

CITY OF PORT MOODY

Housing Needs Report

Prepared by CitySpaces Consulting

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Executive Summary

Port Moody is a highly desirable city for long-term residents and newcomers to call home. In recent years, the City has undergone expansive change with transition from a predominately low density city to one with mixed and higher density forms. Much of this transformation is driven by regional growth in Metro Vancouver, the expansion of the SkyTrain Evergreen Line, as well as the amenity rich attributes that households of all demographics are attracted to.

A central finding from this Housing Needs Report is the rapid increase in housing costs and the growing gap between what households can afford and what is available. Specific examples include:

- 1 in 5 Port Moody residents are living below the standard measure of affordability and spending greater than 30% of their income towards housing costs.
- Median sales prices of single-detached homes and townhouses in Port Moody have nearly doubled in price since 2013. The benchmark sales price for detached homes is higher in Port Moody compared to the regional average.

- Rental rates have increased at nearly the same rate, and median rents no longer fall below \$1,000 per month. Vacancy rates are 0% for 3+ bedroom units.

Within this context, key findings outlined in this report include the following:

- **Groups experiencing the greatest challenge finding and affording housing in Port Moody include:** single people living on their own; low-income households; families; new immigrants; seniors; persons with disabilities; and people experiencing homelessness or at-risk of homelessness.
- **Housing gaps include:** family-friendly units; affordable homeownership; secured market rental housing; low-end of market rental housing; and non-market housing.
- The City of Port Moody is **is on target to meet the Regional Growth Strategy housing unit requirements.**
- Port Moody's housing situation is not based on a shortfall of designated land or proposed units in the pipeline, but rather a need to adapt the type of housing being delivered to the market. **Adjustment to housing typology and**

bedroom mix, as well as tenure, is needed to meet the current and emerging housing needs of the community.

A core challenge presented to the City is managing growth and the perception of change. There is both support and concern about the direction of residential development in Port Moody, and there does not appear to be a common consensus in the community about how growth (specifically housing) should evolve. This will be a key issue for the City to consider in the coming years including the anticipated Official Community Plan update.

This report highlights key housing indicators that provide evidence to support the identified housing gaps and populations most in need of housing. It also highlights the current capacity of residentially designated lands to accommodate housing, particularly in close proximity to public transportation. Attached to this report are supporting documents that were key sources of input: the Housing Profile Backgrounder Report (prepared by Metro Vancouver); results from the public survey; excerpts from virtual focus groups; and assumptions used for the transit-oriented land capacity analysis.

Introduction

Process Overview

The City of Port Moody's Housing Needs Report summarizes the key housing issues in the community, including populations most challenged to afford housing in the local market as well as housing types and tenures needed to accommodate current and future population. This process synthesized evidence-based research and community observations obtained through engagement to inform anticipated planning and development in Port Moody.

The process began in July 2020 and was undertaken during the COVID-19 public health emergency. Data collected for the report predates COVID-19 and captures points-in-time that do not take into account potential shifts in demographic and socio-economic indicators (e.g., household income). Virtual engagement activities gained perspective from community members and stakeholders on the housing situation during COVID-19, and these findings are integrated as it relates to housing needs and issues in Port Moody.

Legislative Requirement

In April 2019, the Ministry of Municipal Affairs and Housing introduced new legislation under Part 14 of the *Local Government Act*. The new regulation requires local governments to complete Housing Needs Reports by 2022 and thereafter every five (5) years. The purpose of the legislation is to: (i) enable the provincial government to gain an understanding of recent changes in demographics and housing and provide important context to plan for future housing needs; (ii) enable municipalities to better understand the current and future housing needs; and, (iii) assist local governments in implementing policies and bylaws that respond to current and projected housing needs. The indicators gathered in this report align with the Ministry's requirements.

Methodology

Key findings were informed by compiling and analyzing both quantitative and qualitative research:

- **Quantitative sources:** includes data from Statistics Canada (Census 2006, 2011, and 2016); BC Assessment; BC Housing; BC Statistics; 2018/2020 Reports on Homeless Counts in B.C.; and CMHC Rental Market Reports. Quantitative data was prepared by planning staff at Metro Vancouver (attached as Appendix A) and aligns with the requirements outlined in the *Ministry of Municipal Affairs and Housing's Guide to Requirements for Housing Needs Reports*.
- **Qualitative sources:** includes an online survey, virtual workshops with stakeholders, key informant interviews, and a workshop with City staff. Engaged organizations included non-profit and community-based agencies, local builders and developers and the public. Survey results are attached in Appendix B, and excerpts from the workshops are attached in Appendix C. Engagement highlights are provided throughout the report including direct quotes.

Housing Continuum

The housing continuum is an illustrative diagram that helps communicate the full range of potential housing types and tenures in a community.

The non-market side of the continuum includes emergency shelters, safe houses, and transitional and supportive housing options. These housing options offer community members affordable, sometimes temporary, accommodation including for low-income households, vulnerable populations, and persons experiencing homelessness.

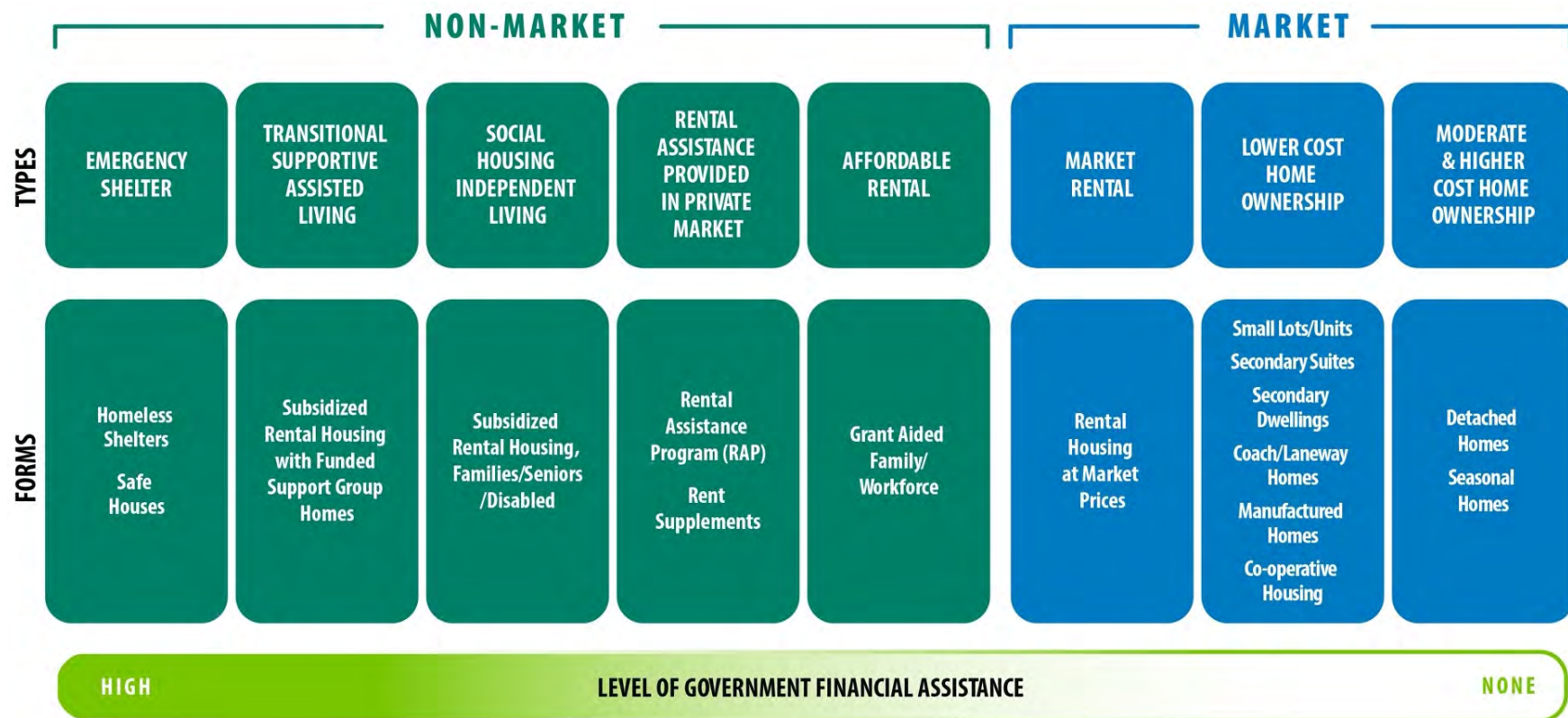
Moving along the continuum is independent social housing for low-income households. While this type of housing is still government subsidized, there is no additional support required for households to be able to live independently and often less subsidy is needed to maintain these units.

Rent supplements bridge the non-market and market sides, with the remaining tenures comprising rental and ownership housing forms that are available through the private market without any subsidy.

The housing continuum is not linear, nor a ladder. It is a fluid network of housing options that allow households to find and

afford a home that meets their needs. A household should be able to navigate this network of housing options as their lifecycle, and life circumstances, change over time – including in times of crisis. When a household is unable to find and/or afford housing in a community that meets their needs, this signifies a housing gap along the housing continuum.

Figure 1: The Housing Continuum



Local Context

Location

The City of Port Moody is located within the regional district of Metro Vancouver and bordered by Coquitlam, Burnaby, Belcarra, and Anmore. It is situated at the base of Eagle Mountain and inhabits the east end of the Burrard Inlet. Port Moody's land area primarily consists of Parks and Open Spaces (46.5%),¹ and includes nature and recreational sites such as Rocky Point Park, Sasamat Lake, and Buntzen Lake. Port Moody is also the smallest of the Tri-Cities with respect to land area, with a radius of 26.21 square kilometres, and is widely known for its beautiful setting, residential charm and family-friendly amenities.

Economically, Port Moody's residential employment labour force is varied but heavily vested in wholesale and retail trade, professional, scientific and technical services, health care, social assistance, and public education. The health care and personal services sectors grew out of the need to support larger health care and retail infrastructure such as Eagle Ridge Hospital and Suter Brook Village. The majority of Port Moody's

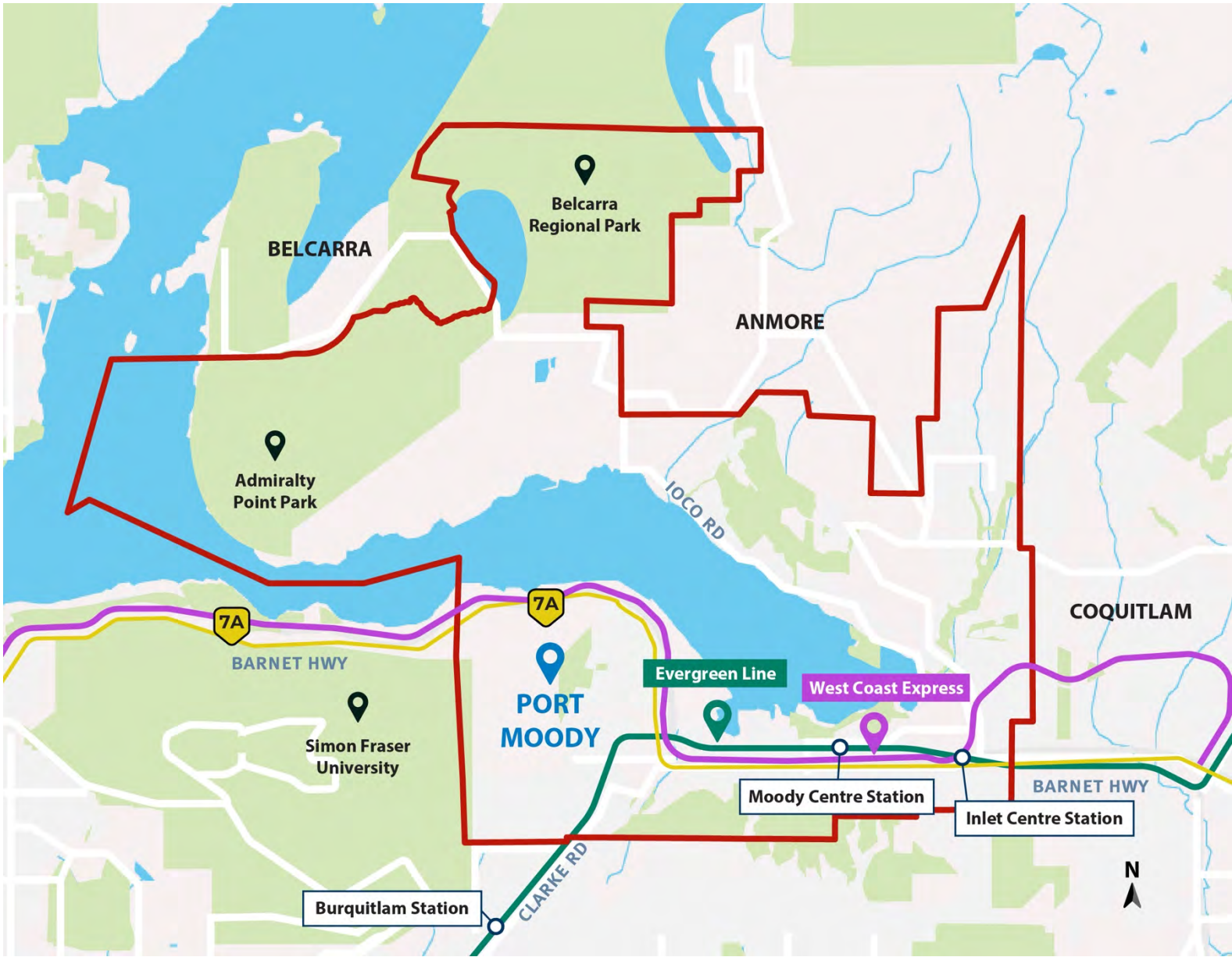
labour force is commuting via private vehicles (80%) and out of the City for work (88%). It is important to note that these figures were determined prior to the opening of the Evergreen Rapid Transit Line, which was completed in late 2016.

History

The Coast Salish First Nations were the early inhabitants of the traditional Squamish, Musqueam, Tsleil-Waututh, and Kwikwetlem lands. They originally occupied the tidewater area as it was a prime location for them to fish, hunt, and gather shellfish. Settlers began to arrive to the area in the early 1800s to pursue the fur trade and in the mid 1850s when the prospect of Cariboo Gold attracted additional settlers to arrive. Tents and shacks were early forms of housing accommodation in the original town site.

¹ *Economic Profile, City of Port Moody (2016)*

Figure 2: Port Moody Context Map



The town site, specifically the Burrard inlet, was an optimal location for settlers to occupy as it provided a supply route to export goods when workers were unable to navigate through the Fraser River due to treacherous conditions. Port Moody is also well-known for acting as the original terminus for the Canadian Pacific Railway, which was declared in 1879. The introduction of the terminus initially resulted in a rising population, and real estate prices quickly escalated but soon fell flat when a new terminus was built and the line was extended to Vancouver in 1887. Although many residents at the time moved away, a few remained and eventually the City of Port Moody was incorporated in 1913. While the terminus was relocated to Vancouver, the railway nonetheless facilitated the development of heavy industrial lands with a booming industrial employment sector including, but not limited to, a steel pipe plant, deep seaport, sawmills, and oil refineries. Rail infrastructure continues to be an important feature in Port Moody with the transport of goods to the Port of Vancouver, as well as the West Coast Express public transit operated by Translink, which connects commuters to downtown Vancouver on a limited operating schedule.

The City continued to primarily operate as an industrial town through the early 1920s and added complementary land uses and establishments such as private housing, hotels, gas

stations, and general stores. After World War II, Port Moody began to see a transition into a more suburban geography with single-detached dwellings and the continuation of industrial activity. Residential expansion had its constraints in Port Moody, as the hillside topography provided challenges with single-detached developments.

As time went by, Port Moody experienced growth and demand to accommodate for the rising population. In the early 1990's, Newport Village was developed on a small parcel of forested land in Port Moody. The development consisted of low- and high-rise apartments, an office building, small-scale commercial services, restaurants, and more. The development was the first of its kind that offered mixed uses in a neighbourhood in Port Moody. It was built in close proximity to the City Hall, library, and recreation centre and established itself as the informal downtown of the City. The successful implementation and reception of this neighbourhood allowed Port Moody to further explore developing various housing types throughout the years.

In late 2012, TransLink approved the construction of an extension of the Millennium Line, which would later be known as the Evergreen Extension. The purpose of this extension was to provide the Tri-City areas SkyTrain services and offer

connectivity to the rest of Metro Vancouver. The SkyTrain is a 10.9 kilometre extension and consists of six stations: Burquitlam Station, Coquitlam Central Station, Lincoln Station, Lafarge Lake-Douglas Station, Moody Centre Station, and Inlet Centre Station. The latter two stations are located within Port Moody. The extension was completed in late 2016 and has a forecasted ridership of 70,000 per day by 2021.

Official Community Plan

Port Moody's Official Community Plan (OCP) was adopted in 2011 and later amended in 2014 to reflect changes in development and the impact it will create, such as the Evergreen Rapid Transit Line. Traditionally, Port Moody has been known as a family-oriented community primarily consisting of single-detached dwellings. However, in recent years, the supply of single-detached dwellings has decreased from 47% to 32% from 2000 to 2011, respectively. The supply of housing is now primarily dominated by ground-oriented multi-units (31%) and apartments (36%). This change in housing typologies and development patterns reflects the evolving demographics in Port Moody, which is expected to accommodate existing and anticipated population of 50,000 by the year 2041.

The OCP contains references to housing stock and developable land through policies including, but not limited to:

- Evaluating residential development suitability;
- Meeting housing needs through a variety of housing types, forms and tenures;
- Providing residential accommodation ranging from affordable to affluence to serve the needs of a wide range of people including families, singles, seniors and persons with special needs;
- Considering measures to address the maintenance of existing affordable housing units and the continued development of new affordable housing; and,
- Setting out location and type of residential development in the Land Use Map; encouraging housing to meet senior needs and allow for aging in place; and more.

As per the *Local Government Act*, section 473, an Official Community Plan must include policies about affordable housing, rental housing, and special needs housing. The City of Port Moody already has well-established policies that encourage and support the development of affordable housing and has a land use framework to enable this

development. Findings from this Housing Needs Report is an opportunity to reflect on new evidence of housing need in comparison to existing policy and will serve as an important reference for Port Moody staff when updating the OCP.

Recent Studies

There have been a number of recent studies undertaken in Port Moody that are relevant to the Housing Needs Report:

AGE-FRIENDLY ASSESSMENT AND ACTION PLAN (2020)

The purpose of this plan was to assess the age-friendly characteristics of Port Moody, particularly for seniors. The process began in late 2019 and was later endorsed by Council in September 2020. The report acknowledged successful age-friendly features currently in place relating to housing, as well as how to improve housing in Port Moody. The report indicates that the City must improve on providing affordable, rental, and supportive housing. The report outlined four suggestions to improve housing in Port Moody: i) create an availability of housing programs and resources for increasing accessible housing; ii) increase housing affordability and housing availability; iii) create the ability to age in place; and, iv) create housing support awareness, specifically around rent subsidies and other programs.

AFFORDABLE HOUSING WORKSHOP (2018)

This workshop was led by the Citizen Advisory Group (CAG) along with Council to understand the various initiatives and strategies Port Moody could consider to address affordable housing concerns. Outcomes from the meeting included: recognizing the populations housing priorities should address (i.e., families, seniors, low-income residents, etc.) and what those priorities should entail (i.e., tenure diversity, inclusive housing, etc.); understanding the challenges to address priorities; and how the City of Port Moody should be involved.

ECONOMIC PROFILE (2016)

This report provided an economic snapshot of Port Moody. It demonstrated that the regional population target is 50,000 in Port Moody and that the number of housing units must double over time to accommodate the anticipated increasing population. To meet this target, an annual increase of 337 units (2.7%) will need to be implemented; however, the report emphasized constraints to accommodating these units at this pace given the limited land supply. The report concluded that new housing development in Port Moody will primarily be apartments / multi-units in order to meet future demand within a context of confined land inventory.

AFFORDABLE HOUSING STRATEGY (2009)

This report was created by Port Moody staff to assess current and future needs of Affordable Housing. Through their findings, they implemented various strategies that could be introduced to encourage the development of Affordable Housing. A few policies included legislative tools that could be utilized by Port Moody, such as implementing inclusionary zoning, offering the option for density bonusing, creating a Housing Reserve Fund, and much more. As a result, numerous policy documents have been created over the years to encourage Affordable Housing Practices.

Image 1: Port Moody, West Orientation

Source: Jerome Decq. (2013)



The Port Moody Housing Situation

A Highly Desirable Community

Port Moody's abundant selection of natural and community amenities makes it a highly desirable city for households of all types to live. Stakeholders and members of the public conveyed that these amenities are highly valued and a key component to livability and their overall quality of life.

These desirable qualities of the city is a magnet for newcomers, be they relocating professionals from outside the region, families looking for more affordable homes to purchase compared to neighbouring communities like Vancouver and Burnaby, or new immigrants and refugees looking for a home to settle, be grounded, and connect after a major life change.

The migration flow to Port Moody is not an anomaly. The flow of people (both coming and going) throughout Metro Vancouver is continuous. Many residents in the region do not reference municipal boundaries when making decisions on where to live. Rather, they select based on a number of factors including their place of work (or their ability to commute to

work), their amenity and service needs, as well as affordability and availability of housing that will meet the needs of their household. Results from the public survey revealed that 42% of respondents rated housing located close to services and amenities as being an extremely important factor for them (such as groceries, recreation, arts and culture), and amenities in Port Moody are unique and not easily found in neighbouring municipalities. Engagement also revealed that finding housing in close proximity to amenities comes with a premium. Concern was expressed that only high-income households can afford to live in Port Moody at this point in time, and there is a growing gap in equitable access to good places to live.

Projected Growth in People and Housing Units

The City of Port Moody is expected to add an additional 3,900 people by the year 2024, increasing from approximately 33,000 residents in 2016 to 36,900 residents in 2024². The most substantial age cohort to increase is the senior population,

² Source: Metro Vancouver, Community and Housing Profile (2020)

with the 65 to 84 age group expected to increase by 22% and the 85+ age group to increase by 33%. People aged 25 to 44 are also expected to grow, by 7.9%, while people 24 years of age and younger are expected to decline in the coming years.

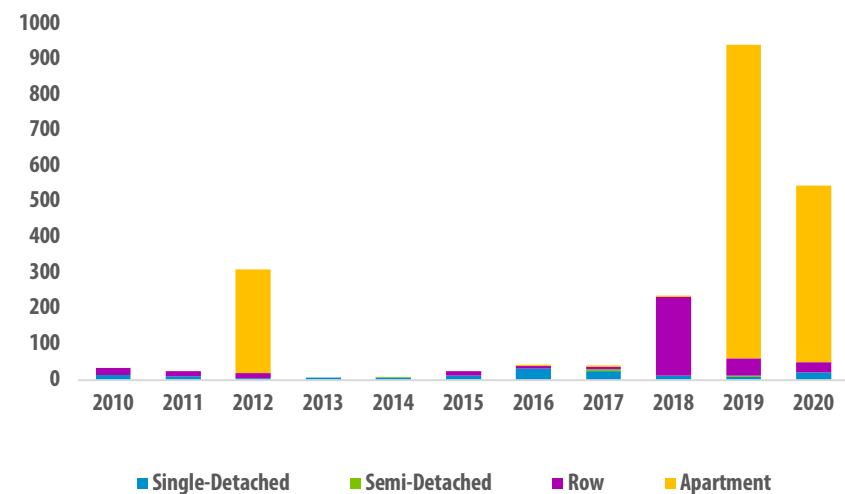
Key to housing needs reports is the anticipated number of households, as this determines the total number of housing units required to accommodate Port Moody residents today and in the future. More than half of households in Port Moody are one-person and two-person households. By the year 2024, the average number of persons per household is expected to remain at 2.6. The total number of households is projected to increase by 1,125 (from 12,975 in 2016 to 14,100 in 2024)³. Based on household projections, Port Moody requires at least 1,000+ housing units to accommodate projected growth.

New housing development has already delivered units towards addressing projections, but may not necessarily be the appropriate mix. Indicators presented on the following pages support the need for more housing diversity including affordable housing options, accessible units and buildings, and

family-friendly units that are not in a single-detached form (e.g. townhouses and apartments). Recent building data illustrates that the City is already experiencing an influx of more housing choice in recent years, especially row houses and apartments. Since 2016, 1,810 units have been 'started' in the city⁴ and is expected that a large proportion of apartments will be delivered in the coming years (2021, 2022, 2023).

Figure 3: Housing Starts by Type Over Time, Port Moody

Source: CMHC Market Rental Reports (2010 – 2020)

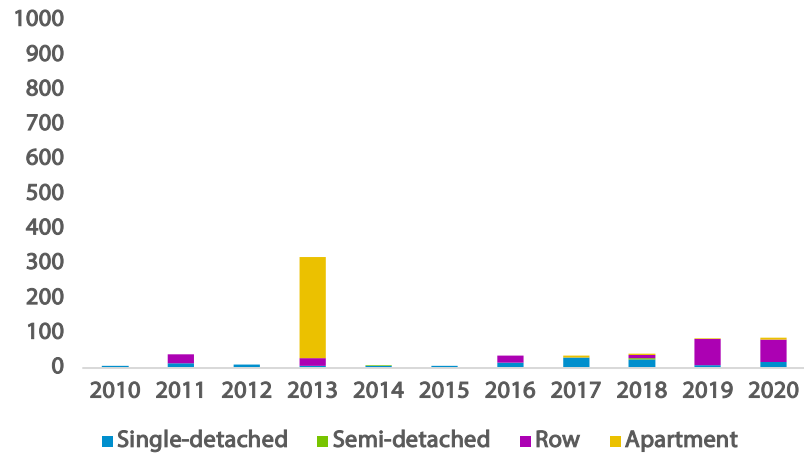


³ Source: Metro Vancouver, Community and Housing Profile (2020)

⁴ CMHC Market Rental Reports (2010 to 2020). Housing starts mean the beginning of construction work on a building, usually when the concrete has been poured for the whole of the footing around the structure, or an equivalent stage where a basement will not be part of the structure.

Figure 4: Housing Completions by Type Over Time, Port Moody

Source: CMHC Market Rental Reports (2010 – 2020)



Housing completion data typically lags behind housing starts data. For example, there were 310 housing starts in 2012 but only 10 housing completions in 2012. In 2013, there were 8 housing starts and 320 housing completions. The 320 completions in 2013 reflect the housing starts that began in 2012. If this pattern continues, it is expected that housing completions in the next few years will reflect the substantial number housing starts from 2019 and 2020.

Housing Units Required

Metro Vancouver’s Regional Growth Strategy estimates that Port Moody requires an additional 2,975 housing units by the year 2026. Since 2016, over 1,800 units have been ‘started’ in Port Moody and it is anticipated that these units will be built and occupied. Is this development enough? Based on recent indicators such as migration patterns and low rental vacancy rates, it does not appear that the City is over-building, but rather keeping pace with demand. More importantly, new housing units coming online need to offer more choice including affordability.

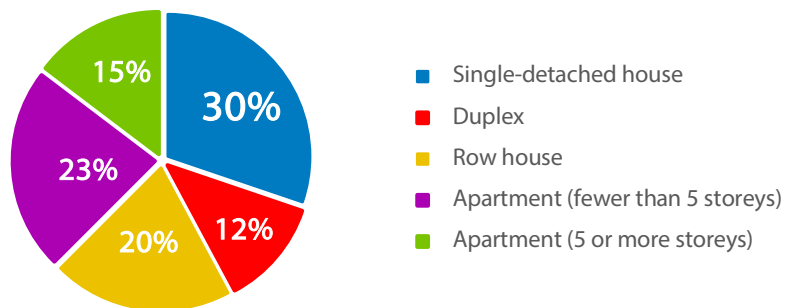
An Already Diverse Housing Supply

The City of Port Moody has a diverse collection of housing types, with 70% of the total housing stock as some version of multi-unit development: 23% low and mid-rise apartments, 20% row houses, 15% high rise apartments, and 12% duplexes⁵. The remainder (30%) is categorized as single-detached housing. Bedroom mix is also balanced nearly three-ways between two-, three-, and four-bedroom units. One-bedroom units comprise 10% of the housing stock.

