

Housing Accelerator Fund Implementation Actions – Supporting Rental Housing Development and Residential Parking Reductions

RECOMMENDATION:

That Committee of Council direct staff to prepare amendments to the Processing of Development Applications Policy and the Parking and Development Management Bylaw, as described in this report.

PREVIOUS COUNCIL/COMMITTEE ACTION

June 28, 2024 – Council adopted amendments to the Parking and Development Management Bylaw which reduced the required number of parking stalls in single residential zones and eliminated residential parking requirements for properties in proximity to frequent transit bus stops and rapid transit stations, as prescribed by Provincial Bills 44 and 47.

July 25, 2023 and September 10, 2024 – Committee of Council directed staff to apply to subsequent rounds of the Canadian Mortgage Housing Corporation's Housing Accelerator Fund with a commitment to the housing supply growth targets and incentives identified in the Housing Supply Plan and Progress Report.

REPORT SUMMARY

In keeping with the City's Approved Action Plan in the CMHC Housing Accelerator Fund Contribution Agreement, staff have identified changes to the Processing of Development Applications Policy to increase support of rental housing development proposals, and changes to the Parking and Development Management Bylaw to reduce parking requirements for multifamily development near the downtown and frequent transit, and increase support for alternative transportation choices through implementation of Transportation Demand Management measures.

BACKGROUND

In January 2025, Canadian Mortgage Housing Corporation (CMHC) announced that Port Coquitlam was successful in its application to the second round of the Housing Accelerator Fund (HAF) program and is eligible to receive \$10.3 million in incentive funding over the next four years to accelerate the supply of housing in the community. In accordance with the Housing Accelerator Fund Contribution Agreement, the City must complete the seven initiatives and 20 supportive milestones within the specified timeframes detailed in the application and HAF Approved Action Plan (AAP), and use the incentive funding to support these deliverables. The initiatives and milestones outlined in the AAP are intended to align with objectives and best practices of the HAF program and reflect the housing needs and growth targets identified for the City.

This report outlines staff assessment and recommendations pertaining to implementing four of the milestones to be completed this year:

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- Improvements to the City's development application processes to expedite development applications and building permit approvals for purpose built rental housing (*Initiative 1: Development Approval Process, Milestone 2 and 3*)
- Assess further parking regulations for multifamily development and identify Transportation Demand Management measures to support parking reductions and alternative transportation choices (*Initiative 4: Identify Areas for Further Parking Reductions, Milestone 3 and 4*)

DISCUSSION:

Initiative 1 Milestones: Expedite development applications and building permits for purpose built rental housing

Current: The City's Processing of Development Applications Policy defines the City's procedures for processing of development applications, including providing support for applications deemed to be in the "public interest" by processing development applications (rezoning, development permits, etc.) at the City's cost, and by expediting and providing additional staff guidance to both the development and building permit approval processes.

The Policy currently defines public interest applications as those submitted by a non-profit social housing provider/government agency for special needs housing; childcare and schools to be run by non-profit or government agency/school district; and municipal buildings and facilities. Market rental applications are excluded from this definition.

Proposed: In keeping with the HAF Approved Action Plan and to encourage a broader range of rental housing proposals, staff recommend the Policy be revised to also expedite purpose-built secure market rental housing development and building permit applications, as well as provide additional support for these applications within the following parameters:

- the units are to be non-stratified and secured as rental in perpetuity through adoption of rental tenure zoning, a housing agreement, or equivalent restriction satisfactory to the Director of Development Services;
- the City will forgive 50% of the applicable development application fees once the units are secured as rental tenure; and
- the proposal must be consistent with the Official Community Plan.

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Initiative 4 Milestones: Reduce parking regulations for multifamily developments and support implementation of Transportation Demand Management measures

Current: The Parking and Development Management Bylaw specifies the required number of off-street parking spaces that must be provided for use of buildings and structures throughout the City.

