small Lot Residential designation in the OCP and rezone to RS4 accordingly • Clarify where 40' lots are acceptable to the community and, potentially, rezone to RS2. 	Review through Official Community Plan process.	Q4 / 2016

Direction: 5.2 Increase options for ground-oriented housing		
Actions	Implementation	Timing
Encourage additional townhouse and rowhouse developments: <ul style="list-style-type: none"> • Expand permitted areas for rowhouses, including in areas designated for apartments • Allow micro accessory suites (“lock-offs”) • Revise density and development controls to increase flexibility in design. 	Review through Official Community Plan process. Review townhouse zones and regulations to identify incentives for development and provide for micro-suites.	Q4 / 2016
Direction: 5.3 Direct growth to transit-oriented locations and municipal centres		
Actions	Implementation	Timing
Define policies for transit-oriented areas in the OCP to accommodate higher densities	Identify potential areas to be designated. Develop transit-oriented policies through the OCP review process and identify applicable land use designations and parking regulations.	Q4/2016
Consider rezoning the Northside for apartments, similar to the approach in the Downtown to encourage redevelopment and increase housing diversity.	After the OCP is updated, bring forward report on rezoning options for the Northside.	2017
Direction: 5.4 Protect and Expand Rental Housing		
Actions	Implementation	Timing
Establish policies which will: <ul style="list-style-type: none"> • Establish conditions under which the City would support strata title conversion approvals • Provide incentives to construct new purpose-built rental housing such as parking reductions • Encourage replacement of purpose-built apartment rental units in redevelopment 	Review through Official Community Plan process.	Q4/2016
Establish criteria to guide expenditure of the social housing amenity fund	Revise Council policy on bonus density	2017

Direction: 5.5 Address housing needs of a growing seniors' population		
Actions	Implementation	Timing
Establish policies and regulations which will facilitate residents' ability to age in place by: <ul style="list-style-type: none"> Increasing the percentage of apartment units required to meet adaptable housing standards Becoming a member of the SAFERhome Standards Society which sets standards for accessibility in detached houses 	Report to SGC with a technical review	2017
Expand options in established neighbourhoods for accessory dwelling units.	As per 5.1 & 5.2	
Direction: 5.6 Encourage Senior Government Social Housing Projects		
Actions	Implementation	Timing
Support proposals from senior levels of government for new developments which would meet housing needs.	As opportunities arise	Ongoing
Support retention and intensification of existing lower density housing developments owned and operated by non-profit organizations and senior levels of government		
Advocate for greater support from senior levels of government to meet affordable housing needs.		