Compared to other communities in the region and of similar size in BC, there is a wide variety of choice in Port Moody with respect to form and bedroom mix.

Figure 5: Housing Typology Mix, Port Moody

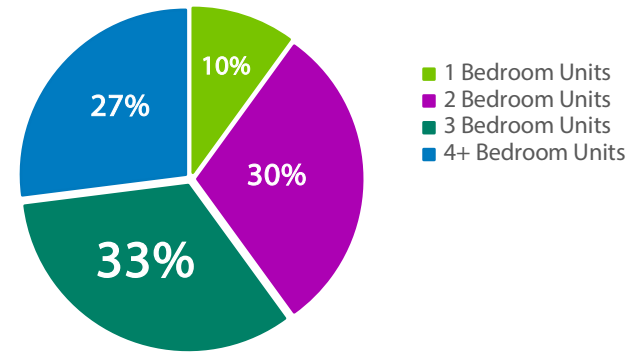
Source: Statistics Canada, Census (2016)



⁵ Duplexes include 'semi-detached units' and 'apartment duplex'

Figure 6: Housing Bedroom Mix, Port Moody

Source: Statistics Canada, Census (2016)



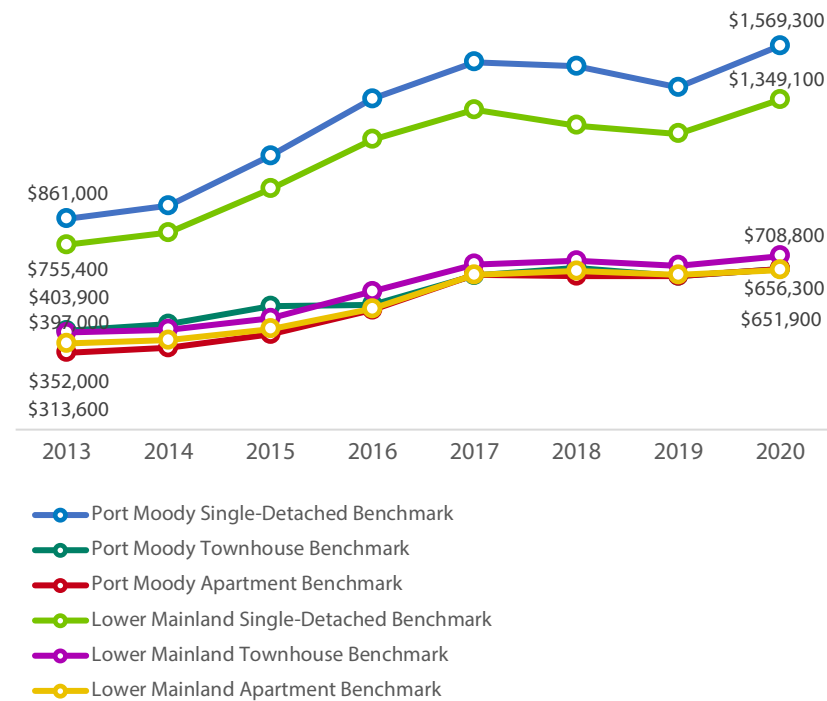
Cost of Housing Limits Choice

While the housing supply is diverse with respect to typology, much of the stock in Port Moody is expensive compared to what households can afford. This is a common issue in the region, which has been identified as having the highest home prices relative to household income in North America⁶. There are a number of indicators that illustrate the growing disparity in housing affordability. Median sales prices have increased for all categories, with single-detached homes and townhouses in Port Moody nearly doubled in price since 2013. The benchmark sales price for detached homes is higher in Port Moody compared to the regional average.

⁶ Source: Metro Vancouver, Community and Housing Profile (2020)

Figure 7: Benchmark Sales Price, Port Moody + Lower Mainland

Source: Greater Vancouver Real Estate Board (2013 – 2020)



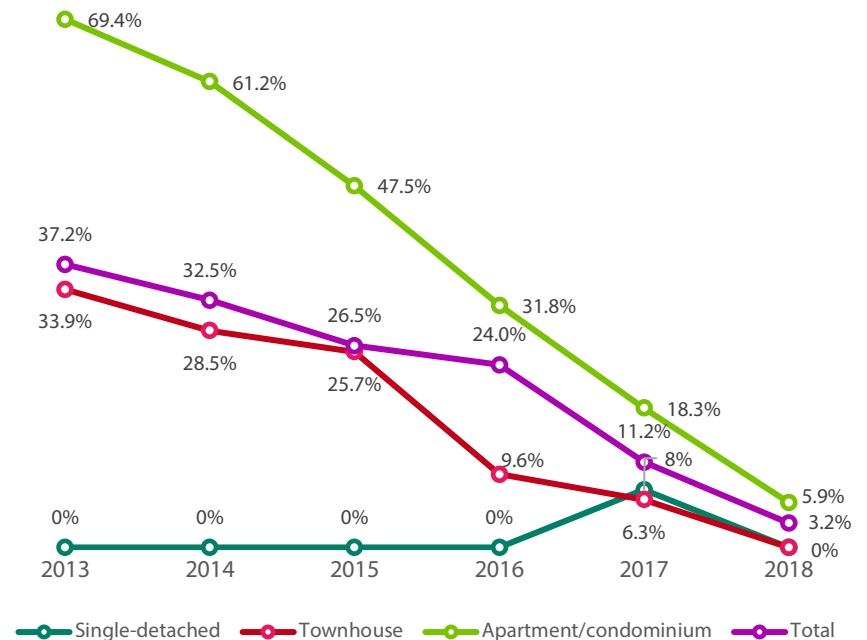
The Real Estate Board also collects affordable sales data for the region (sales price compared to median household income). Since 2013, affordable sales in Port Moody have shrunk at an accelerated rate for apartment condominiums and townhouses – which were once considered an affordable option compared to single-detached homes which have been

⁷ Source: Metro Vancouver, Community and Housing Profile (2020)

out of reach to low- and moderate-income households for a longer period of time. The plummeting affordable sales data in Port Moody confirms what stakeholders and members of the public have observed and expressed concern over: that housing is becoming more expensive and fewer residents are able to enter into the homeownership market. This is further supported by income data, which illustrates that 1 in 5 Port Moody residents are living below the standard measure of affordability⁷.

Figure 8: Affordable Sales, Port Moody

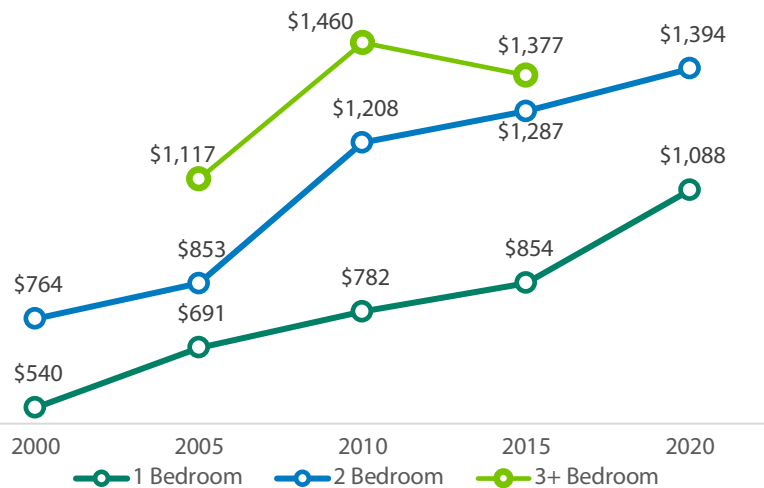
Source: Greater Vancouver Real Estate Board (2013 – 2018)



One in four residents in Port Moody are renters (25%)⁸. Rental rates have also increased in Port Moody for one-, two- and three-bedroom units with median prices over \$1,000 per month for all units. Some households may be able to find a rental unit for less than \$1,000 per month but this typically comes with trade-offs such as being in poorer quality condition, further away from public transit and amenities, and may not be suitable to meet their needs (e.g., accessibility or enough bedrooms for all members of their household).

Figure 9: Rental Rates, Port Moody⁹

Source: CMHC Market Rental Reports (2000 – 2020)



⁸ Source: Metro Vancouver

⁹ Rental rates for 3+ bedroom units are not available for the years 2000 and 2020

Crammed in a 2-Bedroom Unit

“There is no housing in Port Moody for middle income earning families. Impossible to find a 3-bedroom home of any kind within a reasonable budget but usually there is no inventory. I’ve been looking for 2.5 years now. We are 5 people squished into a 2-bedroom. The housing scene in Port Moody is disturbing for families who need to rent.”

– Quote from survey respondent (abbreviated)

The rental vacancy rate has fluctuated in Port Moody over the last two decades, reaching above 5% in 2005 and 2009/2010. Over the past decade, the rental vacancy rate in Port Moody has tightened and in the past 5 years has consistently hovered between 0.5% and 1.9%. This aligns closely to vacancy rates in the Tri-Cities which have ranged between 1.1% to 1.9% during the same time period. Vacancy rates are lowest for 3+ bedroom units, which were 0% for the Tri-Cities in 2019.

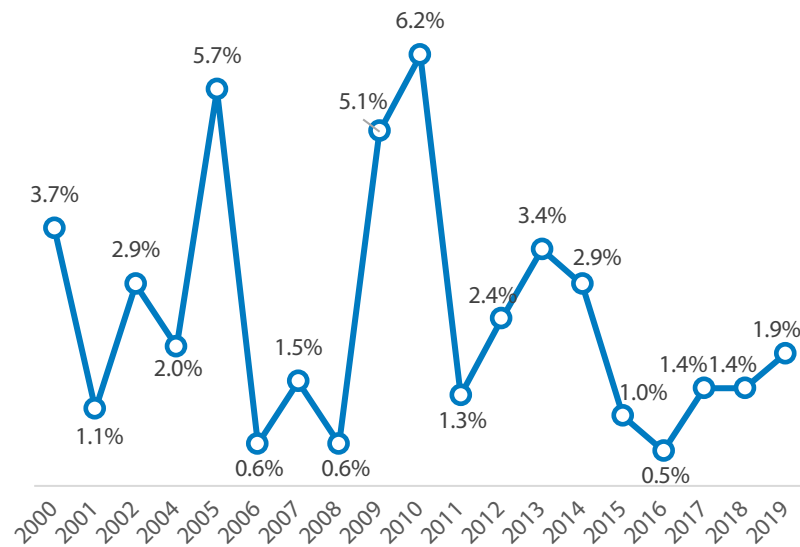
- **Pressure on the rental stock:** A healthy rental vacancy typically ranges between 1% and 3%. Greater than 3% over a long period of time can be considered an oversupply, causing issues with property owners being able to maintain

rental buildings with limited rent revenue. Less than 1% over a long period of time can be considered an undersupply, indicating more pressure on the rental market. For Port Moody, rental vacancy overall appears to be stabilizing. That said, vacancy rates for 3+ bedroom units is 0% leaving few options for families needing a larger unit.

The Metro Vancouver housing profile report (Appendix A) illustrates the total number of dwelling units in the primary rental market for the Tri-Cities, which illustrates a decline in

Figure 10: Rental Vacancy Rate Over Time, Port Moody

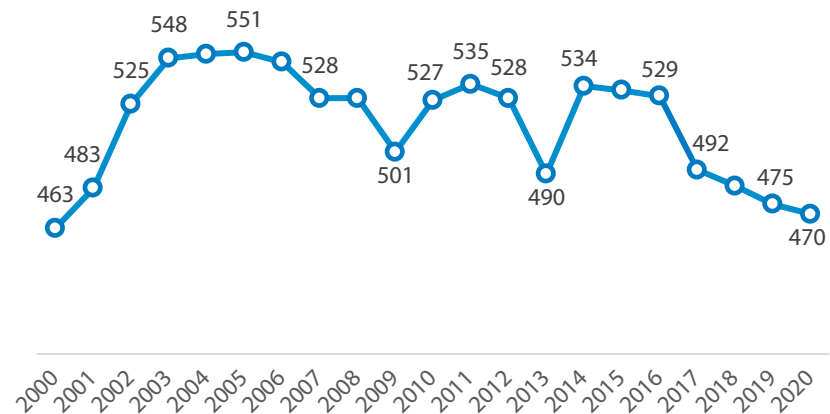
Source: CMHC Market Rental Reports (2007 – 2019)



total number of units from 4,961 (in 2010) to 4,527 (2019). Looking over a longer period of time for Port Moody, we can see a fluctuating pattern in the total number of purpose-built rental units. While new rental units are delivered, some are demolished and replaced. In recent years, more rental units have been lost than gained, resulting in a net loss in the total number of rental units available to residents. As the population has grown and homeownership and rental prices have increased, the total number of units available to rent has decreased. This creates pressure on the rental stock, gives fewer options to renters, and is likely a key contributor to the tightening rental vacancy rate in Port Moody.

Figure 11: Purpose-Built Rental Units Over Time, Port Moody

Source: CMHC Market Rental Reports (2000 – 2020)

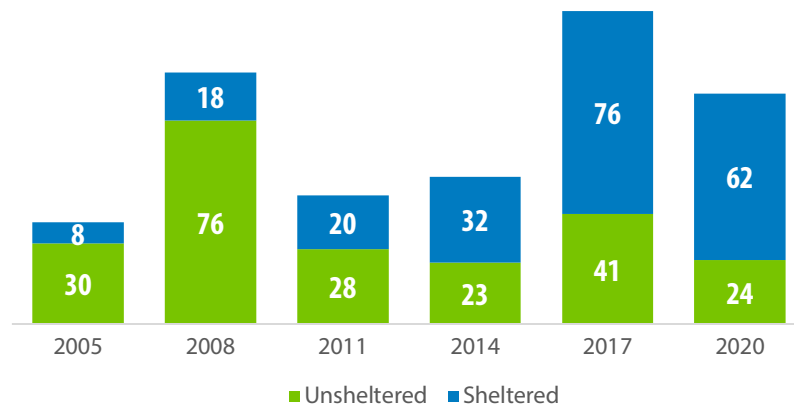


Hidden Vulnerability

The number of individuals and families experiencing homelessness has been increasing rapidly in communities across BC and especially in Metro Vancouver municipalities. Data from point-in-time homeless counts are not absolute and are considered an undercount as not everyone experiencing homelessness are found / identified within a 24-hour time period, and not everyone experiencing homelessness gives consent to be counted. The key is to observe the trend, which is trending upwards for the Tri-Cities, with 86 persons identified as experiencing homelessness in 2020¹⁰.

Figure 12: Persons Experiencing Homelessness, Tri-Cities

Source: Metro Vancouver Homeless Count (2005 – 2020)



It is difficult to understand the full extent of vulnerability in Port Moody given that most of this data is grouped as 'Tri-Cities' which combines Port Moody, Coquitlam, and Port Coquitlam. That said, community stakeholders shared their observations of supporting vulnerable populations who live in Port Moody. A key concern is services are mostly located in neighbouring municipalities, and for some households the distance is too far for them to access. Many stakeholders are waving the red warning flag that continued growth will inevitably lead to an increase in vulnerable populations, including persons experiencing homelessness, if affordable housing options are not secured in the near and long-term.

Port Moody has the Opportunity to be Proactive

"The visible, street-entrenched homeless population are not in Port Moody. But there is a lot of vulnerability and people at risk of homelessness. As the city grows and more of the older stock is redeveloped, there will be fewer affordable housing options and we will start to see these folks needing help. There is currently nobody supporting the hard to house or vulnerable populations in Port Moody, but it's coming. We have time to get ahead before it gets unmanageable."

– Quote from key informant interview (abbreviated)

¹⁰ Source: Metro Vancouver

Vulnerability extends to a wide variety of populations in Port Moody. Through community engagement, other populations identified as vulnerable and experiencing challenges with affording and securing housing include: seniors, persons with disabilities, new immigrants, youth, persons with mental health support needs, and people with substance use issues.

Access to affordable housing is a key issue for newcomer families. While many newcomers are economic immigrants and have years of experience in their respective field of work, it takes time for them to secure equivalent credentials and find employment with a livable wage. In the meantime, newcomers rely on limited subsidies to pay for the cost of living.

Families Starting from Scratch

“Many new immigrants to the City are often starting from scratch and learning how to provide care for themselves and their family members. As new residents with limited personal resources, there is a heavy reliance on public transit to commute to work and community amenities to gain connections with the local community.”

– Quote from key informant interview (abbreviated)

A key challenge for these families is that they are often larger than the average 2.6 person per household. It is not unusual to have a family size of 7 or 8 people, which was the case when many Syrian refugee families with 4 or more children were searching for suitable homes in the region including Port Moody. For these large families looking for relief and community connection, access to affordable housing with enough bedrooms to accommodate all members of their household was insurmountable. Stakeholders shared stories of what typically happens: 7 or 8 people, in a two-bedroom apartment. Some families are only able to find rental housing in isolated areas far from public transit, adding to the difficulty of commuting to potential jobs and creating a barrier to integrating in community.

The growing number of seniors needing accessible, affordable housing has not come as a surprise to stakeholders. There have been new seniors-oriented housing units delivered to the market which is helping address this need. However, concerns were expressed by residents and stakeholders about the insufficient seniors housing situation in Port Moody, specifically independent living, assisted living, semi-supportive and supportive, as well as complex care. These concerns align with the projected aging population data for Port Moody.

In addition to seniors, persons with disabilities, and new immigrants; stakeholders, and members of the public conveyed that the extent of vulnerability has expanded since the COVID-19 pandemic. Households who were previously stable and adequately housed have lost wages or employment altogether, and this has impacted their ability to afford housing. Stories were shared about the impact this has had on low- to moderate-income households: drained savings; selling personal possessions for income, and adults moving back in with their parents. Data collected as part of this study does not capture the socio-economic impacts on households in Port Moody, but community engagement revealed that COVID-19 created more vulnerability than before and also magnified housing affordability issues that were already problematic including an intensified housing sales market.

Rising Prices During the Pandemic

“The pricing of townhouses crept up every month during the pandemic, and eventually everything sold out. We were lucky to grab something before it was all gone. I'm concerned by how quickly this happened, why the housing got pushed up so fast and so quickly. I can see a repeat of Vancouver here if it's not managed.”

– Quote from survey respondent (abbreviated)

We Need it All

“We need it all, especially under the non-market category of the housing continuum. Many of our vulnerable community members need to move through the continuum in hopes of entering market housing. PoMo (and the Tri-Cities) is sorely lacking in the non-market area.”

– Quote from focus group participant (abbreviated)

Mental health and substance use issues affect households in Port Moody of all types, ages and situations. Stakeholders pointed to the need for housing with integrated supports in Port Moody, including safe housing for persons fleeing violence, supportive housing for persons with addictions, abstinence-based transitional housing, as well as inclusive rental housing. Mixed-use projects that co-locate programs and services in buildings with affordable rental housing was suggested.

Creating an Inclusive Community

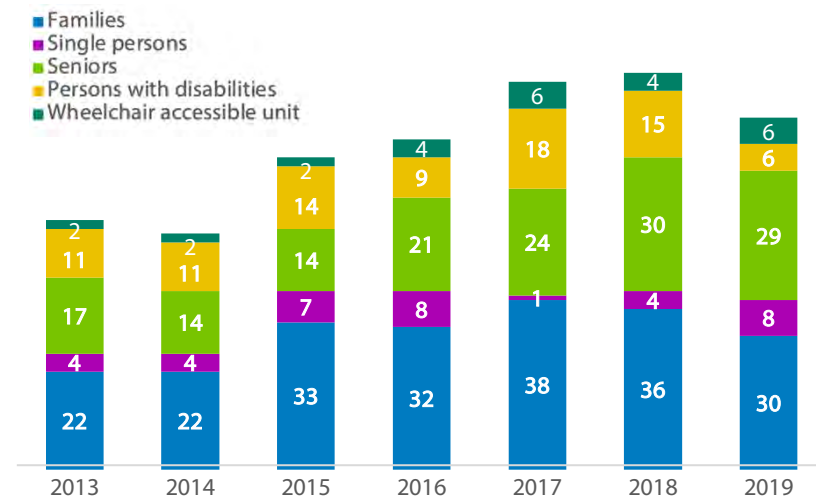
“I think it's very important that affordable homes be incorporated into the same buildings as unaffordable ones because segregating people into ‘poorer’ units versus ‘expensive units’ just creates stigma.”

– Quote from survey respondent (abbreviated)

Community observations on vulnerable populations and their need for affordable housing aligns with housing wait list data reported by BC Housing annually. In 2013, the total number of households on the wait list was 56. Despite new affordable housing units being delivered through various projects, there are currently 79 people on the wait list for affordable housing in Port Moody. The majority of households on the wait list are families (30) and seniors (29), followed by single people (8), people with disabilities (6), and units with wheelchair accessibility (6).

Figure 13: Non-Market Housing Wait List, Port Moody

Source: BC Housing (2019)



Much of the affordable housing options and social services for Port Moody residents are offered by organizations that serve the Tri-Cities, and many are located in Coquitlam. For example, 3030 Gordon operated by RainCity Housing is an emergency shelter with transitional housing located in Coquitlam and serves the Tri-Cities area. Port Moody does not have a year-round or extreme weather shelter, and no supportive housing for persons experiencing homelessness. Stakeholders indicated that 3030 Gordon is overwhelmed by people in need from across the Tri-Cities and that this is an outcome from being the only provider in this sub-area of Metro Vancouver. Stakeholders suggested that complementary housing offered in Port Moody would help service delivery for the Tri-Cities, instead of having few providers in Coquitlam carrying the heavy lifting alone.

Let's Be Part of the Solution

“At minimum there needs to be an Extreme Weather program in Port Moody. This is basic! They don't have it. All we need is 1,000 to 2,000 square feet to do this! It is time to look at the larger need in the Tri-Cities and be part of the solution.”

– Quote from key informant interview (abbreviated)

Affordability Snapshots

Understanding the Meaning of Affordability

In Port Moody, there are many stories that capture the real impact of people experiencing housing challenges – be it finding a home that is accessible, in good condition, or within the budget they can afford. This section tells the stories of a few ‘representative’ households in Port Moody to help illustrate local housing needs and gaps.

HOUSEHOLD STORY #1: COMMUTING COUPLE

Commuting is a common part of everyday life for Port Moody residents, with 88% of the labour force leaving the city for work¹¹. Most commuters search for housing in close proximity to the mode of transportation they use.

This scenario looks at a representative household in Port Moody: a couple with professional jobs who commute to work. For income reference, this scenario assumes one person is a

full-time accountant and the other is a full-time manager at a non-profit organization.

The median wage for an accountant in Port Moody is \$28.21 per hour, and the median wage for a manager at a non-profit organization is \$35 per hour¹². Under this scenario, this household has an annual income of \$106,193.

This household will likely need a one-bedroom unit, although many prefer at least a one-bedroom plus den or a two-bedroom unit in order to have family stay over, and have a separate room for working from home. Based on their household income, this household can afford to spend over \$2,600 per month on rent and utilities¹³ which can cover the average rent for a one, two or three bedroom unit in Port Moody.

Monthly rent at 30% of income	Average Monthly Rents in Port Moody		
	1 Bdrm	2 Bdrm	3 Bdrm
\$2,655	\$1,088	\$1,394	\$1,483 ¹⁴

¹¹ Source: Statistics Canada, Census (2016)

¹² Wages – Lower Mainland, Government of Canada (2020)

¹³ CMHC defines affordability as a household spending less than 30% of their gross income on housing costs. For renters, this includes rent and utilities. For homeowners, this includes mortgage payments, utilities, and strata fees if applicable.

¹⁴ 3 bedroom unit rental rates are not available for 2015 but not 2020. The rental rate increase for two bedroom units of 7.68% was applied to 3-bedrooms to get an estimated comparable rate.

Despite earning professional-level incomes, this couple would not be able to enter into the homeownership market in Port Moody. Assuming they have no debt, and they have saved enough for a 10% down-payment, this couple could afford a purchase price of \$549,088 while remaining within the standard measure of affordability (spending no more than 30% of income on housing costs). The median price of a condo in Port Moody is \$656,000. They may be able to find an older condo in a less desirable location, but their commuting lifestyle does not align with this trade-off.

Affordable Purchase Price (with 10% down)	Median Sale Prices in Port Moody		
	Condo	Townhouse	Single-detached
\$549,088	\$656,300	\$708,800	\$1,569,300



HOUSEHOLD STORY #2: YOUNG FAMILY

This scenario examines the affordability of a typical young family in Port Moody: a couple, two kids, and a pet. The Dad works full-time in construction, and the Mom works part-time as a teacher’s assistant which allows her to spend time with her young children.

The median wage for a construction worker in Port Moody is \$21 per hour, and the median wage for a teacher’s assistant is \$26 per hour¹⁵. Under this scenario, and with one parent earning part-time wages, this household has an annual income of \$65,856.

This household will likely need a three- or four-bedroom unit to accommodate all members of their family. Based on their household income, this household can afford to spend \$1,646 per month on rent and utilities¹⁶ which can cover the average rent for a three-bedroom unit in Port Moody. However, with a rental vacancy rate of 0% for 3-bedroom units, they are likely challenged to find a unit. Homeownership would not be an option for this family at this time, given that an affordable purchase price would be approximately \$321,000 and could

not cover the price of a condo, let alone a family-oriented unit such as a townhouse or single-detached home.

Monthly rent at 30% of income	Average Monthly Rents in Port Moody		
	1 Bdrm	2 Bdrm	3 Bdrm
\$1,646	\$1,088	\$1,394	\$1,483

Affordable Purchase Price (with 10% down)	Median Sale Prices in Port Moody		
	Condo	Townhouse	Single-detached
\$321,645	\$656,300	\$708,800	\$1,569,300



¹⁵ Wages – Lower Mainland, Government of Canada (2020)

¹⁶ CMHC’s standard measure of affordability for renters is rent plus utilities

HOUSEHOLD STORY #3: STUDENT

Students who attend various schools such as Douglas College, SFU and BCIT live in Port Moody, and the need for more affordable housing for students was raised as a key concern by stakeholders.

This scenario assumes that three students are combining resources and living together as roommates. Two students have part-time minimum wage jobs (\$14.60 per hour¹⁷) and the other student has financial help from their parents. The three students have an agreement to contribute equally to the cost of rent. Under this scenario, the three roommates have a combined income of \$36,792. They could afford \$920 per month to use towards rent, which is less than the average rent for a one-bedroom unit. The students would likely need a three-bedroom unit to have enough bedrooms to accommodate all of them and ensure privacy, however the average rent for a three-bedroom unit is \$1,483 in Port Moody. These three roommates would likely try to find a three-bedroom unit that is in poorer condition to trade-off affordability. Given the low vacancy rates for three-bedroom units, they may not have much choice in the housing market

and would likely have to spend more than 30% of their income towards the cost of renting in Port Moody

Combined monthly rent at 30% of income	Average Monthly Rents in Port Moody		
	1 Bdrm	2 Bdrm	3 Bdrm
\$920	\$1,088	\$1,394	\$1,483



¹⁷ Minimum wage, Government of BC (2020)

HOUSEHOLD STORY #4: PERSON ON DISABILITY ASSISTANCE

Stakeholders indicated that persons with disabilities are challenged to find affordable housing that meets their needs in Port Moody. This is supported by BC Housing wait list data for applicants who identify as having a disability waiting for affordable units, as well as applicants waiting for a wheelchair accessible unit.