Multifamily Use/Building Type	Parking Bylaw Requirement
Apartment buildings	<ul style="list-style-type: none">• 1 per studio dwelling unit• 1.3 per dwelling unit with 1 bedroom• 1.5 per dwelling unit with 2 or more bedrooms• 1 visitor space per 5 dwelling units (under 6 stories)• 1 visitor space per 10 dwelling units (above 6 stories)
Rowhouse & Townhouse buildings	<ul style="list-style-type: none">• 2 spaces per dwelling unit
Non-market secured rental housing	<ul style="list-style-type: none">• 1 space per dwelling unit
Seniors housing	<ul style="list-style-type: none">• 0.5 or 1 space per dwelling unit (depending on proximity to transit and commercial amenities).

For buildings in the Downtown, up to 10% of the total number of required parking spaces may be provided as cash-in-lieu, and in keeping with Provincial legislation, parcels within designated Transit-Oriented Areas (TOAs) and RS zoned parcels within 400 meters of a prescribed bus stop are exempt from residential off-street parking requirements.

The City has also approved reduced site-specific parking regulations through the creation of Comprehensive Development zones in the Zoning Bylaw or through issuance of a Development Variance Permit. These allowances have generally only been supported in certain circumstances such as:

- secured market and non-market rental or other types of special needs housing projects, as per the Affordable and Family Friendly Housing Policy
- buildings in the Downtown, as per the Downtown Action Plan, or within areas close to transit prior to Provincial Bills 44 and 47.

Transportation Demand Management (TDM) measures - such as transit passes, car share, additional bike parking – have been required to offset parking demand.

The City has traditionally required parking reduction requests to be accompanied by site-specific parking needs assessments and proposed TDM measures. These requirements, however, can create uncertainty, increasing approval times and negatively impact housing supply and costs. In addition, parking needs assessments and TDMs are becoming increasingly standardized for specific uses, building types and geographical contexts; this is reflective of senior government direction, regional data and trends, and professional best practices for shaping traffic management in urban settings and encouraging alternative transportation choices.

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Reduced parking requirements for multifamily development in the downtown or close to frequent transit, and establishing recommended TDM measures would support increasing the supply of both rental and ownership housing in a manner that balances community objectives of supply and demand.

Proposed: In keeping with the HAF Approved Action Plan, staff recommend the Parking and Development Management Bylaw be amended to implement reduced parking requirements for multifamily buildings (apartment, rowhouse, townhouse) *in the Downtown or within 400 meters of a prescribed bus stop*. The identified ratios are similar to those recently approved for developments within the downtown and Westwood/Woodland areas, and reflect recommendations from recent local and regional parking assessments.

Multifamily Land Use	Recommended Requirement
Apartment buildings, rowhouses and townhouses	<ul style="list-style-type: none">• 1 per studio dwelling unit• 1.25 per dwelling unit for 1 bedroom or greater• 1 visitor space per 10 dwelling units
Secured market rental housing	<ul style="list-style-type: none">• 1 space per dwelling unit
Non-market secured rental housing	<ul style="list-style-type: none">• .75 space per dwelling unit

Staff do not recommend parking requirements for multifamily development in other areas of the City be reduced at this time.


Staff further recommend the City identify a set of acceptable TDM measures, which could be scaled to fit the type, size and context of a proposed development. Adherence to these measures would be required in order to benefit from the reduced parking requirements and would also be used to inform measures required as a condition of rezoning in other areas of the City, such as TOA areas. Should the proposed parking amendments be supported, a detailed list of recommended measures would be brought forward to Council for their endorsement.

FINANCIAL IMPLICATIONS

Funds from the HAF have been received by the City and are adequate to proceed with the required initiatives. Staff will report on progress of work and spending against contributions annually.

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OPTIONS (✓ = Staff Recommendation)

	#	Description
	1	Recommend Council support implementation of the proposed policy and bylaw amendments described in this report; or
	2	Request additional information or changes to the proposed amendments prior to further consideration.

ATTACHMENTS

Attachment 1: Processing of Development Applications Policy – proposed amendments

Attachment 2: Draft Parking and Development Management Amendment Bylaw

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