Starting May 2021, a single person with a disability eligible for income assistance could receive a monthly benefit of \$1,358 per month¹⁸ (or an annual income of \$16,296). Under this scenario, a single person with a disability cannot afford the average one-bedroom unit in Port Moody, and would likely have to spend more than 30% of their gross income on housing costs. They are also likely challenged to find an accessible housing unit.

Affordable Purchase Price (with 10% down)	Median Sale Prices in Port Moody		
	Condo	Townhouse	Single-detached
\$42,196	\$656,300	\$708,800	\$1,569,300



Monthly rent at 30% of income	Average Monthly Rents in Port Moody		
	1 Bdrm	2 Bdrm	3 Bdrm
\$407	\$1,088	\$1,394	\$1,483

¹⁸ Disability assistance, Province of BC (2021)

HOUSEHOLD STORY #5: NEW IMMIGRANT FAMILY

The Tri-Cities attracted approximately 1,825 new immigrants in 2019. Most of these newcomers moved to Coquitlam (1,290), followed by Port Coquitlam (350), Port Moody (180), and Anmore (5)¹⁹.

Stakeholders shared that housing is a key barrier to helping new immigrants settle and integrate in community. This is especially challenging for families. This scenario examines a representative household experiencing this issue: a family with four children.

Under this scenario, one parent has professional experience in their country of origin but their credentials are not recognized in BC. As a result, they are unable to find employment with equivalent wages that their family is accustomed to. Alternatively, this parent finds a job in general labour shift work in manufacturing. The other parent is staying at home while taking English language classes and taking care of the family.

The median wage for a general labourer in manufacturing is \$16 per hour²⁰. Working full-time, this households' wage-based earnings is \$16,296. New immigrant families may be eligible for the Government of Canada child benefit program, which provides up to \$6,639 per year for each child under 6 years old, and up to \$5,602 per year for each child from 6 to 17 years old²¹. With four children of various ages, this household could receive up to \$25,219 in benefits. Combined with the one parents' wages, the annual income for this household could be approximately \$41,815.



¹⁹ Tri-Cities Local Immigration Partnership, Profile (2019)

¹⁵ Wage data – Government of Canada (2020)

¹⁶ Benefits and credits for newcomers to Canada – Government of Canada (2021)

Like other families in Port Moody, this family would require at least a three or four bedroom unit if the children shared bedrooms. Based on the annual income and with the assumed child benefit, this family could afford to rent a unit for \$1,045 per month. Compared to the average monthly rents, this family could not afford to rent a three or four bedroom unit in Port Moody.

In addition, with a 0% vacancy for 3+ bedroom rental units, they would also be challenged to find a rental unit that has enough bedrooms for all members of their family. They will also likely experience other barriers to accessing housing, such as discrimination, language barriers and limited experience with the rental application process.

Monthly rent at 30% of income	Average Monthly Rents in Port Moody		
	1 Bdrm	2 Bdrm	3 Bdrm
\$1,045	\$1,088	\$1,394	\$1,483

Affordable Purchase Price (with 10% down)	Median Sale Prices in Port Moody		
	Condo	Townhouse	Single-detached
\$186,088	\$656,300	\$708,800	\$1,569,300

Transit-Oriented Development

Multi-Modal Living

Public transportation in Port Moody has comprised of buses for many years and provided residents with access to major commercial and service hubs, as well as enabled workers to commute to their jobs in Vancouver on a limited schedule via the West Coast Express. The transportation network significantly expanded with the opening of the Evergreen Line in 2017, with two stations in Port Moody: Inlet Centre and Moody Centre. The rapid SkyTrain now connects residents to the rest of the region in quick order, but also connects the rest of the region to Port Moody. Indeed, the opening of the Evergreen Line has raised Port Moody as an even more attractive place to live for residents in the region searching for housing options.

The multi-modal transportation available to Port Moody residents is highly utilized:

- 88% of Port Moody's labour force commutes outside of the city for work. Port Coquitlam and Coquitlam have similar statistics (79% and 77%, respectively)²².
- Prior to the COVID-19 public health emergency, annual transit boarding for bus, SkyTrain, and West Coast Express increased by 34% after the opening of the Evergreen Line. The average weekday boarding of the Evergreen line was nearly 40,000 people in September 2019²³.

Image 2: Evergreen Line, Inlet Centre Station in Port Moody

Source: Business in Vancouver (2017)



²² Source: Statistics Canada, Census (2016)

²² Source: Translink

The planning, development and post-construction of the Evergreen Line initiated investment in land development, primarily in residential construction. This was expected in the pre-construction stage, as SkyTrain stations in the region are prime locations for housing. In addition, the Metro Vancouver Regional Affordable Housing Strategy encourages the development of housing within close proximity to the frequent transit network to create better access and convenience for residents for their daily commuting needs²⁴. Housing in close proximity to transit is especially important for households who have shift work schedules, which stakeholders conveyed is a common situation for Port Moody newcomers who are unable to afford a vehicle when they first arrive in Canada.

Transit-Oriented Housing

Metro Vancouver's Regional Affordable Housing Strategy defines a good transit location for housing as being located within walking distance of the Frequent Transit Network (FTN): within 800m of rapid transit, and within 400m of a bus stop along the FTN.

The Housing and Transportation Cost Burden

Transportation is inherently linked to housing in many ways and is a vital component to the overall livability of Port Moody. How the City accommodates housing, and specifically where new housing development, infill and redevelopment may occur, relates closely to the transportation network.

In 2015, Metro Vancouver researched the connection of housing and transportation through the *Metro Vancouver Housing and Transportation Cost Burden Study*. This study found that working households living in areas well served by transit or close to their job have relatively low transportation costs, whereas households in locations farther away from their jobs face higher transportation costs. This "location efficiency" refers to the symbiotic relationship between the location of housing, the regional transit system, and private vehicle use. Location efficiency is important for Port Moody given that 88% of the labour force commutes outside the city for work. It is also important considering 69% of respondents to the housing needs survey indicated that renting or owning a home in close proximity to public transit is either extremely important or moderately important to their needs.

²⁴ Source: Metro Vancouver Affordable Housing Strategy (2016)

Potential to Accommodate Future Housing Near Transit

A high-level spatial analysis was undertaken to understand the potential capacity of land near transit to absorb new housing units in the future. Calculations of residential development potential were based on the following assumptions (with detailed assumptions outlined in Appendix D):

- Focus on residential development potential under the current OCP land use framework.
- Sites located in close proximity to transit and designated for residential development (e.g. multi-family residential, high-rise residential, mixed-use) including Moody Centre, Oceanfront District and designated Transit Oriented Development areas.
- Sites were evaluated based on their development potential. For example, sites with structures that are underutilized with respect to permitted density were flagged for their potential to absorb additional units either through an expansion or redevelopment.
- Comprehensive Development (CD) zones, sites already developed in the Inlet Centre, and sites already maximized

with respect to density were excluded from potentially accommodating additional housing units, assuming these are built-out and not likely to turn over in the near future.

- The majority of the hillside development is built-out and, subject to the OCP update, it is assumed this area will not see significant changes in density in the near future.

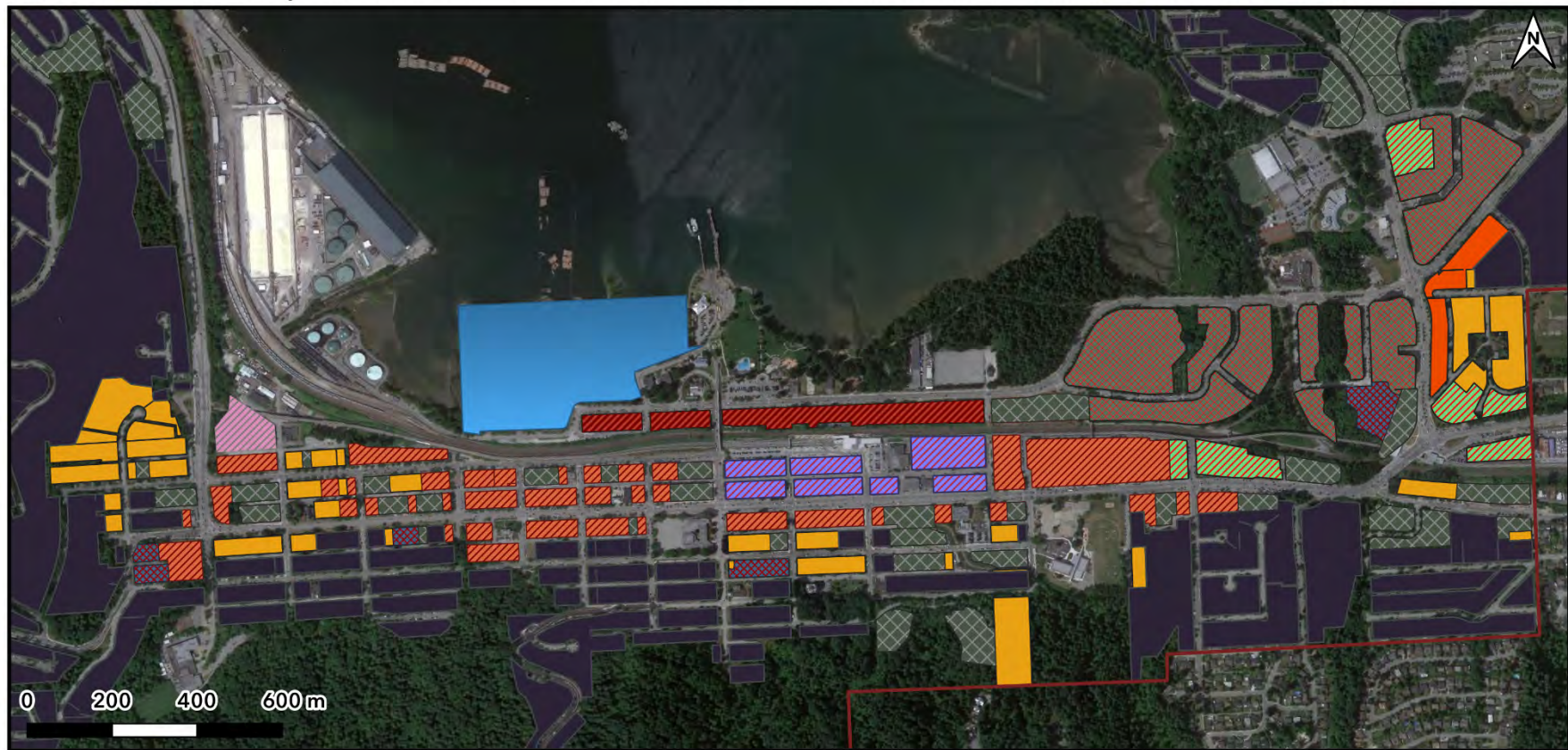
Two high-level scenarios were examined: (i) low build-out; and (ii) high build-out. The low build-out scenario assumes that no lot consolidation occurs. The high build-out scenario assumes substantial lot consolidation will occur to achieve larger scale development projects. Together, the two scenarios illustrate the 'bookends' of potential residential development in close proximity to transit.

Not All Sites Will Achieve Their Full Development Potential

While this analysis explores the potential of housing units that can be accommodated under the current land use policy framework, redevelopment does not always achieve maximum permitted density, and additional constraints may restrict development potential. The reality is that not all of the developable land in Port Moody will be developed; not every block of sites will be consolidated, and not every parcel will reach its full density potential. Site-specific analysis is required to understand the true development potential of each site.

Figure 14: Residential Development Potential, Port Moody

Source: City of Port Moody GIS, CitySpaces Consulting



Land Use Designations

Low Re-Development Potential

- Built Out / OCP Conforming
- CD Zone
- Developed Inlet Centre
- Recent Approvals / Under Construction

Development Potential

- Multi-Family Residential
- High-Rise Residential
- Mixed Use - Inlet Centre
- Mixed Use - Moody Centre
- Mixed Employment

Master Planned District Designations

- Moody Centre TOD
- Oceanfront District
- Special Study Area

SCENARIO 1: LOW BUILD-OUT POTENTIAL

Assuming no lot consolidation, the low-build out scenario could yield up to 9,755 housing units if fully built-out. Units are distributed across various designated areas, with highest concentrations at the Oceanfront District, Moody Centre TOD and Inlet Centre.

Table 1: Residential Development Potential by Designation – Low Build-Out, Port Moody

Source: CitySpaces Consulting

	1 Bedroom	2 Bedroom	3 Bedroom	Designation Total
Multi-family Residential	450	330	370	1,150
Moody Centre Mixed-Use	1,745	360	140	2,245
Mixed Employment	240	50	20	310
High Rise Residential	530	110	40	680
Inlet Centre	1,040	215	80	1,335
Moody Centre TOD	1,400	400	200	2,000
Oceanfront District	1,585	450	225	2,260
Total by Type	6,990	1,915	1,075	-
			Net Total:	9,755²⁵

²⁵ Note: the redevelopment of existing residential parcels results in a slightly lower net new unit count overall. The provided total considers this effect.

Based on the current land use policy framework and development assumptions, 6,990 units in close proximity to transit would be one-bedroom units; 1,915 would be two-bedroom units, and 1,075 would be three-bedroom units²⁶.

Best of Both Worlds

“One of the things that attracted our family to Port Moody was the walkability and ease of access to both transit and nature.”

-Quote from survey respondent (abbreviated)

SCENARIO 2: HIGH BUILD-OUT POTENTIAL

Assuming lot consolidation could occur for sites sharing the same designation and located adjacent to each other, the high-build out scenario could yield up to 15,635 housing units. Similar to Scenario 1, Oceanfront District and Moody Centre could absorb the largest proportion of these units. The bedroom mix is similar to Scenario 1, and scaled-up: 11,395 one-bedroom; 2,945 two-bedroom, and 1,520 three-bedroom units.

²⁶ Analysis considers a range of bedroom sizes: 550 to 675 square feet for a one-bedroom; 800 to 950 square feet for a two-bedroom; and 1,050 to 1,300 square feet for a three-bedroom.

Table 2: Residential Development Potential by Designation – High Build-Out, Port Moody

Source: CitySpaces Consulting

	1 Bedroom	2 Bedroom	3 Bedroom	Designation Total
Multi-family Residential	1,570	570	465	2,605
Moody Centre Mixed-Use	2,685	550	210	3,445
Mixed Employment	695	140	55	890
High Rise Residential	660	135	50	845
Inlet Centre	1,305	270	100	1,675
Moody Centre TOD	2,100	600	300	3,000
Oceanfront District	2,380	680	340	3,400
Total by Unit	11,395	2,945	1,520	-
	Net Total:			15,635²⁷

SCENARIO COMPARISON

Based on the current land use policy framework, the City could accommodate between 9,755 to 15,635²⁸ housing units on sites located in close proximity to the frequent transit network. This count could be larger should the Westport Village OCP amendment and rezoning be approved. The current proposal would add another 418 units in a range of forms to the market.

²⁷ Note: the redevelopment of existing residential parcels results in a slightly lower net new unit count overall. The provided total considers this effect.

Image 3: Port Moody High Rise Multi-Unit Residential

Source: Jerome Decq. (2013)



²⁸ Assuming full redevelopment of all identified parcels, 224 existing units would be replaced, resulting in a net increase of 9,759 to 15,054 units.

Regional Estimates

The Metro Vancouver Regional Growth Strategy estimates that the City of Port Moody requires 2,975 housing units to be delivered between 2016 and 2026. At the time of this report, 1,800 housing units have already been ‘started’ in Port Moody – achieving approximately 60% of the RGS housing unit estimates once these units are completed. In addition, the City of Port Moody has more than enough residentially designated land to accommodate currently projected housing need in the years to come.

Table 3: RGS Estimates Compared to Units ‘Started’ and Residentially Designated Land, Port Moody

Source: CitySpaces Consulting

	RGS Estimates 2016 to 2026	Units ‘Started’ 2016 to 2020	Designated Land, Low Build-Out Scenario	Designated Land, High Build-Out Scenario
Port Moody	2,975	1,800	9,755	15,635

Factors at play here may include the opening of the Evergreen Line, spillover migration of households relocating to Port Moody from neighbouring municipalities, and a high degree of

livability making the city an attractive place for many people to relocate and call home.

Further, housing indicators such as low rental vacancy rates, high unit absorption, rising sales prices, and affordability concerns expressed by the public and stakeholders suggest that the housing units currently being delivered are needed and are not creating an overbuild situation. However, units coming to market appear to fall short of meeting affordability and suitability needs of the community. For Port Moody, the number of units being developed is keeping pace with demand; however, consideration to adjust the mix and secure rental housing and affordable units is a key area of opportunity.

Designated Land Is Not the Problem

The City of Port Moody has enough residentially designated land to accommodate projected housing units. The key challenge is that much of the housing stock is not affordable to households relative to their income. An area of opportunity is to revisit housing mix and tenure: more family-friendly units in multi-unit residential projects, and more rental, low-end of market rental, and non-market housing options.

Obstacles to Development

TECHNICAL OBSERVATIONS

While the high-level spatial analysis revealed there is enough residentially designated land to accommodate thousands of units in the years to come, there are constraints to unlocking some of this land for development. Some observations made from this analysis include:

- Many parcels of a given designation cannot be consolidated into a sufficient size with adjacent parcels of the same designation to meet any zone in the Zoning Bylaw. For example, the low build-out scenario contains parcels that are designated for 3- or 6-storey projects, however the lot sizes are too small and can only accommodate a building up to 2-storeys under current zoning parameters. The high build-out scenario, where lot consolidation has been applied, has more opportunities to accommodate taller buildings because the lot sizes are sufficient to meet the minimum threshold of zoning regulations.
- Generally, new Multi-Family Residential designations were Single Detached Residential Districts prior to re-designation, while new Moody Centre Mixed Use

designations typically replaced Commercial or Industrial districts. Due to this pattern, Multi-Family Residential designated parcels are typically smaller with fewer realistically viable development opportunities without lot consolidation.

- There appears to be relatively few opportunities to build apartments in the areas designated Multi-Family Residential. Lots sizes rarely have sufficient area to apply RM5 or RM8, even when assuming the maximum possible lot consolidation. In many of these locations, heights of only 2 or 3-storeys are permitted (while these zones allow 4 or 6-storeys), limiting the development potential to RM3 or RM4.
- Permitted heights are unclear outside of areas prescribed in OCP Map 11 (Evergreen Line Sub-Areas). Multi-residential and mixed-use designated parcels do not all have heights prescribed. Two storey heights outside the areas defined in Map 11 would limit multi-unit development potential.
- Some parcels designated for mixed-use or multi-unit housing have lower height limits than any applicable zone and may not be able to otherwise maximize the permitted FSR. For example, there are Moody Centre Mixed Use

parcels with height limits of less than 4-storeys, but the mixed-use zones allow for 4 or 6-storeys.

- There are no zones in the Zoning Bylaw permitting heights above 6-storeys. This is likely a cause for uncertainty for development proponents for sites located in Inlet Centre Mixed Use, High Rise Residential, and Moody Centre Transit Oriented Development designations. These would likely have to be rezoned CD to accommodate higher density development.
- In areas where towers are permitted, there is insufficient information to fully understand development capability. Providing FSR or an approximate unit per hectare, in addition to heights, floorplates and/or tower spacing, may help increase certainty for proponents.
- Designations throughout Coronation Park do not align with the existing parcels, leading to the creation of slivers with different land uses or heights. The northeastern parcel contains 88 strata townhouses, is split with two designated land uses and heights, and could be hard to redevelop.
- The RT Zone (semi-detached residential/duplex zone) allows for development up to 3-storeys; however, most townhouse zones (RM1, RM2, RM3) only allow for 2-storeys.

This may unintentionally create a disincentive to developing townhouses. The City may experience more uptake of this form if townhouse zones could be adjusted to three storeys as is permitted for detached and semi-detached housing.

- While RM4 allows for 3-storey townhouses, sites accommodating this zone could meet the provisions for RM5, which offers much greater development potential (1.0 FAR with 40% lot coverage vs. 1.9 FAR with 60% lot coverage).

A NEED FOR CLARITY

The engagement process revealed there is a dedicated community of developers willing to build housing for Port Moody residents, and who are open to considering creative solutions to local issues. A key theme heard from local builders is the uncertainty with respect to development expectations, particularly density, height and the length of the development procedures and approvals process. Key themes heard from this engagement include:

- **Process:** a desire for expedited approvals process.
- **Clear policy:** while flexibility is appreciated, the development community expressed interest in

standardized policy with clear expectations and incentives. It was suggested that changes in this practice could shorten the planning process as well as create more certainty for everyone (proponents, public, staff and Council).

- **Consultation:** concern that opposition from residents to residential development limits the opportunity to deliver housing needed for the broader community.

It is clear that the City of Port Moody has a high standard of development in order to continue being a livable community, rich with amenities that contribute to a high quality of life for all residents. Amenities are often secured through leveraging new development projects. Stakeholders conveyed that it is challenging to deliver affordable homeownership and rental units while also delivering non-residential components. Stakeholders suggested that incentives to offset the cost could help, such as reducing parking requirements for housing units near transit and providing density bonusing.

AMPLE OPPORTUNITY

As the City determines how it will grow through the anticipated OCP update and subsequent planning initiatives, it will be important to consider how transit-oriented

development can accommodate the housing needs of populations most challenged to find housing in Port Moody.

One of the challenges noted through engagement is that staff capacity and resources of the City is not aligned with the level of development or complexity that is occurring. It appears that the local government may need to scale-up staffing levels to match the scale of development to not only move projects through the process in a timely manner, but to also ensure that opportunities to capture units for affordability is not missed.

Stakeholders and the public identified high potential opportunities in Port Moody. In no particular order, suggestions include:

- Securing affordable housing units through density bonus and utilizing policy to transfer the units to non-profit housing providers (e.g. “turn-key”). Title could initially be transferred from developer to City and transferred to non-profit housing provider via lease agreement.
- Consider 60-year leases between the City and non-profit housing providers to help them offer affordable rents to low-income households.

- Create a package of Community Amenity Contributions that can be selected like a catalog, with incentives matching the level of contribution.
- When securing affordable housing units onsite, consider clustering them into an airspace parcel (rather than scattering throughout a building) for ease of administration separate from strata units.
- Engage non-profit housing providers as early as possible when an opportunity arises, so they can provide input into concept to ensure design works for operations and tenants.
- Consider defining affordability, as this varies across Metro Vancouver (e.g. BC Housing High Income Limits, percentage of median market rents, etc.).
- Find ways to accelerate the accumulation of cash in the affordable housing reserve fund to make capital contributions to proposed affordable housing projects.
- Consider allocating municipal budget towards waiving development cost charges and other fees for non-market

housing development, without drawing from the affordable housing reserve fund.

- Lessen expectation on non-market housing projects to meet sustainability objectives and amenity contributions (e.g. childcare spaces) given the budget and funding constraints of these projects.
- Ensure that land use planning and policy is flexible enough to adapt to changing funding programs (e.g. BC Housing Community Housing Fund, CMHC financing).
- Consider livability for high density living for families, such as greenspace and sizeable units.
- Consider allowing for childcare space that does not count towards maximum FAR.
- Explore opportunities to create a Memorandum of Understanding with partners such as BC Housing to secure affordable housing units in new development projects (e.g. Coquitlam MoU with BC Housing)²⁹.
- Design a housing continuum in Port Moody before the system gets overloaded. Get ahead of wait lists and point-

²⁹ MoU: https://coquitlam.ca.granicus.com/Viewer.php?view_id=2&clip_id=1761&meta_id=41392

in-time homeless counts by building housing infrastructure that has the ability to rapidly re-house people before the situation becomes unmanageable.

Incentivize Rental Housing

“Expedite approvals for projects containing rental or affordable components to intensify build out.”

– Quote from focus group participant (abbreviated)

Worried About Low Wage Service Workers

“Expect 2 or 3 years post pandemic will be a problem for people who are struggling on the margins. I’m concerned about the economic hangover, smaller restaurants, low wage jobs and shift work won’t come back immediately. What happens to them in next few years? Will they afford housing?”

-Quote from stakeholder interview (abbreviated)

Homes for Families

“We need to build more homes of all kinds but particularly those needed by families to raise kids. I know many families who simply cannot find suitable housing.”

-Quote from survey respondent (abbreviated)

Managing Growth

Perception of Change

An additional observation obtained through community engagement was the widespread concern about the rate of change in Port Moody, specifically the shift from low density to medium and high density development. Concerns about change were mixed:

- Support for high density residential development to provide more affordable housing options, but concern about livability including small spaces and limited access to amenities including gardens and small event space to host family and friends.
- Numerous comments were received about the lack of family-friendly housing in multi-unit residential development projects. This includes few options for units with three or more bedrooms, lack of storage for family needs such as strollers and sports equipment, and lack of flex space for activities such as homework and/or working from home.
- Support for ground-oriented multi-unit housing such as townhouses, but prices are out of reach compared to income and leading households to consider leaving the city.
- A high degree of opposition to high density development and concern that the supporting infrastructure is ill-equipped to accommodate growth (e.g. traffic, servicing and facilities).
- There is a proportion of residents who are opposed to all high-rise development because, from their perspective, it compromises the character of Port Moody.
- Concern that high density development is catering to narrow demographics (e.g. singles and couples) but not considering the needs of other households in design and unit mix (e.g. seniors, families, persons with disabilities and new immigrants).
- A strong desire to retain the qualities of the city that are highly valued by residents, such as nature and close-knit feel, while also providing housing options for households who cannot afford the cost of existing housing.

Many stakeholders expressed genuine care for all residents in Port Moody and highlighted the need for the City to support and enable the development of affordable housing for low-income households. This sentiment was shared by some members of the public, but not by everyone. There appears to be polarized views between existing residents who are securely housed and not wanting to see change, and residents who see the housing crisis and are advocating for intervention. This observation is further supported by qualitative research that revealed a high degree of opposition to new residential development projects in recent years. This conflict will be a core challenge for the City when managing growth in the years to come and may require a change management program to educate and collaborate with the broader community to overcome this conflict.

An Opportunity to Be Proactive

A key theme that surfaced from the engagement process is the opportunity for the City to be proactive and ‘get ahead of the problem’ before situations, such as homelessness, become unmanageable. Stakeholders suggested that fostering closer relationships with neighbouring municipalities, the Province, and non-profit housing providers could open opportunities to

implement progressive homelessness prevention strategies and a rapid re-housing program.

Scale-up Capacity and Focus on Need

The scale of investment and development in Port Moody has overstretched the resources of the City to manage growth. Increased complexity, including negotiations, site-specific flexibility, multi-jurisdictional partnerships, and expanding expectation of local government responsibility, has led to unintended issues such as lengthy approvals process. It also creates an environment where staff are limited in their time to undertake comprehensive review of development opportunities, including internal department coordination. It is the view of the consultant (and supported by insights obtained through engagement) that the City has reached a new threshold and requires an increase in organizational capacity in order to manage growth.

With increased capacity, City staff can have the opportunity to focus on policy formulation that can apply to future development proposals; for example, family-friendly multi-unit housing policy and design guidelines.

While the City experiences a high degree of pressure to “approve faster”, the reality is that the City is delivering units faster than expected – even with limited staff resources. It is the opinion of the consultant that the City can initiate growth planning actions so that policies and guiding documents can lead the delivery of units that addresses housing gaps and meets the needs of populations identified in this report, and redirect proposals that do not align with policy or housing needs.

Informing the OCP Update

The City is anticipating updating the Official Community Plan, which provides an opportunity to consider housing needs identified in this report with other community values and aspirations such as sustainability. A key consideration, as an outcome of this housing needs report, is to explore adjusting the housing typology and bedroom mix as well as tenure to provide housing options for households challenged to find and afford housing in Port Moody.

Image 4: Port Moody Single-detached Residential

Source: CitySpaces Consulting (2014)



Summary of Housing Needs and Gaps

Priority Groups

Based on an analysis of data in this report, as well as observations from community engagement, the following priority groups have been identified:

- **Single people living on their own:** Single person households rely on one income to afford the cost of living including housing costs. The median rent for a one-bedroom unit in Port Moody exceeds \$1,000 per month and the vacancy rate is near 0%. Nearly one in four people (23%) of households in Port Moody are one-person, and there are very few affordable housing options available to them. There are currently 8 single people on BC Housing's wait list for affordable housing.
- **Low-income households:** Low-income households encompass a range of household configurations and demographics including low-income singles, couples, families, seniors, students, and low wage service workers, which is supported by data of households in core housing need. There are limited affordable rental housing options in Port Moody to support low-income households.
- **Families:** Low- and moderate-income families are challenged to afford the traditional single-detached home that targets families and are further challenged to find a rental unit with enough bedrooms to accommodate all members of their household. With vacancy rates for 3+ bedrooms at 0% for the Tri-Cities, there are limited options for renter families in Port Moody. There are currently 30 families on BC Housing's wait list for affordable housing.
- **New immigrants:** More newcomers are moving to the region and many are new immigrants fleeing crisis and looking for new opportunities. Port Moody has all the desired qualities to welcome new households; however, the high housing costs and limited availability is one of the largest obstacles for newcomers to transition into the community.
- **Seniors:** Population projections estimate that the senior cohort will grow in the coming years, and there is already a short supply of accessible, suitable and affordable housing for seniors in Port Moody. There are currently 29 seniors on

BC Housing's wait list for affordable housing in Port Moody, and it is expected this number may rise with the anticipated aging population.

- **Persons with disabilities:** Stakeholders indicated that persons with disabilities have limited housing options in Port Moody, including families who have one member with a disability (e.g. accessible family sized unit). There are currently 6 applicants on BC Housing's wait list for units geared for persons with disabilities, and another 6 applicants waiting for a wheelchair accessible unit.
- **Persons experiencing homelessness or at-risk of homelessness:** The point-in-time homeless count for the Tri-Cities indicates that homelessness is currently an issue for Port Moody, which is further supported by insights obtained from stakeholders. In Port Moody, concern revolves around hidden vulnerability, people who are precariously employed and at-risk of homelessness, as well as the potential for the number of persons experiencing homelessness to increase in the coming years due to rising housing costs and low availability of rental units.

Housing Gaps

In reference to the housing continuum, the following housing forms have been identified as "gaps" in the Port Moody housing market:

- **Family-friendly units:** Traditional detached homes were once affordable to moderate income families but are now out of reach for many with rising prices. There is a need for family-friendly units in multi-unit development projects, particularly 3 (and 4) bedroom units. These can include ground-oriented multi-unit housing such as townhouses, but also family-sized units in mid-rise and high-rise apartments.
- **Affordable homeownership:** Moderate-income households who were once able to enter into the homeownership market are not able to do so. There is a need to provide more affordable homeownership opportunities in Port Moody. This can be achieved by delivering alternative typologies (e.g. multi-unit housing projects) or through programs (e.g. shared equity homeownership).

- **Secured market rental housing:** Rental vacancy rates have been consistently low in Port Moody and the Tri-Cities. With fewer households being able to afford homeownership, it is important to secure market rental housing units through new residential development projects to meet the needs of renters.
- **Low-end of market rental housing:** Low- and moderate-income households are challenged to afford the average rental rates in Port Moody. There is a need for low-end of market rental housing, which is rental units provided a slightly below market rents (e.g. 10% below CMHC Market rents).
- **Secured non-market housing:** At the time of this study, there is no emergency shelter, year-round shelter or supportive housing to re-house persons experiencing homelessness in Port Moody. With 1 in 5 residents living below the affordability standard in Port Moody, there is a need for non-market housing options to alleviate the cost burden on low-income households so they can more meaningfully participate in the community including having the means to access desirable amenities.

Statements About Key Areas of Local Need

Legislative Requirement

Per the legislative requirements, the following summary statements describe the current and anticipated needs for specific housing and population groups of special interest to the Province:

- **Affordable housing:** Housing prices in Port Moody are higher than the regional average. Compared to income, housing sale prices have become less affordable for local households to purchase compared to their incomes. For example, affordable sale prices for apartment condominiums decreased from 69.4% to 5.9% between 2013 and 2018³⁰. The increasing housing sale prices have led to fewer households being able to enter the homeownership market in Port Moody. This includes moderate-income households, such as dual income households earning professional level income as illustrated in the affordability snapshots in this report. There is a need for affordable homeownership options in Port Moody.
- **Rental housing:** With more moderate income households priced out of the homeownership market, more households are demanding rental units to meet their needs. This includes low and moderate income families. A key challenge in Port Moody is the increasing rental prices, which are not affordable to low-income households; and the limited availability of suitable housing units, such as 3+ bedroom units for families. There is a need for family-friendly rental units, secured market rental housing, low-end of market rental housing, and secured non-market housing in Port Moody.
- **Special Needs Housing:** Special needs housing, particularly accessible housing units, is needed in Port Moody. This includes wheelchair accessible units, units that can accommodate mobility aids, and adaptable units.
- **Seniors Housing:** With the growing number of seniors in Port Moody, there is a need for more seniors-oriented housing that are accessible.

³⁰ Source: Greater Vancouver Real Estate Board (2013 – 2018)

- **Family Housing:** Low- and moderate-income families are challenged to afford the traditional single-detached home and are further challenged to find a rental unit with enough bedrooms to accommodate all members of their household. With vacancy rates for 3+ bedrooms at 0% for the Tri-Cities, there are limited options for renter families in Port Moody.
- **Shelters and Housing for People At-Risk of Homelessness:** At this time, there is little evidence to support an emergency shelter in Port Moody. However, increasing affordability constraints and a growing population in Port Moody are the key ingredients to create an environment of more vulnerable and at-risk populations. The number of people experiencing homelessness in Port Moody has the potential to rise in the coming years. While a shelter may not be needed, there is an opportunity to implement homelessness prevention strategies and a rapid re-housing program before homelessness becomes an unmanageable situation.

Core Housing Need

Core housing need is an indicator that helps to identify those in potentially precarious or inappropriate housing situations. As per CMHC, a household is considered to be in core housing need if the housing conditions are not acceptable (suitable, adequate, and affordable) and if a household cannot afford the median housing prices in their community at 30% or less of their before tax income. Extreme core housing need has the same meaning as core housing need except that the household has shelter costs for housing that are more than 50% of total before-tax household income.

In Port Moody, nearly 11% of all households are considered to be in core housing need. Renters are disproportionately represented, with 22.3% of all renters experiencing core housing need compared to 7.1% of homeowners.

With respect to extreme core housing need, 5.5% of Port Moody's population fall within this category. According to Census, 9.5% of renters and 4.2% of homeowners in Port Moody are considered to be in core housing need.

Table 4: Core Housing Need, Port Moody³¹

Source: Statistics Canada, 2016 Census Population, 2011 National Household Survey, 2006 Census of Population and 2006, 2011, 2016 Long-form Census Data

	2006		2011		2016	
	Count	Percentage	Count	Percentage	Count	Percentage
All households	920	9.5%	1365	11.6%	1340	10.9%
Renter	485	24.7%	685	25.6%	670	22.3%
Owner	435	5.6%	685	7.5%	665	7.1%

Table 5: Extreme Core Housing Need, Port Moody³²

Source: Statistics Canada, 2016 Census Population, 2011 National Household Survey, 2006 Census of Population and 2006, 2011, 2016 Long-form Census Data

	2006		2011		2016	
	Count	Percentage	Count	Percentage	Count	Percentage
All households	375	3.9%	745	6.3%	675	5.5%
Renter	170	8.7%	265	10.0%	285	9.5%
Owner	215	2.8%	480	5.3%	390	4.2%

³¹ Note: Category totals may not sum up exactly as expected due to the rounding methodology applied to census data by Statistics Canada

³² Percentages for extreme core housing need are not available for 2006 or 2011

Housing Units Required to Meet Current and Anticipated Housing Needs

Metro Vancouver’s Regional Growth Strategy estimates that Port Moody requires an additional 3,000 housing units by the year 2026. As part of legislative requirements, anticipated number of units by size for Port Moody have been calculated. These calculations were informed by the anticipated total number of dwelling units outlined for Port Moody in the RGS, and applying the housing mix³³.

These calculations are a baseline scenario, assuming that the historical housing mix percentages will continue into the future. For example, the number of three-bedroom units were estimated to comprise of 59.5% of the housing stock in 2016 (7,720 three-bedroom units). Maintaining the mix constant at 59.5%, it is expected that Port Moody would need approximately 9,490 three-bedroom units by the year 2026 – a net gain of 1,770 three-bedroom units over that time period. Reviewing the total dwelling units estimated by Metro

³³ Housing mix is based on 2016 Census and it is assumed to stay constant over time, unless intervention to land use planning and development are implemented.

Vancouver, Port Moody requires an additional 6,600 units by the year 2041.

Table 6: Anticipated Number of Units by Size, Port Moody

Source: Metro Vancouver RGS, and 2016 Census Housing Mix

	2016		2026		Net New Units
	#	%	#	%	
Bachelor	35	0.3%	48	0.3%	+13
1 Bdrm	1,285	9.9%	1,579	9.9%	+294
2 Bdrm	3,930	30.3%	4,833	30.3%	+903
3 Bdrm	7,720	59.5%	9,490	59.5%	+1,770
Total	12,975	100%	15,950	100%	+2,975

Approximately 2,975 housing units are needed in Port Moody to meet the housing needs of the community between the years 2016 and 2026. Since 2016, over 1,800 units have been ‘started’ in Port Moody and it is anticipated that these units will be completed and occupied. And as illustrated in the transit-oriented development analysis section of this report, there is ample residentially designated land to accommodate housing units to meet the anticipated number of housing units required to meet the future population. The key challenge is to ensure these units are affordable and suitable relative to household income and household needs.

APPENDIX A:

Metro Vancouver – Indicators Report for Port Moody



HOUSING NEEDS REPORT

Part 1: Community and Housing Profile

Port Moody

August 2020

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1. INTRODUCTION

Local governments across the Metro Vancouver region and across British Columbia encounter challenges in their efforts to achieve a diverse and affordable housing supply for all residents. Housing needs reports collect, review, and analyze data about current and projected population, household income, significant economic sectors, and the currently available and anticipated housing units in a given community, in order to establish a baseline understanding of housing need and demand. The housing needs report becomes the basis for determining current and projected housing need, and provides evidence-based information to support local planning efforts in addressing these gaps.

This report is structured in four parts:

1. **Introduction**
Describes the housing needs report requirement for local governments in British Columbia, the study purpose, and regional context.
2. **Community Profile**
Provides key demographic, household, and economic data, including population and household projections.
3. **Housing Profile**
Provides an overview of housing supply, market conditions, and housing indicators.
4. **Housing Need** (TO BE COMPLETED BY RESPECTIVE JURISDICTIONS (i.e. “Part 2” of the Housing Needs Report))
Summarizes housing need in the community identified through the research and analysis and engagement processes.

1.1 PURPOSE

New legislative requirements in British Columbia (BC) took effect April 16, 2019 requiring local governments to collect data, analyze trends and prepare reports that describe current and projected housing needs in their communities. Municipalities and regional districts in BC are required to complete publicly accessible housing needs reports by April 2022 and every five years thereafter.

Housing needs reports are intended to strengthen the ability of local governments to understand their current and future housing needs, and to ensure that local policies, plans, and development decisions that follow are based on recent evidence. These reports can identify existing and projected gaps in housing supply by collecting and analyzing quantitative and qualitative information about local demographics, economics, housing stock, and other factors. Having a housing needs report is a critical input that supports the development of a comprehensive housing strategy or action plan.

1.2 REGIONAL CONTEXT

Local governments are required to consider the most recently collected information and housing needs report when amending an official community plan or regional growth strategy. In Metro Vancouver, member jurisdictions are required to adopt Regional Context Statements which include policies or strategies that will work toward meeting future housing demand as set out in the regional growth strategy.

2. COMMUNITY PROFILE

The community profile section examines key demographic, household, and economic indicators for Port Moody, including population growth, age, household characteristics, and labour force statistics. Where it is relevant, Metro Vancouver and the Province of BC are used as a benchmark for comparison.

2.1 DEMOGRAPHICS

Population

According to the 2016 Census of Population, there were 33,551 people living in Port Moody. Port Moody represents 1.4% of the Metro Vancouver population, which was 2.5 million in 2016. Between 2006 and 2016 (the three most recent census periods), Port Moody grew by 22.0%, adding 6,039 people, and representing 1.7% of the region’s total population growth. Table 1 shows the population growth in Port Moody, Metro Vancouver and British Columbia from 2006 to 2016.

Table 1. Population Growth, Port Moody, Metro Vancouver, and BC (2006, 2011, 2016)

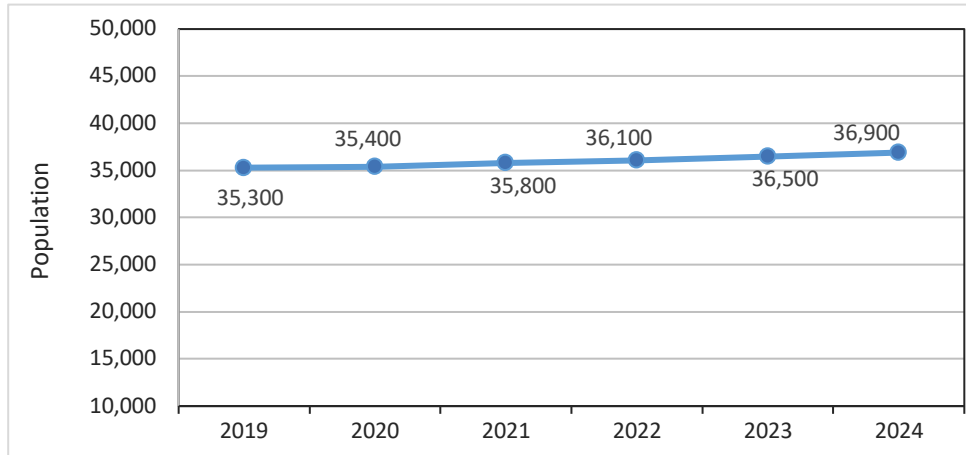
Community / Area	Population Growth	2006	2011	2016
Port Moody	22.0%	27,512	32,975	33,551
Metro Vancouver	16.4%	2,116,581	2,313,328	2,463,431
British Columbia	13.0%	4,113,487	4,400,057	4,648,055

Source: Statistics Canada, Census of Population, 2006, 2011, 2016.

ANTICIPATED POPULATION

Metro Vancouver prepares population and growth projections for the region and its member jurisdictions. According to the most recent projections, Port Moody’s population is anticipated to increase by 1,600 people, from 35,300 residents in 2019 to 36,900 residents in 2024.

Figure 1. Anticipated Population, Port Moody and Metro Vancouver (2019 to 2024)



Source: Metro Vancouver

The growth shown in Figure 1 represents an anticipated population growth of 4.5% over a 5-year period. In comparison, the Metro Vancouver region is expected to experience 7.1% population growth over the 5-year period, 2019-2024 (Table 2).

Table 2. Anticipated Population Growth, Port Moody and Metro Vancouver (2019 to 2024)

Community/Area	Anticipated Population Growth	2019	2024
Port Moody	4.5%	35,300	36,900
Metro Vancouver	7.1%	2,663,800	2,852,700

Source: Metro Vancouver

Age Profile

Table 3 shows the median age of Port Moody’s population, as reported in the three most recent census periods. Port Moody’s median age (40.6) was comparable to that of the region (40.9).

Table 3. Median Age, Port Moody and Metro Vancouver (2006, 2011, 2016)

Age	2006	2011	2016
Port Moody	37.3	38.4	40.6
Metro Vancouver	39.1	40.2	40.9

Source: Statistics Canada, Census of Population, 2006, 2011, 2016

Every segment of the population in Port Moody increased between 2006 and 2016. The fastest growing segment of the population was people aged 85 years and over (100.0%), followed by people aged 65 to 84 years (88.5%), and 45 to 64 years (36.1%). Table 4 shows the population by age group in Port Moody during the last three Census periods (2006, 2011 and 2016).

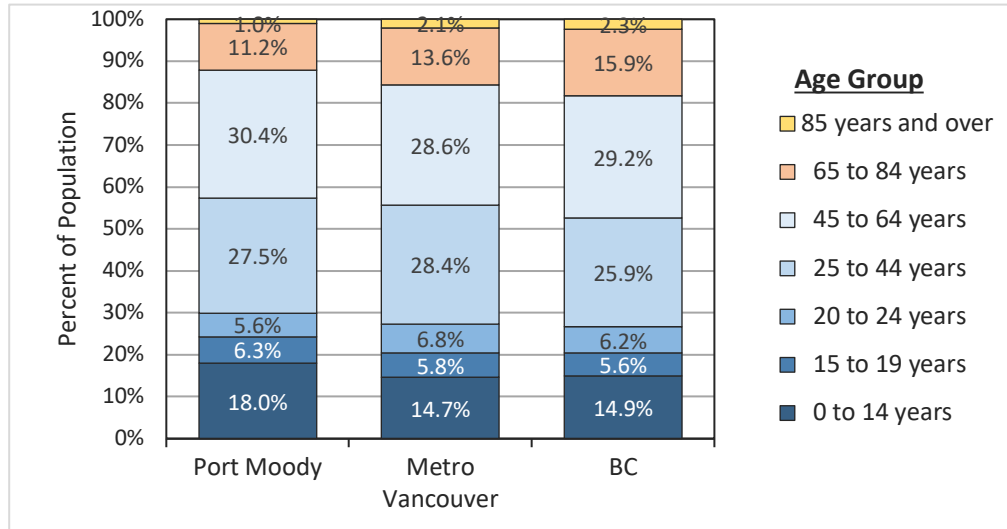
Table 4. Population by Age Group, Port Moody (2006, 2011, 2016)

Age Group	2006		2011		2016		Percent change 2006-2016
0 to 14 years	5,505	20.0%	6,105	18.5%	6,050	18.0%	9.9%
15 to 19 years	1,910	6.9%	2,230	6.8%	2,110	6.3%	10.5%
20 to 24 years	1,595	5.8%	1,890	5.7%	1,890	5.6%	18.5%
25 to 44 years	8,820	32.1%	10,270	31.1%	9,210	27.5%	4.4%
45 to 64 years	7,505	27.3%	9,475	28.7%	10,215	30.4%	36.1%
65 to 84 years	1,995	7.3%	2,785	8.4%	3,760	11.2%	88.5%
85 years and over	165	0.6%	220	0.7%	330	1.0%	100.0%
Total	27,515	100%	32,975	100%	33,550	100%	21.9%

Source: Statistics Canada, Census of Population, 2006, 2011, 2016

The age distribution of the population in Port Moody is slightly younger than that of Metro Vancouver and the province of BC. The proportion of children and youth aged 19 years or under is higher in Port Moody (24.3%) than in Metro Vancouver (20.5%) and in BC (20.4%). The proportion of seniors 65+ years old in Port Moody (12.2%) was smaller than Metro Vancouver (15.7%) and smaller than in BC (18.3%). Figure 2 compares the total population of Port Moody, Metro Vancouver, and BC by age group.

Figure 2. Population by Age Group, Port Moody, Metro Vancouver, and BC (2016)



Source: Statistics Canada, Census of Population, 2016

ANTICIPATED AGE PROFILE

According to Metro Vancouver growth projections, the most significant growth in Port Moody is expected to occur among senior populations with the number of those aged 65 to 84 years expected to rise by 22.0% and those aged 85 years and over expected to rise by 33.3%. The number of people aged 25 to 44 years is also expected to rise by 7.9%. Meanwhile, the population aged 24 years and under is expected to decline. Table 5 shows the anticipated population growth by age group in Port Moody from 2019 to 2024.

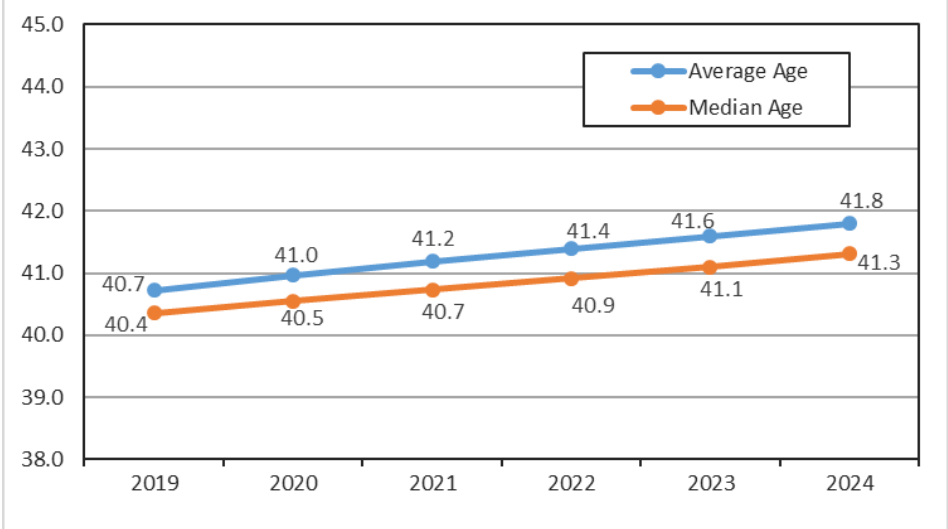
Table 5. Anticipated Population Growth by Age Group, Port Moody (2019 to 2024)

Age Groups	2019		2024		Population Change 2019 - 2024	
0 to 14 years	5,800	16.4%	5,500	14.9%	-300	-5.2%
15 to 19 years	2,100	5.9%	2,000	5.4%	-100	-4.8%
20 to 24 years	2,200	6.2%	2,100	5.7%	-100	-4.5%
25 to 44 years	10,100	28.6%	10,900	29.5%	800	7.9%
45 to 64 years	10,800	30.6%	10,900	29.5%	100	0.9%
65 to 84 years	4,100	11.6%	5,000	13.6%	900	22.0%
85 years and over	300	0.8%	400	1.1%	100	33.3%
Total	35,300	100%	36,900	100%	1,600	4.5%

Source: Metro Vancouver

BC Stats also prepares population estimates and projections at a regional district level. According to BC Stats' most recent projections which are shown in Figure 3, the median age of the anticipated population in Metro Vancouver will increase from 40.4 years in 2019 to 41.3 years by 2024, suggesting that the trend over the 5-year period will be an aging of the region's population. This is concurrent with the findings of Metro Vancouver's projections, and trends experienced across the province and country.

Figure 3. Average and Median Age of the Anticipated Population, Metro Vancouver (2019 to 2024)



Source: BC Stats

2.2 HOUSEHOLDS

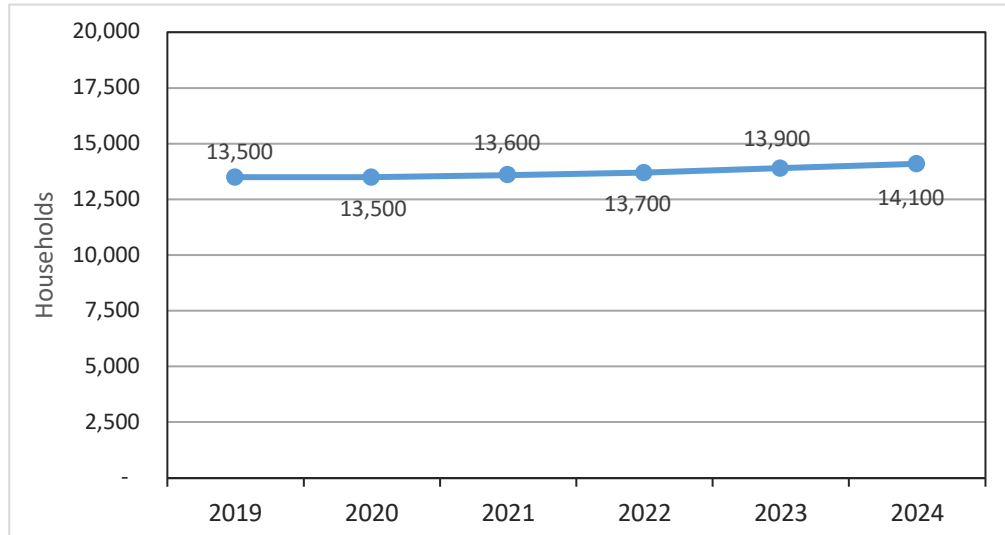
Number of Households

In 2016, the total number of households in Port Moody was 12,975. This is an increase in the total households from the previous two census periods. In 2011, there were 12,630 households in Port Moody, and in 2006 there were 10,130. This represented a 28.1% growth in the number of households between 2006 and 2016.

ANTICIPATED HOUSEHOLDS

According to Metro Vancouver population and housing projections, the anticipated number of households in Port Moody is expected to grow to a total of 14,100 households by 2024, a 4.4% increase from 2019. Figure 4 contains information on the household projections for Port Moody from 2019 to 2024.

Figure 4. Anticipated Total Number of Households, Port Moody (2019 to 2024)



Source: Metro Vancouver

Household Size

More than half (55.3%) of Port Moody households were 1-person households and 2-person households, as shown in Table 6. Households containing 5 or more persons accounted for 7.2% of all Port Moody households. According to the 2016 Census, the average number of persons in a Port Moody household was 2.6, which was a bit higher than the average household size in Metro Vancouver (2.5) and BC (2.4).

Table 6. Number and Percentage of Households by Household Size, Port Moody (2006, 2011, 2016)

Household Size	2006		2011		2016	
	Number	Percentage	Number	Percentage	Number	Percentage
1 person	1,985	19.6%	2,820	22.3%	2,980	23.0%
2 persons	3,230	31.9%	4,080	32.3%	4,190	32.3%
3 persons	1,960	19.3%	2,340	18.5%	2,460	19.0%
4 persons	2,045	20.2%	2,420	19.2%	2,410	18.6%
5 or more persons	905	8.9%	970	7.7%	940	7.2%
Total	10,130	100%	12,630	100%	12,975	100%

Source: Statistics Canada, Census of Population, 2006, 2011, 2016

ANTICIPATED HOUSEHOLD SIZE

By 2024, the average number of persons in a Port Moody household is expected to be 2.6.

Household Tenure

Three quarters (75.0%) of Port Moody households were owners in 2016. This proportion was slightly lower than the previous two census years (76.9% in 2011 and 79.2% in 2006). Port Moody’s ownership rate was higher than that of Metro Vancouver (63.7%) and the province as a whole (68.0%). Table 7 shows the tenure breakdown for Port Moody households for the past three Census periods.

Table 7. Number and Percentage of Households by Household Tenure, Port Moody (2006, 2011, 2016)

Tenure	2006		2011		2016	
Owner households	8,015	79.2%	9,715	76.9%	9,730	75.0%
Renter households	2,110	20.8%	2,915	23.1%	3,245	25.0%
Total	10,125	100%	12,630	100%	12,975	100%

Source: Statistics Canada, Census of Population, 2006, 2011, 2016

According to the Statistics Canada Census, 'subsidized housing' refers to whether a renter household lives in a dwelling that is subsidized. Subsidized housing includes rent geared to income, social housing, public housing, government-assisted housing, non-profit housing, rent supplements and housing allowances.

Of the 3,250 renter households in Port Moody in 2016, 330 (10.2%) self-reported that they were living in subsidized housing / receiving a subsidy. Table 8 shows information on the subsidy status for renter households in Port Moody during the past three Census periods.

Table 8. Number and Percentage of Renter Households in Subsidized Housing, Port Moody (2006, 2011, 2016)

Subsidized Renter Households	2006		2011		2016	
Renter households with subsidy	n/a	n/a	330	11.3%	330	10.2%
Renter households without subsidy	n/a	n/a	2,585	88.7%	2,920	89.8%
Total	2,110	100%	2,915	100%	3,250	100%

Source: Statistics Canada, Census of Population, 2006, 2011, 2016

Note: 2006 Census did not collect information on the presence of rental subsidies.

Household Income

In 2016, the median income for all Port Moody households was \$93,521, and the average income was \$112,027. These were higher than incomes of households throughout the Metro Vancouver region in 2016 (\$72,585 median income; \$96,423 average income) and BC as a whole (\$69,979 median income; \$90,354 average income). Table 9 shows the median household incomes for Port Moody, Metro Vancouver, and BC during the past three census periods.

Table 9. Median Household Incomes, Port Moody, Metro Vancouver, and BC (2006, 2011, 2016)

Median Household Income	2006	2011	2016
Port Moody	\$88,210	\$86,692	\$93,521
Metro Vancouver	\$65,342	\$68,830	\$72,585
British Columbia	\$62,372	\$65,555	\$69,979

Source: Statistics Canada, Census of Population, 2006, 2011, 2016 (custom data provided by BC Ministry of Municipal Affairs and Housing)

In Port Moody, 29.5% of all households were earning less than \$60,000 per year during the latest census period, as shown in Table 10. The proportion of households earning less than \$30,000 per year was 11.9% in 2016. These households often require below market housing such as rent-geared-to-income housing.

Table 10. Number and Percentage of Households by Household Income Bracket (Constant 2015\$), Port Moody (2006, 2011, 2016)

Household Income	2006		2011		2016	
Under \$5,000	195	1.9%	370	2.9%	280	2.2%
\$5,000 to \$9,999	105	1.0%	205	1.6%	140	1.1%
\$10,000 to \$14,999	220	2.2%	160	1.3%	220	1.7%
\$15,000 to \$19,999	220	2.2%	340	2.7%	265	2.0%
\$20,000 to \$24,999	195	1.9%	340	2.7%	275	2.1%
\$25,000 to \$29,999	215	2.1%	265	2.1%	365	2.8%
\$30,000 to \$34,999	220	2.2%	310	2.5%	330	2.5%
\$35,000 to \$39,999	390	3.8%	420	3.3%	345	2.7%
\$40,000 to \$44,999	310	3.1%	305	2.4%	420	3.2%
\$45,000 to \$49,999	380	3.8%	515	4.1%	370	2.9%
\$50,000 to \$59,999	660	6.5%	860	6.8%	820	6.3%
\$60,000 to \$69,999	670	6.6%	815	6.5%	820	6.3%
\$70,000 to \$79,999	805	7.9%	890	7.0%	760	5.9%
\$80,000 to \$89,999	625	6.2%	790	6.3%	755	5.8%
\$90,000 to \$99,999	695	6.9%	690	5.5%	820	6.3%
\$100,000 to \$124,999	1,365	13.5%	1,590	12.6%	1,605	12.4%
\$125,000 to \$149,999	940	9.3%	1,120	8.9%	1,385	10.7%
\$150,000 to \$199,999	1,095	10.8%	1,500	11.9%	1,510	11.6%
\$200,000 and over	820	8.1%	1,150	9.1%	1,495	11.5%
Total households	10,130	100.0%	12,630	100.0%	12,975	100.0%

Source: Statistics Canada, Census of Population, 2006, 2011, 2016 (custom data provided by BC Ministry of Municipal Affairs and Housing)

Compared to the median income for all Port Moody households (\$93,521), renter households had a significantly lower median income (\$66,690). Among renters, the proportion of households earning less than \$60,000 was 44.8%. The proportion of households earning less than \$30,000 per year was 20.2% in 2016. Table 11 shows the number and percentage of renter households by household income bracket for the past three census periods.

Table 11. Number and Percentage of Renter Households by Household Income Bracket (Constant 2015\$), Port Moody (2006, 2011, 2016)

Household Income	2006		2011		2016	
Under \$ 5,000	75	3.6%	130	4.5%	140	4.3%
\$5,000 to \$9,999	30	1.4%	105	3.6%	60	1.8%
\$10,000 to \$14,999	130	6.2%	75	2.6%	100	3.1%
\$15,000 to \$19,999	110	5.2%	120	4.1%	140	4.3%
\$20,000 to \$24,999	75	3.6%	150	5.1%	110	3.4%

Household Income	2006		2011		2016	
\$25,000 to \$29,999	95	4.5%	100	3.4%	105	3.2%
\$30,000 to \$34,999	75	3.6%	110	3.8%	100	3.1%
\$35,000 to \$39,999	120	5.7%	155	5.3%	130	4.0%
\$40,000 to \$44,999	120	5.7%	85	2.9%	165	5.1%
\$45,000 to \$49,999	90	4.3%	185	6.3%	120	3.7%
\$50,000 to \$59,999	255	12.1%	270	9.3%	285	8.8%
\$60,000 to \$69,999	105	5.0%	235	8.1%	290	8.9%
\$70,000 to \$79,999	215	10.2%	190	6.5%	230	7.1%
\$80,000 to \$89,999	135	6.4%	210	7.2%	200	6.2%
\$90,000 to \$99,999	145	6.9%	120	4.1%	235	7.2%
\$100,000 to \$124,999	185	8.8%	285	9.8%	345	10.6%
\$125,000 to \$149,999	55	2.6%	180	6.2%	220	6.8%
\$150,000 to \$199,999	45	2.1%	150	5.1%	200	6.2%
\$200,000 and over	50	2.4%	65	2.2%	80	2.5%
Total renter households	2,110	100.0%	2,915	100.0%	3,250	100.0%

Source: Statistics Canada, Census of Population, 2006, 2011, 2016 (custom data provided by BC Ministry of Municipal Affairs and Housing)

Conversely, owners had a higher median income when compared to the rest of Port Moody households. With a median household income of \$105,118, owner households made \$11,000 more than the median income for all Port Moody households, and \$38,000 more than the median income for renter households. Table 12 shows the number and percentage of owner households by household income bracket for the past three census periods.

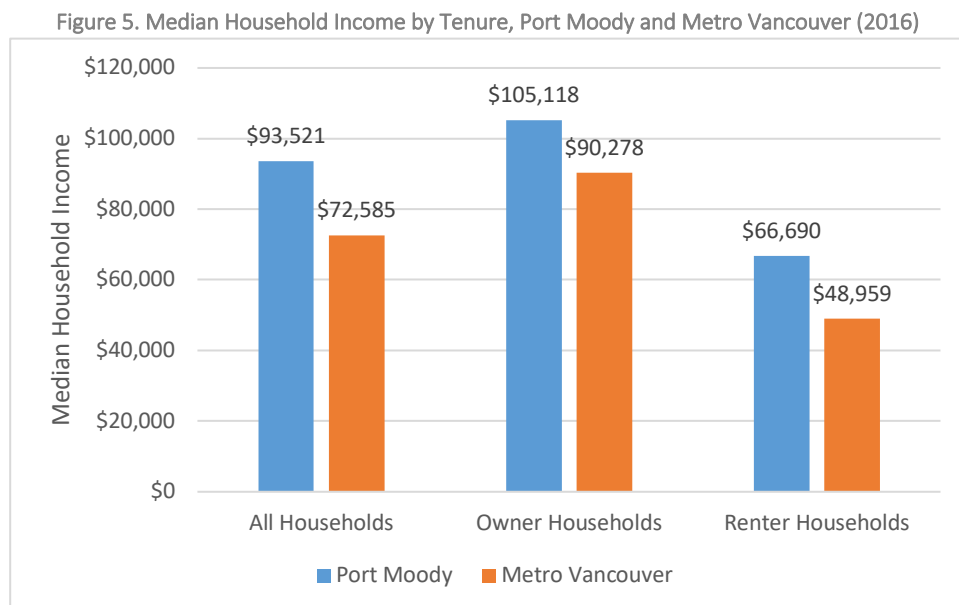
Table 12. Number and Percentage of Owner Households by Household Income Bracket (Constant 2015\$), Port Moody (2006, 2011, 2016)

Household Income	2006		2011		2016	
Under \$ 5,000	120	1.5%	235	2.4%	135	1.4%
\$5,000 to \$9,999	75	0.9%	100	1.0%	80	0.8%
\$10,000 to \$14,999	90	1.1%	85	0.9%	120	1.2%
\$15,000 to \$19,999	105	1.3%	215	2.2%	125	1.3%
\$20,000 to \$24,999	125	1.6%	190	2.0%	165	1.7%
\$25,000 to \$29,999	120	1.5%	165	1.7%	260	2.7%
\$30,000 to \$34,999	145	1.8%	195	2.0%	230	2.4%
\$35,000 to \$39,999	265	3.3%	265	2.7%	215	2.2%
\$40,000 to \$44,999	195	2.4%	220	2.3%	255	2.6%
\$45,000 to \$49,999	295	3.7%	330	3.4%	250	2.6%
\$50,000 to \$59,999	410	5.1%	595	6.1%	540	5.5%
\$60,000 to \$69,999	565	7.0%	580	6.0%	530	5.4%
\$70,000 to \$79,999	585	7.3%	700	7.2%	530	5.4%
\$80,000 to \$89,999	490	6.1%	580	6.0%	555	5.7%

Household Income	2006		2011		2016	
\$90,000 to \$99,999	550	6.9%	570	5.9%	585	6.0%
\$100,000 to \$124,999	1,180	14.7%	1,305	13.4%	1,260	12.9%
\$125,000 to \$149,999	885	11.0%	935	9.6%	1,165	12.0%
\$150,000 to \$199,999	1,055	13.2%	1,345	13.8%	1,315	13.5%
\$200,000 and over	765	9.5%	1,090	11.2%	1,415	14.5%
Total owner households	8,015	100.0%	9,720	100.0%	9,730	100.0%

Source: Statistics Canada, Census of Population, 2006, 2011, 2016 (custom data provided by BC Ministry of Municipal Affairs and Housing)

Finally, Figure 5 compares the median household incomes in Port Moody and Metro Vancouver by household tenure, highlighting the significantly higher incomes of owner households compared with renter households.



Source: Statistics Canada, Census of Population, 2016 (custom data provided by BC Ministry of Municipal Affairs and Housing)

2.3 ECONOMY & EMPLOYMENT

Labour Force

The local economy has a significant impact on housing need and demand. Port Moody’s participation rate was higher than that of Metro Vancouver and the province as a whole. Its unemployment rate, however, was lower than that of Metro Vancouver and the province, as shown in Table 13.

The number of workers in the labour force increased by 19.0% between 2006 and 2016, which was fairly consistent with the 22.0% population growth experienced by Port Moody over the same period.

Table 13. Labour Force Statistics, Port Moody, Metro Vancouver, and BC (2016)

	Port Moody	Metro Vancouver	British Columbia
Total Population Aged 15 Years and Over	27,400	2,064,615	3,870,375
In Labour Force	19,400	1,355,520	2,471,665
Employed	18,385	1,276,900	2,305,690
Unemployed	1,010	78,620	165,975
Not In Labour Force	8,000	709,095	1,398,710
Participation Rate	70.8%	65.7%	63.9%
Unemployment Rate	5.2%	5.8%	6.7%

Source: Statistics Canada, Census of Population, 2006, 2011, 2016

The largest proportion of workers residing in Port Moody worked (regardless of whether their place of work was in Port Moody or not) in the professional, scientific and technical services (10.8% of the workforce), educational services (9.9% of the workforce), and retail trade sectors (9.8% of the workforce). Large proportions of workers residing in Port Moody also worked in health care and social assistance (9.7%), construction (8.0%), and public administration (6.5%). Table 14 displays the number and percentage of workers by industry for the past three Census periods for workers who lived in Port Moody.

Table 14. Number and Percentage of Workers by NAICS Sector, for workers who lived in Port Moody (2006, 2011, 2016)

Sector	2006		2011		2016	
	Number	Percentage	Number	Percentage	Number	Percentage
Industry - Not applicable	260	1.6%	340	1.8%	260	1.3%
All industry categories	16,045	98.4%	18,790	98.2%	19,140	98.7%
Agriculture, forestry, fishing and hunting	35	0.2%	30	0.2%	75	0.4%
Mining, quarrying, and oil and gas extraction	70	0.4%	125	0.7%	85	0.4%
Utilities	135	0.8%	165	0.9%	185	1.0%
Construction	900	5.5%	1,290	6.7%	1,550	8.0%
Manufacturing	1,155	7.1%	970	5.1%	895	4.6%
Wholesale trade	1,075	6.6%	885	4.6%	915	4.7%
Retail trade	1,725	10.6%	1,945	10.2%	1,910	9.8%
Transportation and warehousing	595	3.7%	650	3.4%	790	4.1%
Information and cultural industries	690	4.2%	1,010	5.3%	845	4.4%
Finance and insurance	1,025	6.3%	955	5.0%	945	4.9%
Real estate and rental and leasing	360	2.2%	550	2.9%	585	3.0%
Professional; scientific and technical services	1,685	10.3%	2,200	11.5%	2,095	10.8%

Sector	2006		2011		2016	
Management of companies and enterprises	20	0.1%	20	0.1%	15	0.1%
Administrative and support; waste management and remediation services	595	3.7%	760	4.0%	675	3.5%
Educational services	1,650	10.1%	1,810	9.5%	1,915	9.9%
Health care and social assistance	1,455	8.9%	1,835	9.6%	1,880	9.7%
Arts; entertainment and recreation	340	2.1%	335	1.8%	450	2.3%
Accommodation and food services	1,135	7.0%	1,075	5.6%	1,155	6.0%
Other services (except public administration)	655	4.0%	875	4.6%	915	4.7%
Public administration	725	4.4%	1,300	6.8%	1,270	6.5%
Total	16,300	100%	19,139	100%	19,400	100%

Source: Statistics Canada, Census of Population, 2006, 2011, 2016

Commuting Destination

In Metro Vancouver, commuting destination is also an important factor when considering a household's housing and transportation cost burden. 86.6% of Port Moody's residents commuted to a different part of the region for work, compared to just 11.6% who both lived and worked within Port Moody. Table 15 shows the breakdown of commuting destinations for workers with a usual place of work (workers who have a specific work address outside their home).

Table 15. Number and Percentage of Workers with a Usual Place of Work by Commuting Destination, Port Moody (2016)

Commuting Destination	2016	
Within Port Moody	1,660	11.6%
Within Region of Metro Vancouver but outside of Port Moody	12,345	86.6%
Within BC but outside of Metro Vancouver	180	1.3%
To a different Province or Territory	70	0.5%
Total - Worker Population with a Usual Place of Work	14,260	100%

Source: Statistics Canada, Census of Population, 2016

Mobility

Mobility status provides information about the movement of residents. Non-movers are persons who lived in the same residence as on the same date 5 years earlier. Non-migrants are persons who did not live in the same residence 5 years earlier, but who still lived in Port Moody (moved within the Census Subdivision). Migrants include both internal migrants (who lived in a different municipality or province within Canada 5 years ago), and external migrants (those who did not live in Canada 5 years ago).

Table 16. Mobility Status as Compared to 5 Years Ago, Port Moody (2006, 2011, 2016)

Mobility Status	2006		2011		2016	
Non-movers	13,190	51.1%	16,500	53.7%	18,845	59.5%
Non-migrants	3,580	13.9%	4,120	13.4%	4,135	13.1%
Migrants	9,025	35.0%	10,115	32.9%	8,685	27.4%
Total	25,795	100%	30,730	100%	31,665	100%

Source: Statistics Canada, 2006 Census of Population, 2011 National Household Survey, 2016 Census of Population

As shown in Table 16, 59.5% of Port Moody residents were non-movers according to the 2016 Census, meaning they had lived in the same residence five years ago. Movement from other parts of Canada and other countries is an important source of new residents to many parts of the Metro Vancouver region, and has an impact on housing supply.

3. HOUSING PROFILE

The housing profile section provides an overview of key housing indicators for Port Moody, including dwelling units currently occupied and available, changes in the housing stock, and housing values. Where it is relevant, Metro Vancouver and the Province of BC are used as a benchmark for comparison.

3.1 HOUSING SUPPLY

Housing Unit Types

Over one third of the 12,975 housing units in Port Moody are apartments in apartment buildings (37.6%). Following this housing type, single-detached houses are the most common form of housing, comprising 30.3% of the total housing units.

From 2006 to 2016, there was a significant increase (506.3%) in the number of apartments in buildings with five or more storeys. During the same time period, apartments in buildings with fewer than five storeys also increased by 33.8%, as did apartments in a duplex, which include detached houses with secondary suites (28.5%). Table 17 shows the dwelling units by structure type in Port Moody during the past three Census periods.

Table 17. Number and Percentage of Dwelling Units by Structure Type, Port Moody (2006, 2011, 2016)

Structure Type	2006		2011		2016	
Single-detached house	3,865	38.2%	4,000	31.7%	3,930	30.3%
Semi-detached house	395	3.9%	410	3.2%	405	3.1%
Apartment (duplex)	860	8.5%	1,035	8.2%	1,105	8.5%
Row house	2,460	24.3%	2,575	20.4%	2,645	20.4%
Apartment (fewer than 5 storeys)	2,220	21.9%	2,915	23.1%	2,970	22.9%
Apartment (5 or more storeys)	315	3.1%	1,675	13.3%	1,910	14.7%

Structure Type	2006		2011		2016	
Other single-attached house	10	0.1%	5	0.0%	5	0.0%
Movable dwelling	0	0.0%	10	0.1%	10	0.1%
Total	10,125	100%	12,630	100%	12,975	100%

Source: Statistics Canada, Census of Population, 2006, 2011, 2016

In terms of the breakdown of housing units by type (i.e. number of bedrooms), the large majority of Port Moody's housing units (89.8%) was housing that could be suitable for families (2 bedroom or 3+ bedroom units). Between 2006 and 2016, there was a significant decrease (-73.1%) in the number of dwelling units with 0 bedrooms (bachelor / studio units), a housing type that can provide much-needed affordable housing for low and very-low income individuals. Table 18 shows the dwelling units by number of bedrooms in Port Moody during the past three Census periods.

Table 18. Number and Percentage of Dwelling Units by Number of Bedrooms, Port Moody (2006, 2011, 2016)

Number of Bedrooms	2006		2011		2016	
0 bedrooms	130	1.3%	75	0.6%	35	0.3%
1 bedroom	900	8.9%	1,250	9.9%	1,285	9.9%
2 bedrooms	2,180	21.5%	3,740	29.6%	3,930	30.3%
3+ bedrooms	6,920	68.3%	7,565	59.9%	7,720	59.5%
Total	10,125	100%	12,630	100%	12,975	100%

Source: Statistics Canada, Census of Population, 2006, 2011, 2016

According to the 2016 Census, one third of the dwelling units in Port Moody were built prior to 1981 (33.8%), and almost one quarter (24.2%) were constructed in the most recent 10-year period, from 2006-2016. Table 19 shows information on dwelling units in Port Moody by period of construction.

Table 19. Number and Percentage of Dwelling Units by Period of Construction, Port Moody (2016)

Period of Construction	2016	
1960 or before	895	6.9%
1961 to 1980	3,495	26.9%
1981 to 1990	1,575	12.1%
1991 to 2000	2,355	18.2%
2001 to 2005	1,525	11.8%
2006 to 2011	2,570	19.8%
2011 to 2016	565	4.4%
Total	12,975	100%

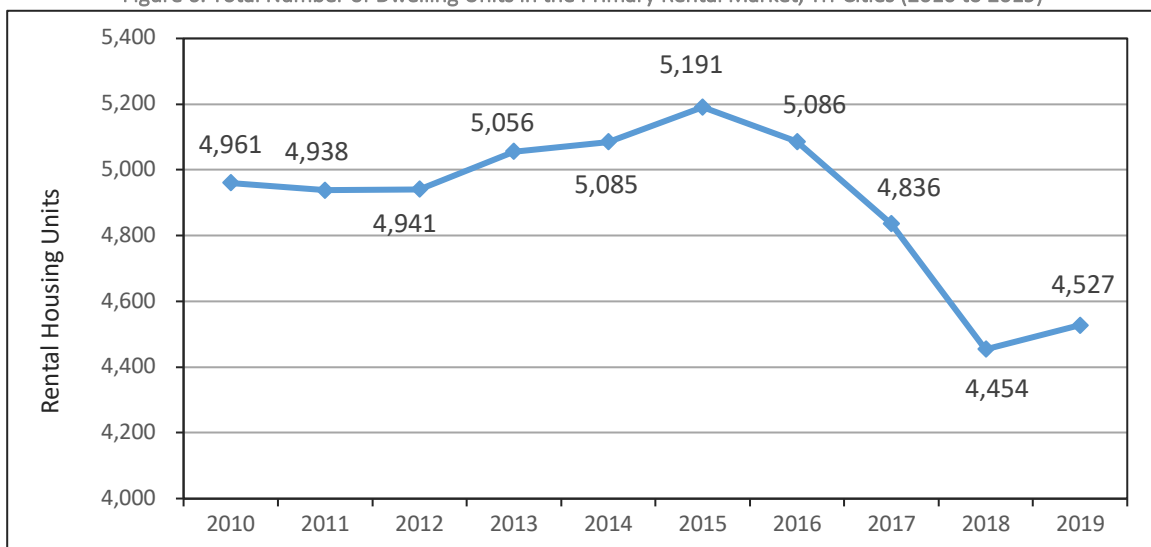
Source: Statistics Canada, Census of Population, 2016

Rental Housing

In terms of rental housing, the following subsection outlines information regarding the primary and secondary rental market in the Tri-Cities area. The Canada Mortgage and Housing Corporation tracks rental

market data in Port Moody and reports it as part of the Tri-Cities area, which is made up of the municipalities of Port Moody, Coquitlam, and Port Coquitlam. Figure 6 shows the number of purpose-built rental units in the primary rental market in the Tri-Cities over time. This includes both purpose-built rental apartments and row housing (townhouses). In 2019, there were a total of 4,454 units in the primary rental market. Over the 2010 to 2019 period, the number of purpose-built rental units decreased by 8.7% (434 units), with significant loss occurring between 2016 and 2018. The number of units began increasing again in 2019, when 73 units were added to the rental market.

Figure 6. Total Number of Dwelling Units in the Primary Rental Market, Tri-Cities (2010 to 2019)



Source: Canada Mortgage and Housing Corporation

Secondary suites and private condominium rentals represent a portion of the rental housing stock in the Metro Vancouver region. Data for both private condominium rentals and secondary suites is difficult to obtain at the municipal level. According to the *Metro Vancouver Housing Data Book*, there were an estimated 744 secondary suites and an estimated 859 private rental condominium units in the private rental market in Port Moody in 2017. This is an increase from the estimated 827 private rental condominium units and an estimated 380 secondary suites in Port Moody in 2014.

Table 20 shows the rental vacancy rates in the Tri-Cities area overall and by type of housing unit (i.e. number of bedrooms) since 2010. In 2019, the total vacancy rate in the Tri-Cities was at 1.9%, an increase from the 1.4% vacancy rate the previous year. The overall rental vacancy rate has decreased significantly since 2010, when it was at 3.1%.

Table 20. Vacancy Rate by Number of Bedrooms, Tri-Cities (2010 to 2019)

Number of Bedrooms	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019

0 bedrooms	1.1%	1.1%	2.2%	3.1%	1.2%	0.6%	1.1%	1.1%	0.0%	0.0%
1 bedroom	3.0%	3.2%	2.7%	2.7%	1.3%	0.8%	0.8%	1.4%	1.2%	1.3%
2 bedrooms	3.6%	2.9%	4.2%	4.0%	2.0%	1.3%	2.3%	1.2%	1.6%	3.5%
3+ bedrooms	2.7%	2.2%	2.5%	2.5%	0.6%	2.1%	2.9%	0.4%	1.8%	0.0%
Total	3.1%	2.9%	3.2%	3.2%	1.5%	1.1%	1.6%	1.2%	1.4%	1.9%

Source: Canada Mortgage and Housing Corporation

Notes: includes purpose built rental apartment and row housing numbers

Non-Market Housing

Non-market housing is affordable housing that is owned or subsidized by government, non-profits, or housing cooperatives; where the housing is provided at below market rents or prices. Non-market housing is found across the housing spectrum, ranging from emergency housing, to supportive housing and cooperatives.

BC Housing assists in meeting the needs of BC's most vulnerable residents through the provision of affordable non-market housing, and by making housing in the private rental market more affordable through the provision of rent supplements. The information in this section is based on BC Housing's summary of housing units identified as emergency, supportive and independent housing in Port Moody. There may be other non-market housing units available in Port Moody that are not part of BC Housing's list, so the data presented in this section may not be comprehensive.

Table 21 summarizes the number of dwelling units that were identified by BC Housing as non-market units in Port Moody and Metro Vancouver in 2019, and Table 22 summarizes the total number of non-market housing units and shelter beds specifically available for the homeless population in Port Moody and Metro Vancouver.

Table 21. Number of Dwelling Units that are Non-Market (Subsidized) Units, Port Moody and Metro Vancouver (2019)

Community	Transitional Supported and Assisted Living	Independent Social Housing		Total Units
		Low Income Families	Low Income Seniors	
Port Moody	52	150	0	202
Metro Vancouver	9,084	11,418	13,113	33,615

Source: BC Housing

Table 22. Number of Housing Units and Shelter Beds for the Homeless, Port Moody and Metro Vancouver (2019)

Community	Housing Units for the Homeless	Shelter Beds	Total
Port Moody	23	0	23
Metro Vancouver	7,384	1,281	8,665

Source: BC Housing

In addition to those living in subsidized housing units, there were 45 families receiving subsidies through BC Housing's Rental Assistance Program (RAP), and 49 seniors receiving the Shelter Aid for Elderly Renters (SAFER) subsidy in Port Moody in 2019. These programs provide eligible low-income, working families and seniors with low to moderate incomes with financial assistance to afford monthly rent in the private market. BC Housing also provides rent supplements for people experiencing or at risk of homelessness, but in 2019 there were no individuals receiving this type of subsidy to access housing in the private market in Port Moody.

Finally, Table 23 shows the number of cooperative housing units available in Port Moody. The 3 cooperative housing developments contained a total of 336 cooperative housing units.

Table 23. Number of Cooperative Housing Units by Number of Bedrooms*, Port Moody (2019)

Number of Bedrooms	Total Units*
0 bedrooms	1
1 bedroom	28
2 bedrooms	108
3+ bedrooms	195
Total*	336

Source: Co-operative Housing Federation of BC

Note: Bedroom type data is not available for all developments so the total does not match the sum of all bedroom types.

Changes in Housing Stock

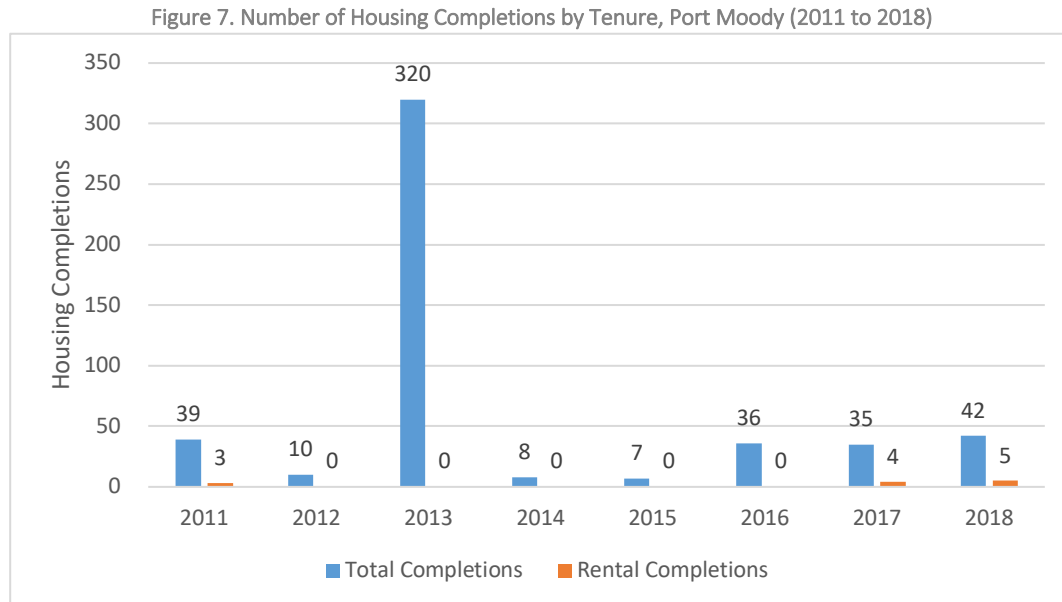
Housing completions are a measure of increasing housing supply. Table 24 shows housing completions by structure type over time in Port Moody. Since 2011, the number of housing completions has varied significantly, reaching a peak of 320 units completed in 2013. The majority of completions in Port Moody have been for apartments, though this has shifted to single-detached completions in the last three years. The number of rental housing completions has been low, as shown in Figure 7.

Table 24. Number of Housing Completions by Structure Type, Port Moody (2011 to 2018)

Housing Completions	2011	2012	2013	2014	2015	2016	2017	2018
Secondary Suite	n/a	n/a	n/a	n/a	0	0	4	5
Single Detached	13	10	6	6	7	15	31	25
Semi-Detached	0	0	0	2	0	0	0	4
Row House	26	0	23	0	0	21	0	8
Apartment	0	0	291	0	0	0	0	0
Total	39	10	320	8	7	36	35	42

Source: Canada Mortgage and Housing Corporation

Note: 2019 data not available for Port Moody or the Tri-Cities



Source: Canada Mortgage and Housing Corporation

As housing developments age over time, the renewal and redevelopment of these dwellings can result in demolitions. Demolitions affect net additions to the housing stock. Housing demolitions have varied in Port Moody since 2011. In 2019, 15 units were demolished. Table 25 shows the number of housing demolitions by structure type from 2011 to 2019.

Table 25. Number of Housing Demolitions by Structure Type, Port Moody (2011 to 2019)

Housing Demolitions	2011	2012	2013	2014	2015	2016	2017	2018	2019
Single Detached	4	3	5	8	12	18	15	49	10
Semi-Detached	0	0	0	0	0	0	0	0	0
Rowhouse	0	0	0	0	0	0	0	0	0
Apartment	0	0	0	0	0	0	0	0	5
Total	4	3	5	8	12	18	15	49	15

Source: Canada Mortgage and Housing Corporation

3.2 HOUSING MARKET CONDITIONS

Housing Values

Tables 26 and 27 show the median values of housing for all units, by structure type, and by types of housing unit (0, 1, 2, 3, and 4+ bedrooms) in Port Moody based on data from the 2016 Census of

Population. As of 2016, the median housing values were highest for apartment (duplexes) (basically, houses with basement suites) (\$1,295,540) and single-detached houses (\$1,104,022) and lowest for apartment units in low rise buildings (fewer than 5 storeys) (\$376,162) and apartment units in mid to high rise buildings (5 or more storeys) (\$499,778). Median housing values were highest for 4+ bedroom dwellings (\$1,198,952) and lowest for 1 bedroom dwellings (\$314,662).

Table 26. Median Housing Values by Structure Type, Port Moody (2016)

Structure Type	Number of Dwellings	Median Value
Single-detached house	3,690	\$1,104,022
Apartment (5 or more storeys)	1,195	\$499,778
Apartment (fewer than 5 storeys)	1,735	\$376,162
Apartment (duplex)	655	\$1,295,540
Row house	2,105	\$549,433
Semi-detached house	340	\$897,587
Total	9,730	\$752,309

Source: Statistics Canada, Census of Population, 2016

Table 27. Median Housing Values by Number of Bedrooms, Port Moody (2016)

Number of Bedrooms	Number of Dwellings	Median Value
0 bedrooms	15	n/a
1 bedroom	505	\$314,662
2 bedrooms	2,455	\$450,517
3 bedrooms	3,530	\$726,803
4+ bedrooms	3,230	\$1,198,952
Total	9,730	\$752,309

Source: Statistics Canada, Census of Population, 2016

Sale Prices

The Real Estate Board of Greater Vancouver also tracks home sales in the Metro Vancouver region through the MLSLink Housing Price Index® (MLSLink HPI®) which measures benchmark or typical home prices. The MLSLink® Housing Price Index (HPI), established in 1995, is modelled on the Consumer Price Index. Instead of measuring goods and services, the HPI measures the change in the price of housing features. Thus, the HPI measures typical, pure price change (inflation or deflation). The HPI benchmarks represent the price of a typical property within each market. The HPI takes into consideration what averages and medians do not – items such as lot size, age, and number of bedrooms, for example. Each month's sales determine the current prices paid for bedrooms, bathrooms, fireplaces, etc. and apply those new values to the 'typical' house model. Table 28 shows the HPI by structure type in Port Moody from 2011 to 2019. During that time, benchmark prices increased by 73.8% for single detached homes, 55.9% for row homes and by 106.3% for apartments or condominiums. Benchmark prices for single detached houses have remained above \$1,000,000 for the past five years (2015-2019) in Port Moody. In 2019 (and in all years), single detached houses had much higher benchmark prices (\$1,427,400) than row houses (\$654,200) and apartment/condominium units (\$619,800).

Table 28. Benchmark Price (HPI) by Structure Type, Port Moody (2011 to 2019)

Structure Type	2011	2012	2013	2014	2015	2016	2017	2018	2019
Single Detached	\$821,400	\$845,733	\$829,500	\$895,400	\$1,005,600	\$1,379,700	\$1,444,700	\$1,551,900	\$1,427,400
Row House	\$419,600	\$409,933	\$402,100	\$416,100	\$447,400	\$547,400	\$584,400	\$685,900	\$654,200
Apartment / Condominium	\$300,500	\$317,600	\$322,800	\$331,900	\$354,900	\$445,700	\$554,500	\$699,200	\$619,800

Source: Real Estate Board of Greater Vancouver

Affordable Sales

Metro Vancouver is often identified as having the highest home prices relative to household income in North America. Factors such as sale price, household income and mortgage rates impact affordability within the ownership market. Ownership units are considered to be affordable if households with median household income can purchase the unit, with 10% down, 25-year amortization period and pay no more than 30% of their income. Based on these considerations the estimated affordable price is set at \$420,000 (previously set to \$385,000 for 2011-2015).

Table 29 below shows the estimated total and affordable sales in Port Moody by structure type between 2013 and 2018.

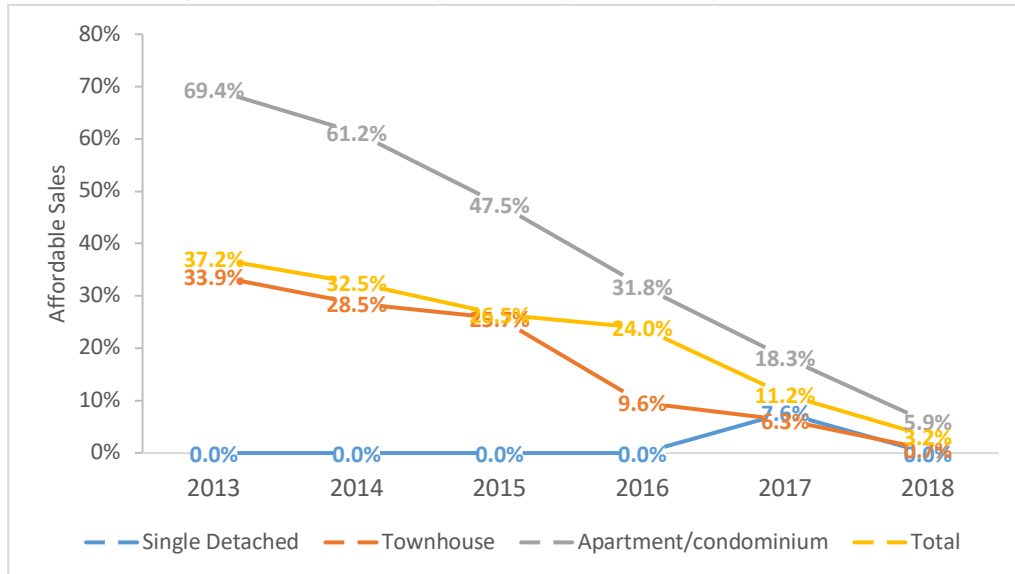
Table 29. Estimated Real Estate Sales, Total and Affordable, by Structure Type, Port Moody (2013 to 2018)

Structure Type	2013		2014		2015		2016		2017		2018	
	Total	Affordable	Total	Affordable	Total	Affordable	Total	Affordable	Total	Affordable	Total	Affordable
Single Detached	204	0	228	0	258	0	228	0	170	13	94	0
Townhouse	192	65	221	63	210	54	229	22	206	13	145	1
Apartment/condominium	255	177	289	177	335	159	415	132	409	75	255	15
Total	651	242	738	240	803	213	872	209	785	88	494	16

Source: Real Estate Board of Greater Vancouver

Figure 8 shows the percentage of affordable sales by structure type. In 2018, only 3.2% of total sales were considered affordable on average (16 affordable sales of the 494 total sales). The proportion of total sales that are deemed affordable has decreased every year since 2013, when it was 37.2%. Apartments and condominiums were much more likely to be affordable. The proportion of apartment/condominium sales that were deemed affordable has also decreased every year, from a high of 69.4% in 2013 to just 5.9% in 2018.

Figure 8. Affordable Sales, by Structure Type, Port Moody (2013 to 2018)



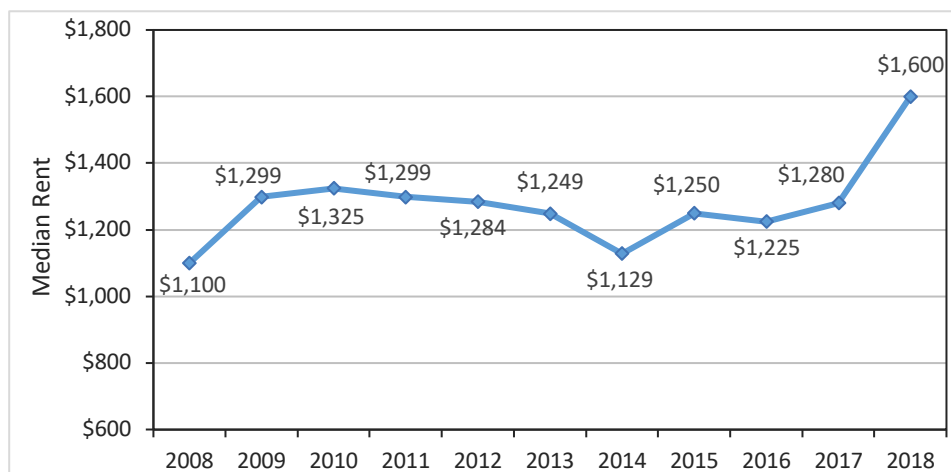
Source: Real Estate Board of Greater Vancouver

Rental Prices

In 2018, the primary rental market average monthly rent price in Port Moody was \$1,473, and the median rent was \$1,600. Data for 2019 was suppressed to protect confidentiality. In comparison, the average monthly rent in Metro Vancouver was \$1,480, and the median rent was \$1,400 in 2018.

Figure 9 shows the median monthly rents for the primary rental market in Port Moody, which includes purpose-built rental apartments and townhouses. CMHC does not collect rental price data for the secondary rental market.

Figure 9. Primary Rental Market Median Monthly Rent, Port Moody (2008 to 2019)



Source: Canada Mortgage and Housing Corporation

As shown in Table 30, the median rents have been mostly increasing for all types of rental housing units in Port Moody since 2008. Between 2008 and 2018, overall median rents rose by \$500 or 45.5%.

Table 30. Primary Rental Market Median Monthly Rent by Number of Bedrooms, Port Moody (2008 to 2019)

Number of Bedrooms	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
0 bedrooms	**	**	**	**	**	**	**	**	**	**	**	**
1 bedroom	\$752	\$760	\$770	\$800	\$810	\$850	\$850	\$875	\$908	\$1,000	\$985	\$1,151
2 bedrooms	\$1,075	\$1,299	\$1,250	\$1,299	\$1,284	\$1,239	\$1,162	\$1,250	\$1,225	\$1,356	\$1,500	**
3+ bedrooms	\$1,325	\$1,450	\$1,475	\$1,400	\$1,334	\$1,399	\$1,277	\$1,302	**	**	\$1,900	**
Median Rent	\$1,100	\$1,299	\$1,325	\$1,299	\$1,284	\$1,249	\$1,129	\$1,250	\$1,225	\$1,280	\$1,600	**

Source: Canada Mortgage and Housing Corporation

**Data suppressed to protect confidentiality or data not statistically reliable

Affordable Rents

Affordability is a function of high housing costs relative to incomes and it can be made worse if rents grow at a faster rate than incomes. Affordability pressures can also be more severe for households falling at the lower end of the income distribution.

Rental units are considered to be affordable to a household if that household spends 30% or less of their household income on rent. Based on this consideration, units that rent for \$940 per month or less are deemed to be affordable for households earning \$37,500 per year (approximately 50% of the 2016 regional median household income), and units that rent between \$940 and \$1,500 are deemed to be affordable for households earning \$60,000 (approximately 80% of the 2016 regional median household income).

In Port Moody, data for the number of affordable rental units is not available as it was either suppressed to protect confidentiality or it was not statistically reliable.

3.3 HOUSING INDICATORS

Affordability

According to Statistics Canada, affordability means housing that costs less than 30% of a household's before-tax household income, including the following costs:

- For renters: rent and any payments for electricity, fuel, water and other municipal services;
- For owners: mortgage payments (principal and interest), property taxes, and any condominium fees, along with payments for electricity, fuel, water and other municipal services.

In 2016, 20.2% of all private households (2,615 households) were living below the affordability standard in Port Moody. Table 32 shows the number and percentage of households in Port Moody spending 30% or more of their income on shelter costs but less than 100% for the three most recent census periods.

The proportion of owner households spending 30%-100% of their income on shelter costs in Port Moody (17.4%) was lower than that in the Metro Vancouver region as a whole (20.3%) but comparable to the proportion province-wide (17.1%) in 2016.

In Port Moody, Metro Vancouver, and BC, significantly more renter households spent 30%-100% of their income on shelter costs. In Port Moody, 28.5% of renter households fell below the affordability standard, which was lower than the proportion of Metro Vancouver renter households (33.8%) and the proportion of BC renter households (35.2%).

Table 31. Households Spending 30%-100% of Their Income on Shelter by Tenure, Port Moody (2006, 2011, 2016)

Affordability	2006		2011		2016	
Total Private Households	10,110	100%	12,630	100%	12,975	100%
Below the affordability standard	2,315	22.9%	2,790	22.1%	2,615	20.2%
Owner Households	8,000	100%	9,720	100%	9,730	100%
Below the affordability standard	1,750	21.9%	1,860	19.1%	1,690	17.4%
Renter Households	2,110	100%	2,915	100%	3,250	100%
Below the affordability standard	565	26.8%	935	32.1%	925	28.5%

Source: Statistics Canada, Census of Population, 2006, 2011, 2016

Adequacy

Adequacy refers to housing that does not require any major repairs, according to its residents. Table 33 shows that a relatively small number of the total private households in Port Moody reported that their housing required major repair. In 2016, 795 households experienced adequacy challenges, representing 6.1% of all households. A slightly higher percentage of renter households (8.3%) than owner households (5.4%) had adequacy challenges.

Table 32. Households Requiring Major Repair by Tenure, Port Moody (2006, 2011, 2016)

Adequacy (Requiring Major Repair)	2006		2011		2016	
Total Private Households	10,125	100%	12,635	100%	12,980	100%
Below the adequacy standard	540	5.3%	630	5.0%	795	6.1%
Owner Households	8,020	100%	9,715	100%	9,730	100%
Below the adequacy standard	310	3.9%	455	4.7%	530	5.4%
Renter Households	2,115	100%	2,915	100%	3,250	100%
Below the adequacy standard	230	10.9%	175	6.0%	270	8.3%

Source: Statistics Canada, Census of Population, 2006, 2011, 2016

Suitability

Suitability is a measure of whether housing has enough bedrooms for the size and make-up of the resident households, according to National Occupancy Standard (NOS) requirements. As shown in Table 34, the proportion of household living in overcrowded conditions was significantly higher among renters than among owners in Port Moody. In 2016, 500 households had suitability challenges, representing 3.9% of all households. The percentage of renter households with suitability challenges (7.8%) was higher than that for owner households (2.6%).

Table 33. Households Living in Overcrowded Conditions by Tenure, Port Moody (2006, 2011, 2016)

Suitability (Overcrowding)	2006		2011		2016	
Total Private Households	10,125	100%	12,635	100%	12,980	100%
Below the suitability standard	465	4.6%	675	5.3%	500	3.9%
Owner Households	8,020	100%	9,715	100%	9,730	100%
Below the suitability standard	265	3.3%	335	3.4%	250	2.6%
Renter Households	2,115	100%	2,915	100%	3,250	100%
Below the suitability standard	200	9.5%	350	12.0%	255	7.8%

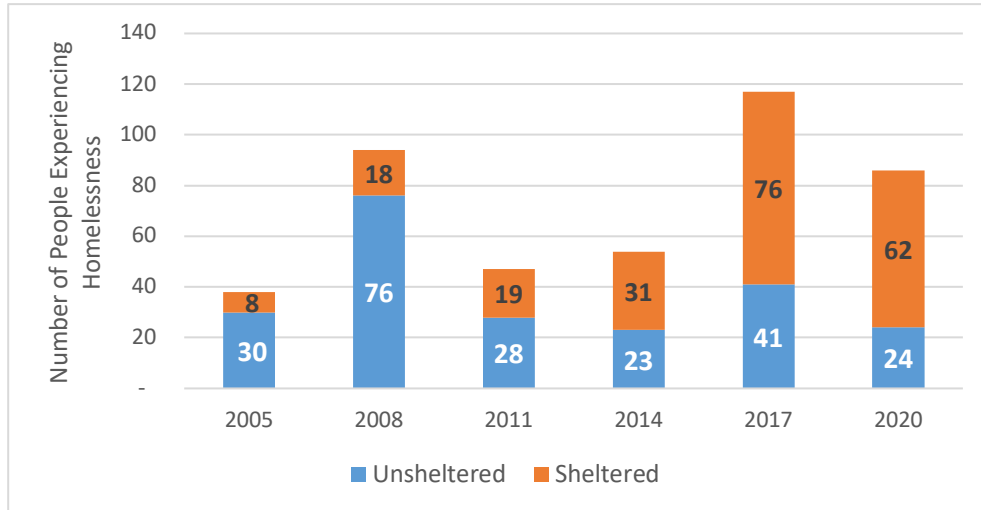
Source: Statistics Canada, Census of Population, 2006, 2011, 2016

Homelessness

Homelessness data is not available for Port Moody alone. The Metro Vancouver regional Homeless Count, which occurs every three years, presents combined data for three Tri-Cities municipalities – Port Moody, Coquitlam, and Port Coquitlam. Figure 10 shows the number of individuals experiencing homelessness, both sheltered and unsheltered, in the Tri-Cities. Between 2005 and 2020, homelessness increased by 115.0% in the Tri-Cities and by 67.2% in the Metro Vancouver region. In 2020 in the Tri-Cities, a total of 13 individuals identified as being Indigenous/Aboriginal, though not all survey respondents answered this question. This data is based on the preliminary data report for the 2020 Metro Vancouver Homeless Count. The final report will be released in fall 2020 and will provide additional analysis.

More data is available from the 2017 Homeless Count. In 2017, of the 117 individuals experiencing homelessness in the Tri-Cities, 6 were accompanied children. In 2017, there were 16 seniors who were experiencing homelessness in the Tri-Cities – 8 were sheltered and 8 unsheltered.

Figure 10. Number of Individuals Experiencing Homelessness, Sheltered and Unsheltered, Tri-Cities (2005 to 2020)



Source: Metro Vancouver Homeless Count, 2005-2020

Social Housing Waitlist

BC Housing collects data on households that have applied for social housing in Metro Vancouver through the Housing Registry, a centralized database for those non-profit housing providers that have chosen to participate. The waitlist tracks applicant households by municipality across the region, as well as by specific characteristics including family or single person households, seniors, persons with disabilities and households needing wheelchair access.

Over the past six years, the number of households in Port Moody waiting for social housing increased by 41.1%, from 56 in 2013 to 79 in 2019. Family households represented the largest component of the social housing waitlist in Port Moody in 2019 at 38.0% of households, followed closely by seniors at 36.7% of households. The next largest component of the waitlist were single person households, with 10.1% of households.

Table 34. Social Housing Waitlist by Household Characteristics, Port Moody (2013 to 2019)

	2013	2014	2015	2016	2017	2018	2019
Family Households	22	22	33	32	38	36	30
Single Person Households	4	4	7	8	1	4	8
Seniors	17	14	14	21	24	30	29
Persons with Disabilities	11	11	14	9	18	15	6
Wheelchair Accessible Unit	2	2	2	4	6	4	6

	2013	2014	2015	2016	2017	2018	2019
Total Waitlist	56	42	70	74	87	89	79

Source: BC Housing (July 2013, June 2014, June 2015, June 2016, June 2017, July 2018-2019)
(Note: Rent Supplements, Transfers, and Pending Applications are not included in totals)

4. HOUSING NEED

THIS SECTION TO BE COMPLETED BY RESPECTIVE JURISDICTIONS (i.e. “Part 2” of the Housing Needs Report).

Requirements of this section are summarized in the tables below.

More information: https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/uploads/summaryhnrrequirements_apr17_2019.pdf

Housing Units Required – Current and Anticipated (in 5 years)	Legislation
Number of units needed by housing type (0 bedroom, 1 bed, 2 bed, 3+ bed)	LGA: 585.3 (c) (i), (ii)
Households in Core Housing Need (3 previous census reports)	Housing Needs Reports Regulation
Core Housing Need, overall and by tenure (# and %)	Section 8 (1) (a) (i), (ii)
Extreme Core Housing Need, overall and by tenure (# and %)	Section 8 (1) (a) (iii), (iv)
Statements about key areas of local need	Housing Needs Reports Regulation
<ul style="list-style-type: none"> • Affordable Housing • Rental Housing • Special Needs Housing • Housing for Seniors • Housing for Families • Shelters and housing for individuals experiencing or at risk of homelessness 	Section 8 (1) (b) (i), (ii), (iii), (iv), (v), (vi)
Summary Form	Housing Needs Reports Regulation
<ul style="list-style-type: none"> • Key contextual information (e.g. location, population, median age, unemployment rate, etc.) • Summary of all the required content • Summary of housing policies in OCPs and RGSs (if available) • Summary of community consultation, and consultation with First Nations, other local governments and agencies. • Other key housing issues or needs not identified in the required content. 	Section 8 (1) (c) https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/uploads/housing_needs_reports_summary_form.pdf

APPENDIX: GLOSSARY

ADEQUATE in relation to housing, means that, according to the residents in the housing, no major repairs are required to the housing.

AFFORDABLE HOUSING has shelter costs equal to less than 30% of total before-tax household income.

APARTMENT means a dwelling unit in a building with three or more dwelling units. Typically, apartments are classified as either: (a) apartment in a building that has fewer than five storeys; and, (b) apartment in a building that has five or more storeys.

APARTMENT (DUPLEX) means one of two dwellings, located one above the other, may or may not be attached to other dwellings or buildings. Apartment (duplex) units are commonly the main units and the secondary suite units in houses with secondary suites.

CENSUS DIVISION the general term for provincially legislated areas (such as county and regional district) or their equivalents. Census divisions are intermediate geographic areas between the province/territory level and the municipality (census subdivision).

CENSUS SUBDIVISION the general term for municipalities (as determined by provincial/territorial legislation) or areas treated as municipal equivalents for statistical purposes.

COOPERATIVE HOUSING is a type of housing that residents own and operate as part of a membership.

CORE HOUSING NEED means a household living in housing that falls below at least one of the adequacy, affordability or suitability standards and that would have to spend 30% or more of its total before-tax income to pay the median rent of alternative local housing that is acceptable.

DWELLING STRUCTURAL TYPE refers to the structural characteristics and/or dwelling configuration, that is, whether the dwelling is a single-detached house, an apartment in a high-rise building, a row house, a mobile home, etc.

EXTREME CORE HOUSING NEED has the same meaning as core housing need except that the household has shelter costs for housing that are more than 50% of total before-tax household income;

HOMELESSNESS is the situation of an individual or family that does not have a permanent address or residence.

HOUSEHOLD refers to a person or a group of persons who occupy the same dwelling.

MARKET HOUSING means housing that is privately owned by an individual (or a company) who generally does not receive direct subsidies to purchase or maintain it. Prices are set by the private market.

MEDIAN is the value which is in the centre of a group of values.

MIGRANT means a migrant within the meaning of the Mobility and Migration Reference Guide, published by Statistics Canada for the 2016 Census. For the purposes of this report, migrants include both internal migrants (who lived in a different municipality or province within Canada 5 years ago), and external migrants (those who did not live in Canada 5 years ago).

MOBILITY STATUS means a mobility status within the meaning of the Mobility and Migration Reference Guide, published by Statistics Canada for the 2016 Census;

MOVABLE DWELLING means a single dwelling, other than a mobile home, used as a place of

residence, but capable of being moved on short notice, such as a tent, recreational vehicle, travel trailer houseboat, or floating home.

MOVER means a mover within the meaning of the Mobility and Migration Reference Guide, published by Statistics Canada for the 2016 Census. For the purposes of this report, movers are persons who did not live in the same residence as on the same date 5 days earlier. Movers include before non-migrants and migrants.

NAICS means the North American Industry Classification System Canada 2012, published by Statistics Canada;

NAICS sector means a sector established by the NAICS.

NON-MIGRANT means a non-migrant within the meaning of the Mobility and Migration Reference Guide, published by Statistics Canada for the 2016 Census. For the purposes of this report, non-migrants are persons who did not live in the same residence 5 years earlier, but who still lived in the same census subdivision (moved within the Census Subdivision)

NON-MOVER means a non-mover within the meaning of the Mobility and Migration Reference Guide, published by Statistics Canada for the 2016 Census. For the purposes of this report, non-movers are persons who lived in the same residence as on the same date 5 years earlier.

NON-MARKET HOUSING means affordable housing that is owned or subsidized by government, a non-profit society, or a housing cooperative; whereby rent or mortgage payments are not solely market driven.

OTHER SINGLE-ATTACHED HOUSE means a single dwelling that is attached to another building and that does not fall into any of the other dwelling structural types, such as a single dwelling attached to a non-residential structure (e.g., a store or a church) or occasionally to another residential structure (e.g., an apartment building).

OWNER HOUSEHOLD refers to a private household where some member of the household owns the dwelling, even if it is still being paid for.

PARTICIPATION RATE means the total labour force in a geographic area, expressed as a percentage of the total population of the geographic area;

PRIMARY RENTAL MARKET means a market for rental housing units in apartment structures containing at least 3 rental housing units that were purpose-built as rental housing;

RENTAL ASSISTANCE PROGRAM (RAP) is a type of rent supplement program that BC Housing offers to eligible low-income families.

RENTER HOUSEHOLD refers to private households where no member of the household owns their dwelling.

ROW HOUSE means one of three or more dwellings joined side by side (or occasionally side to back), such as a townhouse or garden home, but not having any other dwellings either above or below. Townhouses attached to a high-rise building are also classified as row houses.

SECONDARY RENTAL MARKET means a market for rental housing units that were not purpose-built as rental housing;

SEMI-DETACHED DWELLING means one of two dwellings attached side by side (or back to back) to each other, but not attached to any other dwelling or structure (except its own garage or shed). A semi-detached

dwelling has no dwellings either above it or below it, and the two units together have open space on all sides.

SHELTER AID FOR ELDERLY RENTERS (SAFER) is a type of rent supplement program that BC Housing offers to eligible low-income older adults and people with disabilities.

SINGLE-DETACHED DWELLING means a single dwelling not attached to any other dwelling or structure (except its own garage or shed). A single-detached house has open space on all sides, and has no dwellings either above it or below it.

STRUCTURE TYPE see 'Dwelling Structural Type'.

SUBSIDIZED HOUSING refers to whether a renter household lives in a dwelling that is subsidized. Subsidized housing includes rent geared to income, social housing, public housing, government-assisted housing, non-profit housing, rent supplements and housing allowances.

SUITABLE HOUSING means housing that has enough bedrooms for the size and make-up of resident households, according to National Occupancy Standard (NOS) requirements.

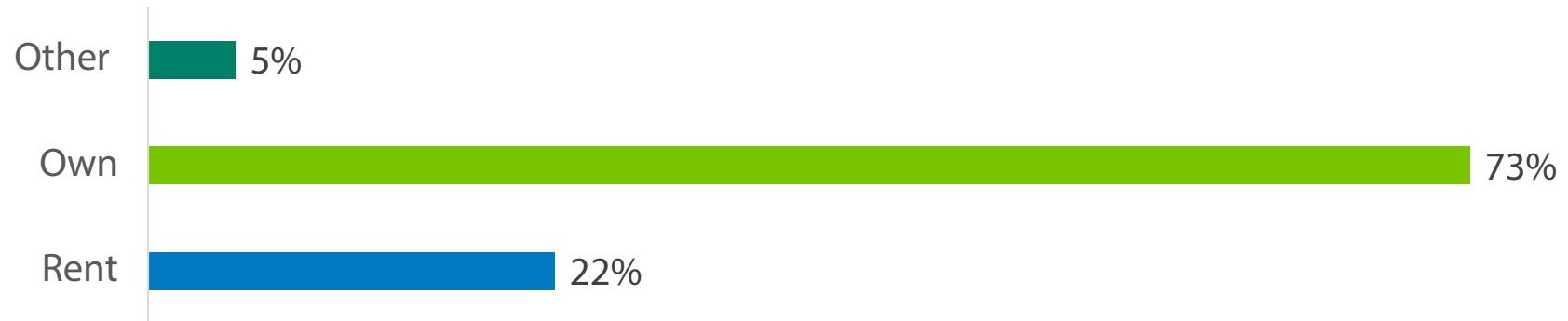
TENURE refers to whether the household owns or rents their private dwelling.

APPENDIX B:

Survey Results

Question 1

Do you currently own or rent your home?



Do you currently own or rent your home?			
		#	%
	Rent	28	22%
	Own	91	73%
	Other	6	5%
	Total	125	100%

Question 2

I currently live in a:



I currently live in a:		
	#	%
Single-detached House	44	35%
Apartment	37	30%
Townhouse or Rowhouse	42	34%
Other	2	2%
Total	125	100%

Question 3

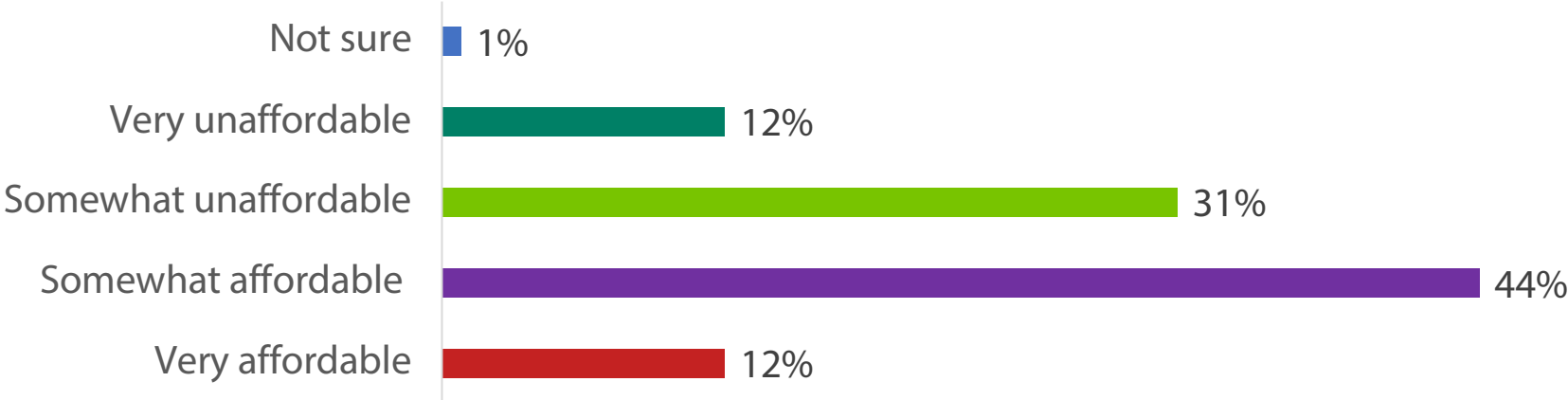
How do you feel about your current living situation?



How do you feel about your current housing situation? (Choose one)		
	#	%
Completely secure	59	47%
Somewhat secure	44	35%
Somewhat insecure	11	9%
Very insecure	11	9%
Total	125	100%

Question 4

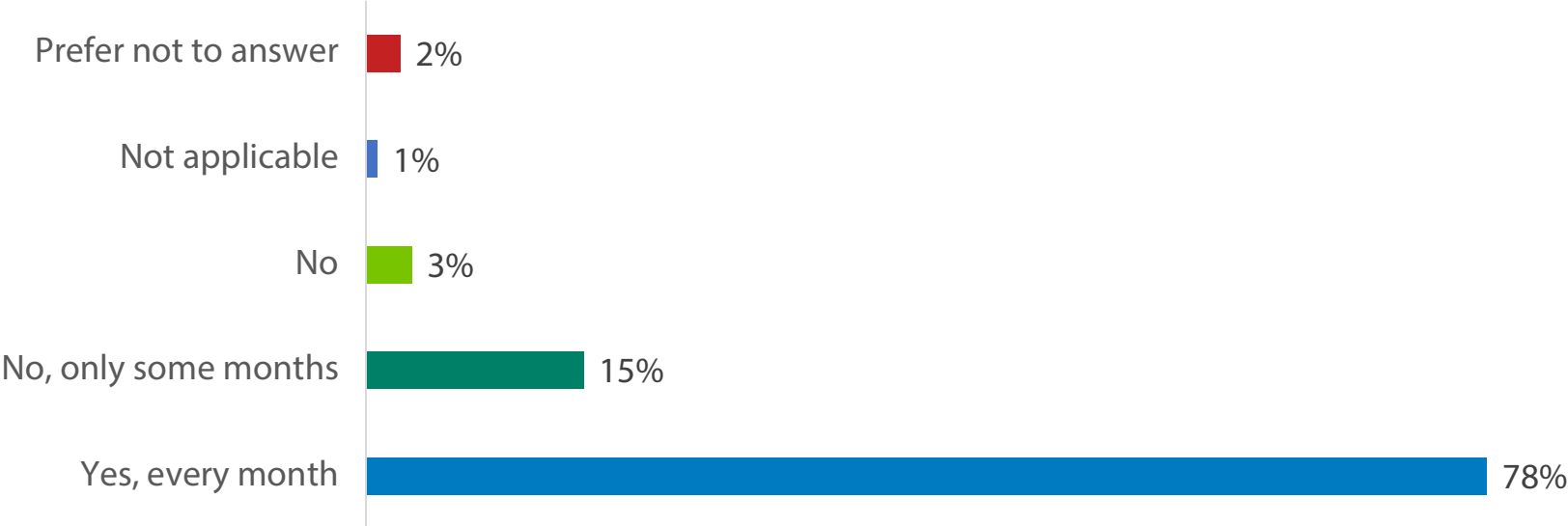
I consider my housing situation to be:



Do you consider your housing to be _____.		
	#	%
Very affordable	15	12%
Somewhat affordable	55	44%
Somewhat unaffordable	39	31%
Very unaffordable	15	12%
Not sure	1	1%
Total	125	100%

Question 5

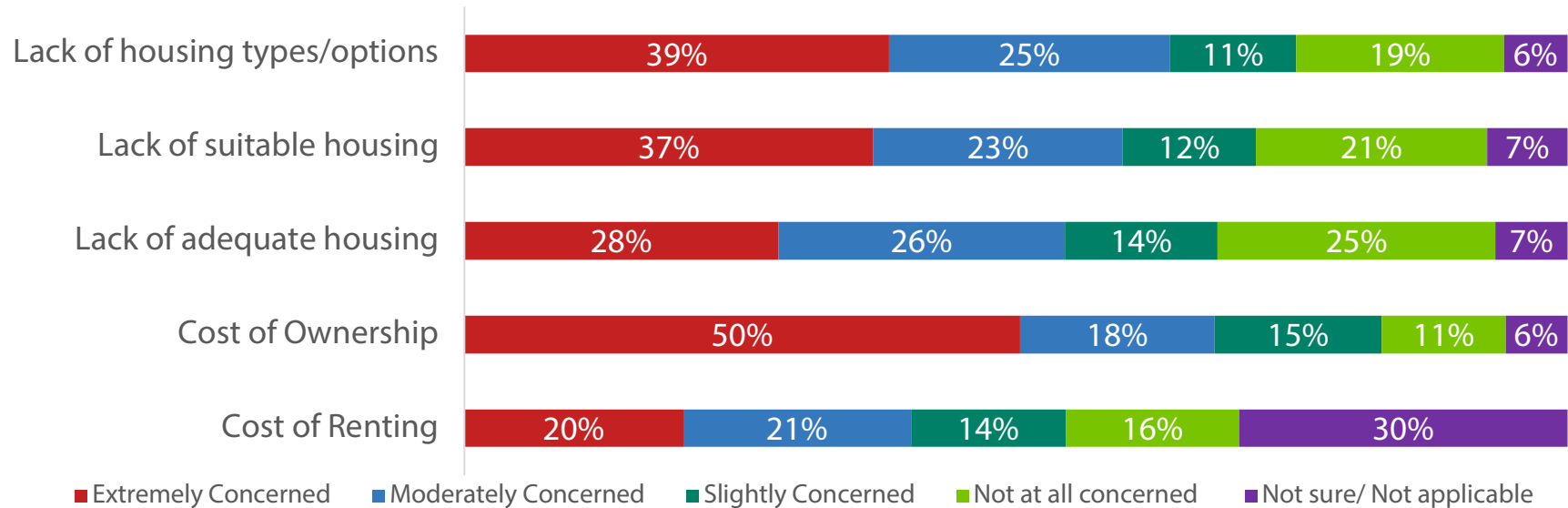
Thinking of your own situation, after paying your housing costs and utilities every month, do you have enough money left over for other basic needs including food, clothing, and transportation?



Thinking of your own situation, after paying your housing costs and utilities every month, do you have enough money left over for other basic needs including food, clothing, and transportation?		
	#	%
Yes, every month	98	78%
No, only some months	19	15%
No	4	3%
Not applicable	1	1%
Prefer not to answer	3	2%
Total	125	100%

Question 6

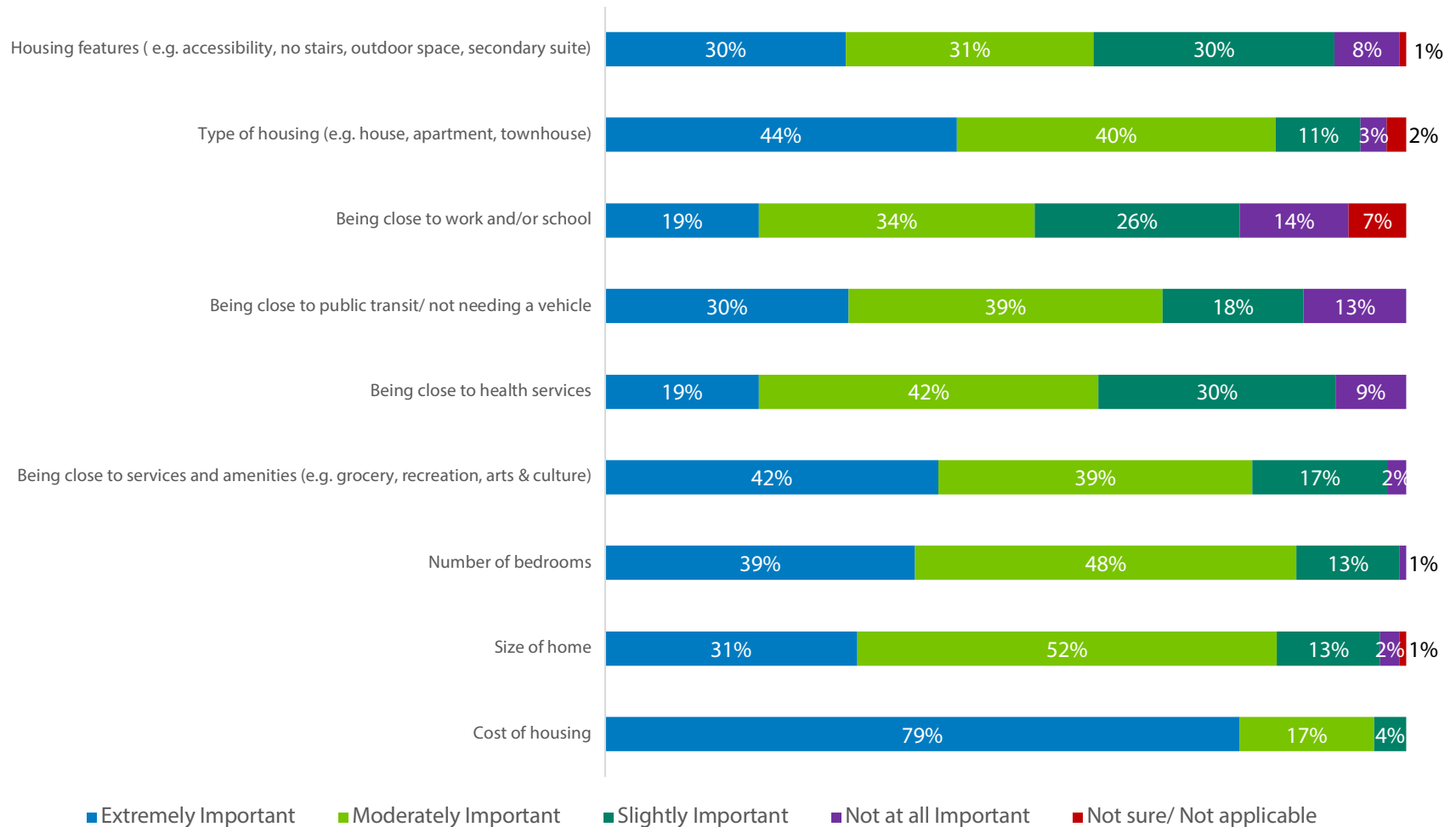
When thinking about how the housing issues below affect you personally, what is your level of concern?



Housing Concerns	Extremely Concerned		Moderately Concerned		Slightly Concerned		Not at all concerned		Not sure/ Not applicable	
	#	%	#	%	#	%	#	%	#	%
Cost of Renting	24	20%	25	21%	17	14%	19	16%	36	30%
Cost of Ownership	63	50%	22	18%	19	15%	14	11%	7	6%
Lack of adequate housing	35	28%	32	26%	17	14%	31	25%	8	7%
Lack of suitable housing	46	37%	28	23%	15	12%	26	21%	9	7%
Lack of housing types/options	47	39%	31	25%	14	11%	23	19%	7	6%

Question 7

For you, how important is each of the considerations listed below when choosing where to buy or rent a home?



Housing Concerns	Extremely Important		Moderately Important		Slightly Important		Not at all Important		Not sure/ Not applicable	
	#	%	#	%	#	%	#	%	#	%
Cost of housing	99	79%	21	17%	5	4%	0	0%	0	0%
Size of home	39	31%	65	52%	16	13%	3	2%	1	1%
Number of bedrooms	48	39%	59	48%	16	13%	1	1%	0	0%
Being close to services and amenities (e.g. grocery, recreation, arts & culture)	52	42%	49	39%	21	17%	3	2%	0	0%
Being close to health services	24	19%	53	42%	37	30%	11	9%	0	0%
Being close to public transit/ not needing a vehicle	38	30%	49	39%	22	18%	16	13%	0	0%
Being close to work and/or school	24	19%	43	34%	32	26%	17	14%	9	7%
Type of housing (e.g. house, apartment, townhouse)	54	44%	49	40%	13	11%	4	3%	3	2%
Housing features (e.g. accessibility, no stairs, outdoor space, secondary suite)	37	30%	38	31%	37	30%	10	8%	1	1%

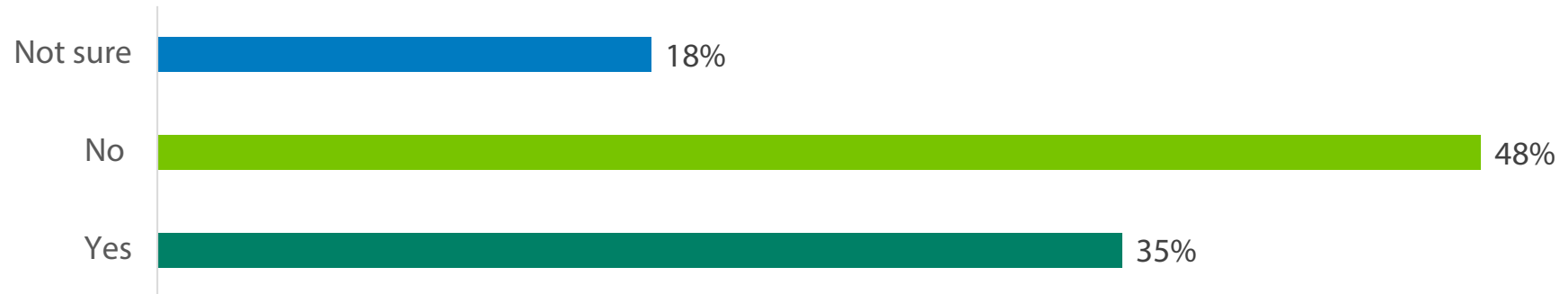
Question 8

Have you, or has someone you know (e.g., family member, friend, acquaintance, colleague), had difficulty finding housing in Port Moody?

No Answer/ Data.

Question 9

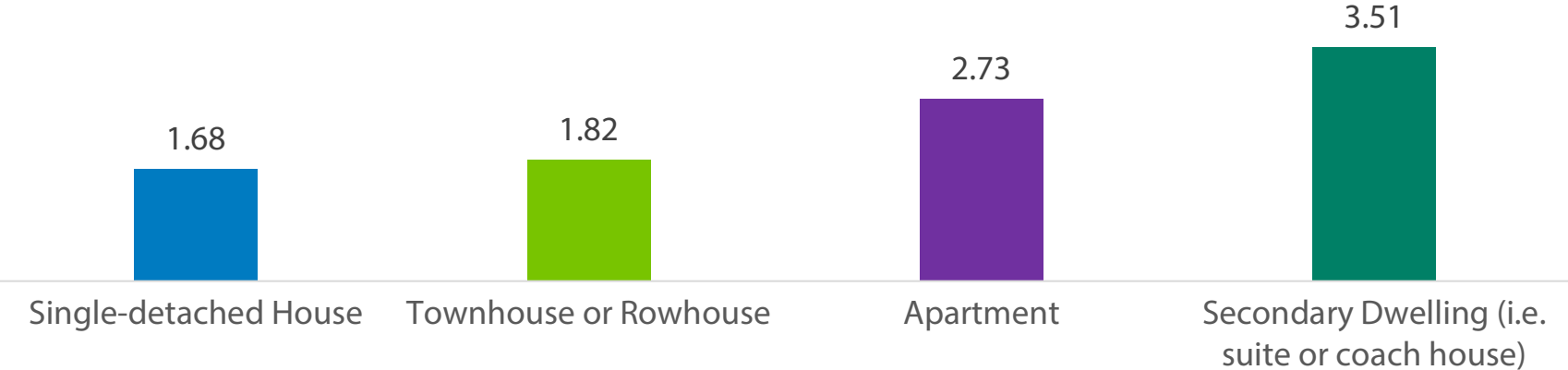
Are you currently considering moving to a different home?



Are you currently considering a move to a different home?		
	#	%
Yes	43	35%
No	59	48%
Not sure	22	18%
Total	124	100%

Question 10

Regardless of whether you are currently looking to move to a different home or not, if you had to move to a different property tomorrow, what type of home would you prefer? (Please rank your top preferences with 1 being the most desirable):



Regardless of whether you are currently looking to move to a different home or not, if you had to move to a different property tomorrow, what type of home would you prefer? (Please rank your top preferences with 1 being the most desirable):	
Single-detached House	1.68
Townhouse or Rowhouse	1.82
Apartment	2.73
Secondary Dwelling (i.e. suite or coach house)	3.51

Question 11

What is your Postal Code?

Not Applicable.

Question 12

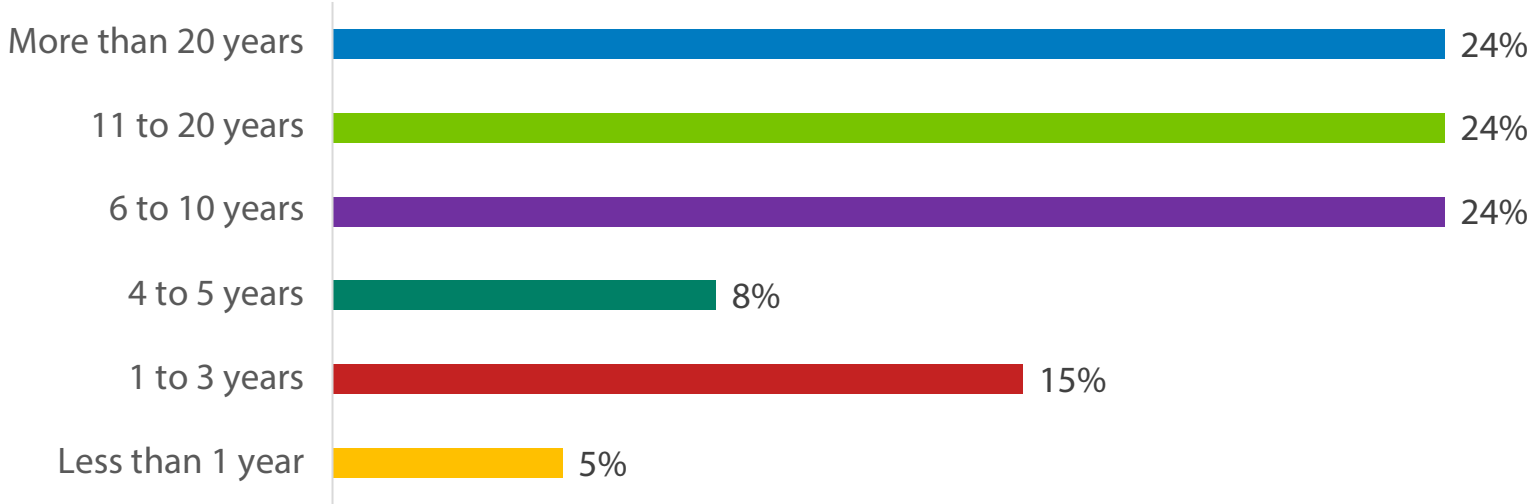
Are you a Port Moody Resident?



Are you a Port Moody resident?		
	#	%
Yes	121	97%
No	4	3%
Total	125	100%

Question 13

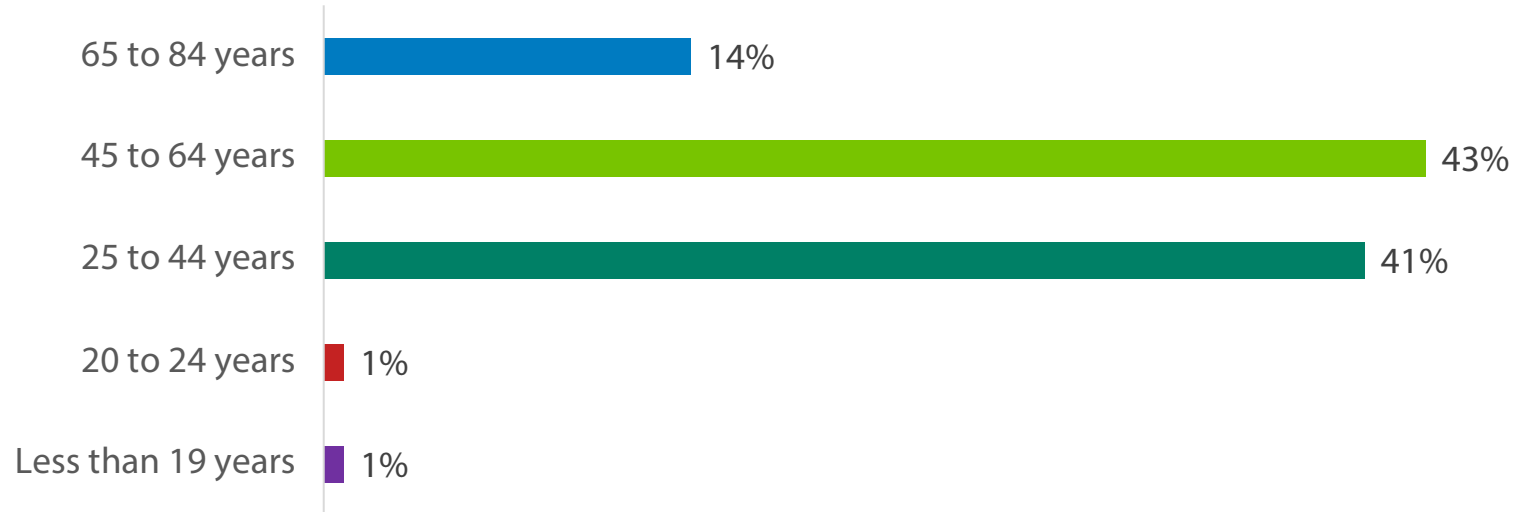
How long have you lived in Port Moody?



How long have you lived in Port Moody?		
	#	%
Less than 1 year	6	5%
1 to 3 years	18	15%
4 to 5 years	10	8%
6 to 10 years	29	24%
11 to 20 years	29	24%
More than 20 years	29	24%
total	121	100%

Question 14

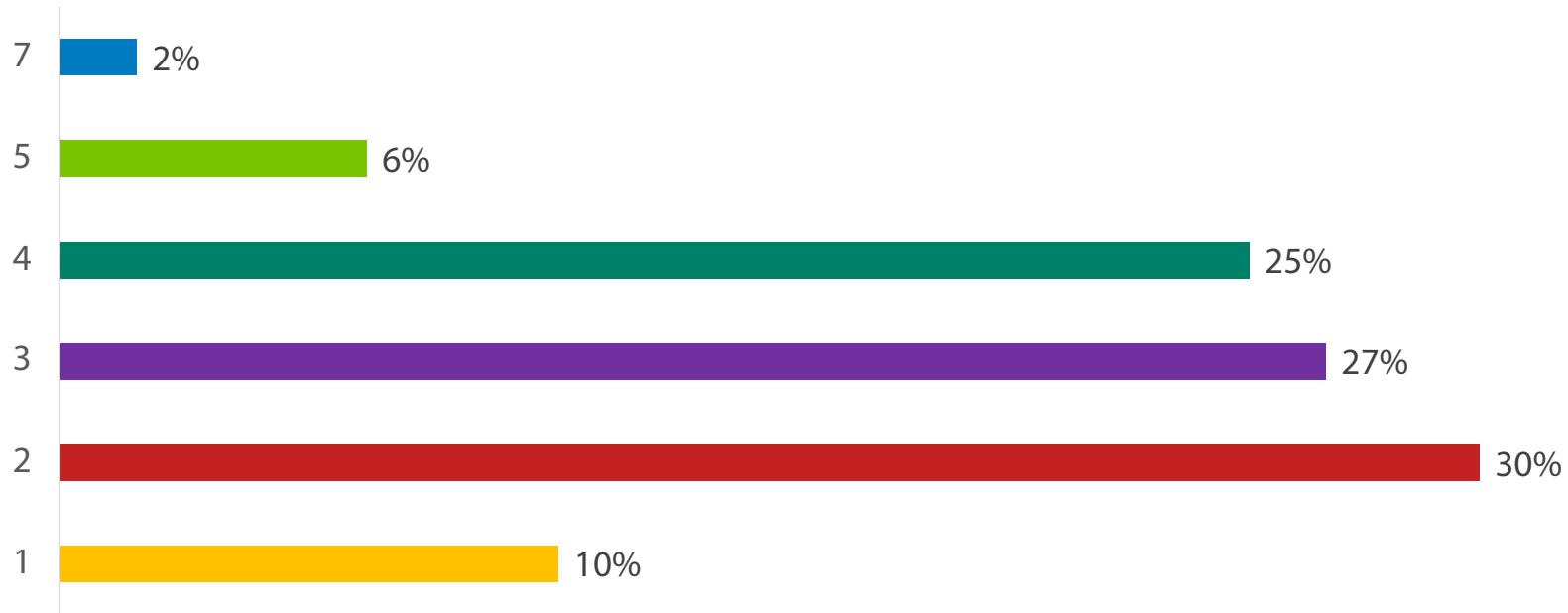
Please identify your age group:



Please identify your age group		
	#	%
Less than 19 years	1	1%
20 to 24 years	1	1%
25 to 44 years	51	41%
45 to 64 years	54	43%
65 to 84 years	18	14%
total	125	100%

Question 15

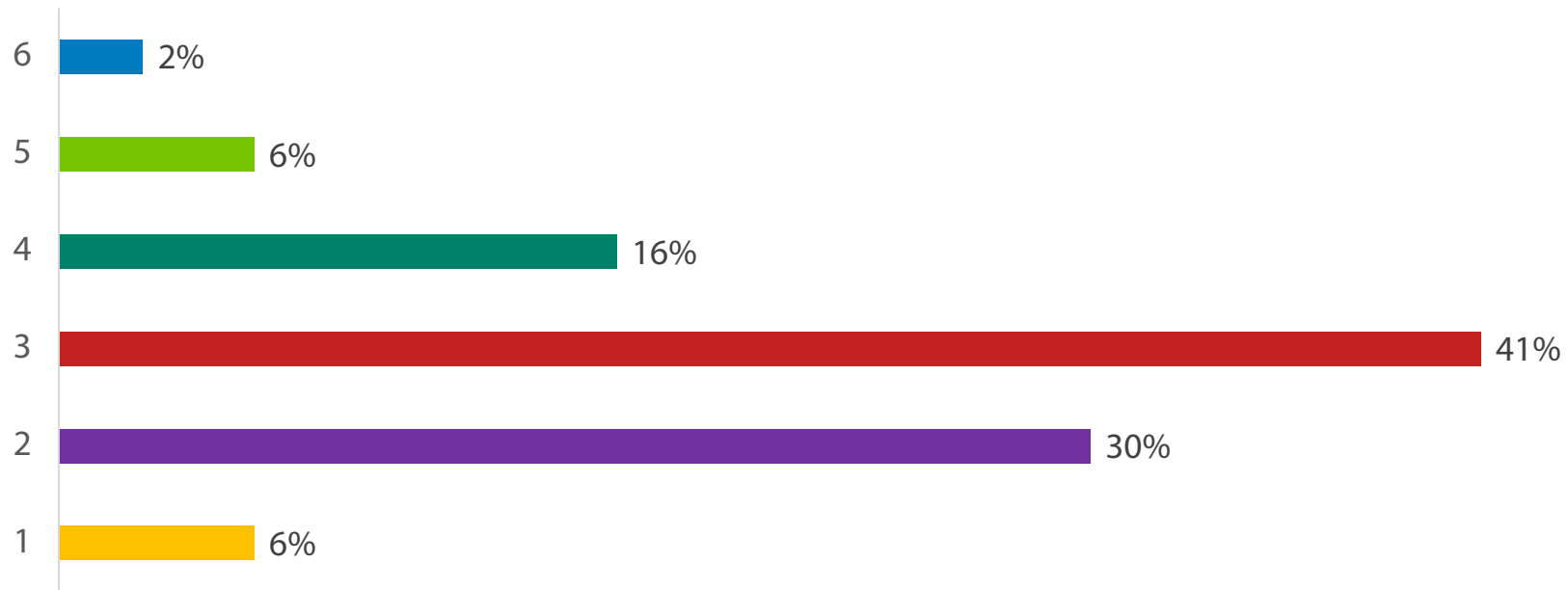
Including yourself, how many persons are living in your home?



Including yourself, how many persons are living in your home?		
	#	%
1	13	10%
2	37	30%
3	33	27%
4	31	25%
5	8	6%
7	2	2%
total	124	100%

Question 16

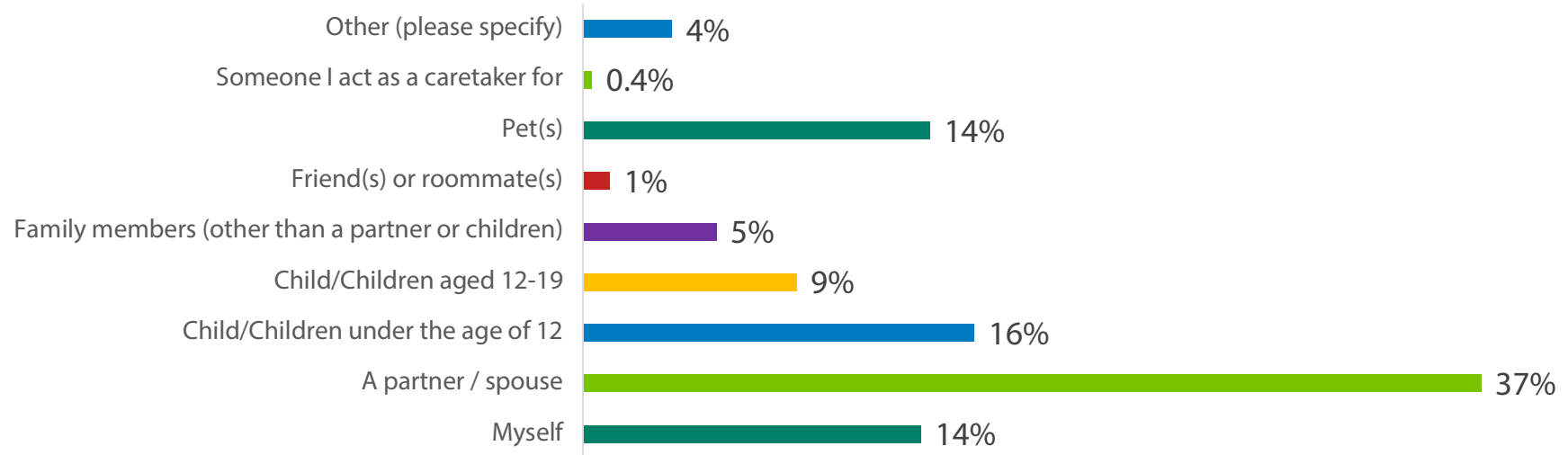
How many bedrooms does your home have?



How many bedrooms does your home have?		
	#	%
1	7	6%
2	37	30%
3	51	41%
4	20	16%
5	7	6%
6	3	2%
Total	125	100%

Question 17

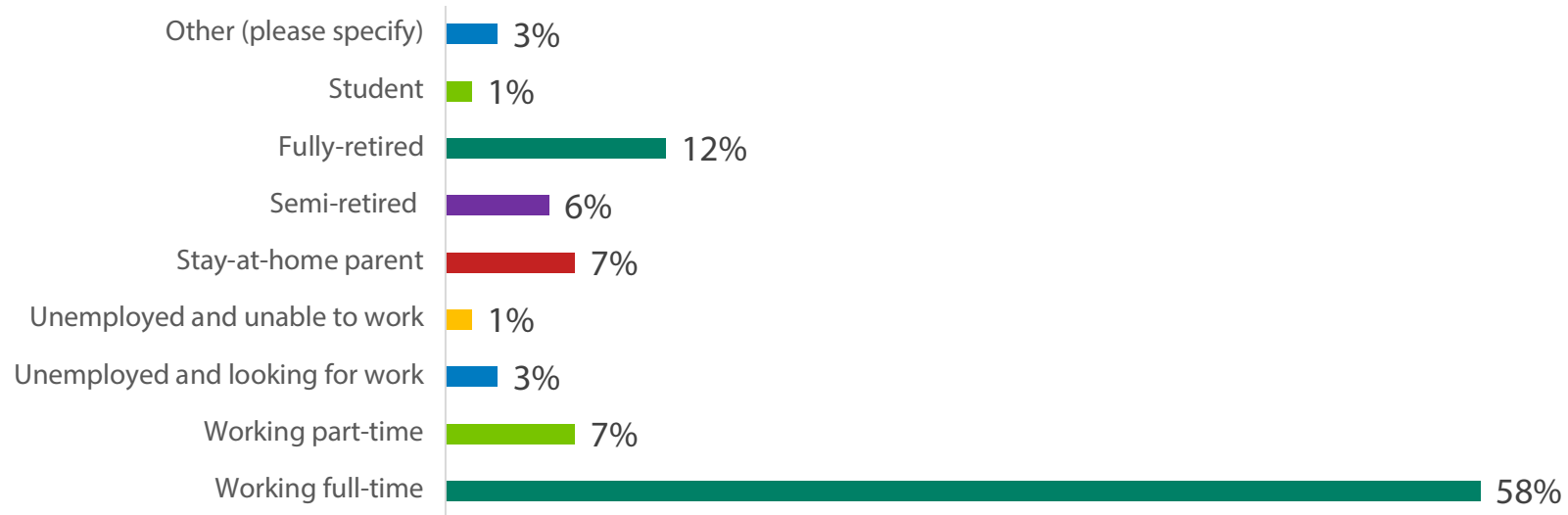
I live with/by:



I live with/by (check all that apply)		
	#	%
Myself	38	14%
A partner / spouse	101	37%
Child/Children under the age of 12	44	16%
Child/Children aged 12-19	24	9%
Family members (other than a partner or children)	15	5%
Friend(s) or roommate(s)	3	1%
Pet(s)	39	14%
Someone I act as a caretaker for	1	0.4%
Other (please specify)	10	4%
Total	275	100%

Question 18

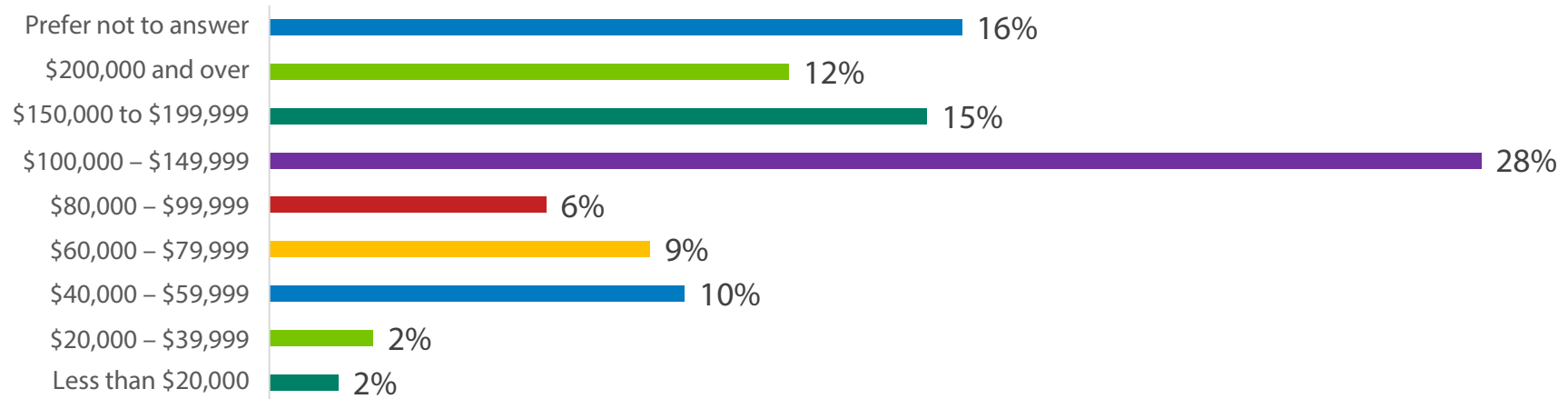
Are you _____?



Are you _____? [Check all that apply]		
	#	%
Working full-time	80	58%
Working part-time	10	7%
Unemployed and looking for work	4	3%
Unemployed and unable to work	2	1%
Stay-at-home parent	10	7%
Semi-retired	8	6%
Fully-retired	17	12%
Student	2	1%
Other (please specify)	4	3%
Total	137	100%

Question 19

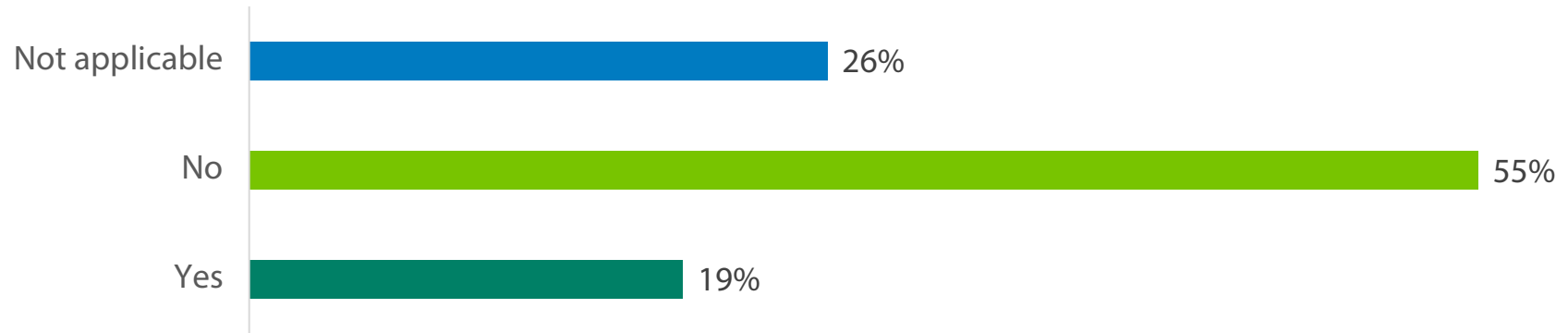
What is your approximate annual household income?



What is your approximate annual household income?		
	#	%
Less than \$20,000	2	2%
\$20,000 – \$39,999	3	2%
\$40,000 – \$59,999	12	10%
\$60,000 – \$79,999	11	9%
\$80,000 – \$99,999	8	6%
\$100,000 – \$149,999	35	28%
\$150,000 to \$199,999	19	15%
\$200,000 and over	15	12%
Prefer not to answer	20	16%
Total	125	100%

Question 20

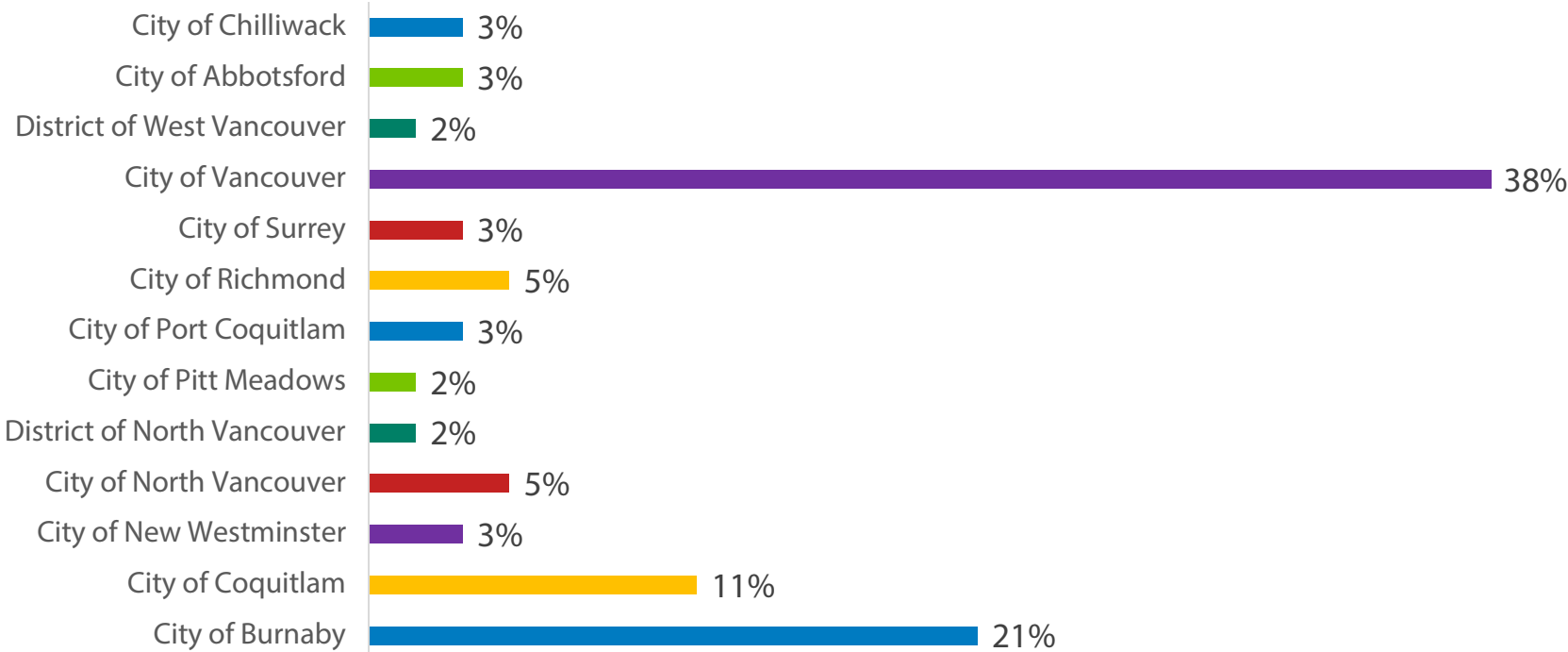
If you are working, do you work in Port Moody?



If you are working, do you work in Port Moody?		
	#	%
Yes	24	19%
No	68	55%
Not applicable	32	26%
Total	124	100%

Question 21

Which community do you work in?

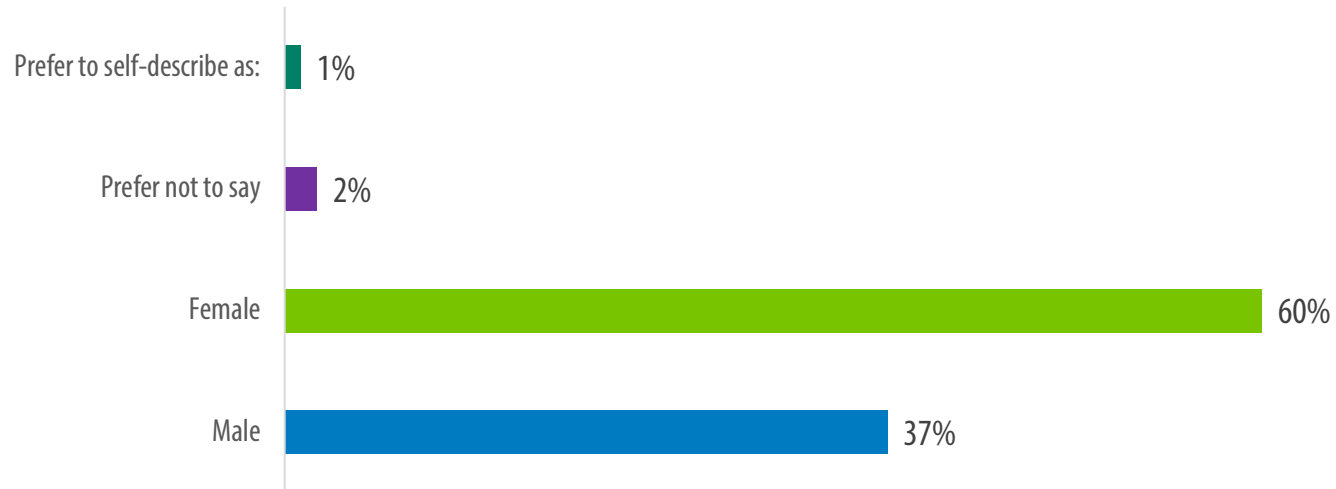


Which community do you work in?		
	#	%
City of Burnaby	13	21%
City of Coquitlam	7	11%
City of New Westminister	2	3%
City of North Vancouver	3	5%
District of North Vancouver	1	2%
City of Pitt Meadows	1	2%
City of Port Coquitlam	2	3%

Which community do you work in?		
	#	%
City of Richmond	3	5%
City of Surrey	2	3%
City of Vancouver	24	38%
District of West Vancouver	1	2%
City of Abbotsford	2	3%
City of Chilliwack	2	3%
Total	63	100%

Question 22

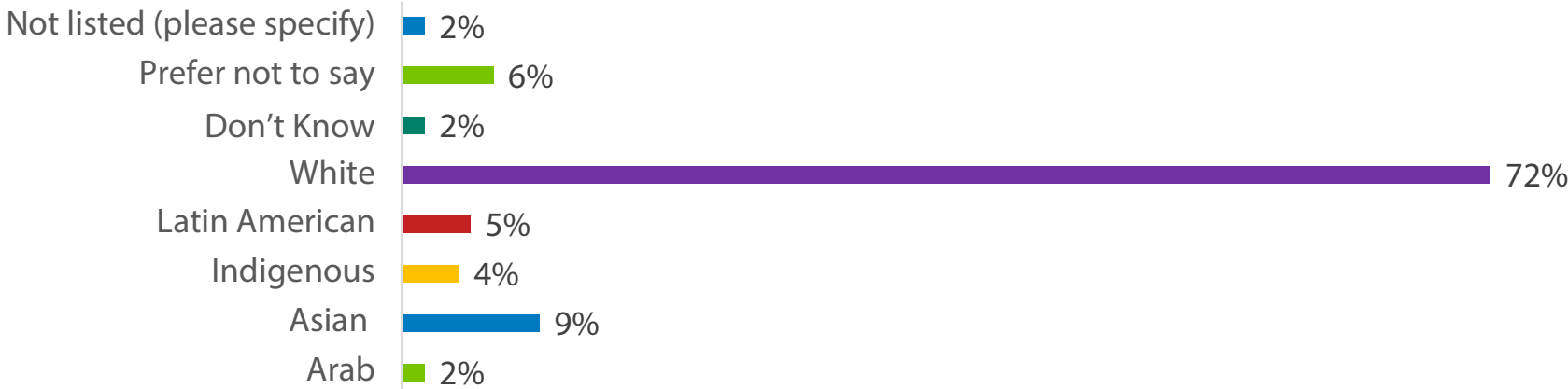
What best describes your gender?



What best describes your gender?		
	#	%
Male	46	37%
Female	75	60%
Prefer not to say	2	2%
Prefer to self-describe as:	1	1%
Total	124	100%

Question 23

**Which of the following racial groups do you identify with?
(Check all that apply)**



Which of the following racial groups do you identify with? (check all that apply)		
	#	%
Arab	2	2%
Asian	12	9%
Indigenous	5	4%
Latin American	6	5%
White	95	72%
Don't Know	2	2%
Prefer not to say	8	6%
Not listed (please specify)	2	2%
Total	132	100%

Question 24

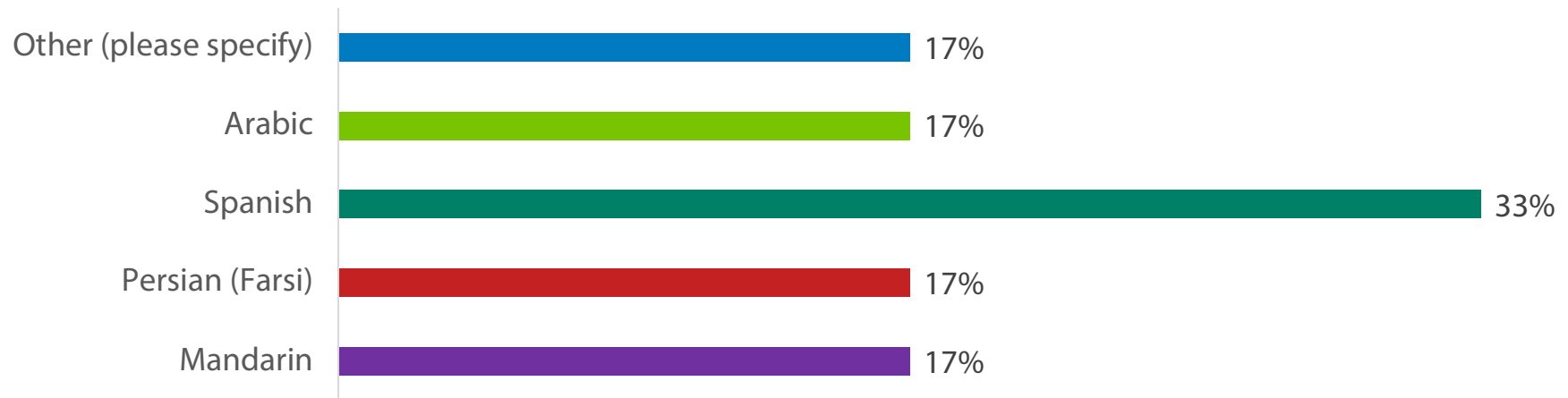
Is English the primary language spoken in your home?



Is English the primary language spoken in your home?		
	#	%
Yes	117	95%
No	6	5%
Total	123	100%

Question 25

What language do you primarily speak at home?



What language do you primarily speak at home?		
	#	%
Mandarin	1	17%
Persian (Farsi)	1	17%
Spanish	2	33%
Arabic	1	17%
Other (please specify)	1	17%
Total	6	100%

Question 26

Do you have any other comments about the current housing situation in Post Moody?
There is insufficient seniors housing and a complex care facility incorporating independent living, assisted living and nursing home and complex senior care is needed here
The only reason that housing is affordable to us in Port Moody is because I we moved here over 20 years ago. If our home is gentrified (rezoned and redeveloped) and we have to find another, we will have to leave Port Moody. Port Moody is unaffordable to many and if the current rate of development continues it will become even less affordable.
We live in a [40+ year old townhouse which should be redeveloped]. The cost to maintain the units is steadily increasing and the spaces are too small for the average family to grow. The City really needs to agree what is allowable development in this area - we have an opportunity to sell our unit and be able to buy back in to the same neighborhood which is our preference, but our deal is about to fall through within a few months time, and I have to assume a big part of this is due to indecisiveness by City and Council. Developers are getting frustrated and ready to walk away from pending deals which would bring so many benefits to the neighborhood, amenities for the city, and a variety of home options which are affordable. Current owners in this area are losing out on current property value opportunities, and ultimately a deteriorating neighborhood in a prime re-development zone sits idle. As a new family, we are quickly outgrowing our space. We want to stay in this area or in Port Moody but there aren't any mid-range affordable options - so it will force us to likely move to Coquitlam if something doesn't change here first.
I think we need to be very careful regarding nimby's and be realistic regarding housing along the transportation corridor. It seems that once people live here - they dont want others to move here :). It is unrealistic, short sighted and narrow minded. We need to have a controlled growth to accommodate new families. Look at new ways of building so people can sub divide lots or build carriage houses for adult children or aging parents. I also think we need to be very careful how we use by laws and building codes to 'regulate' people regarding building homes. I also hope we dont have politicians using community growth as a scare tactic.
Yes. The key questions about affordability were phrased "as it applies to you." I'm comfortable, but I care very much about the affordability of housing for other folks who don't have the equity I was fortunate enough to acquire. I care about people who want to live here but can only afford sub-standard housing.
We love Port Moody and want to stay here to raise our family, but we will outgrow our rowhouse in a few years and are concerned about finding a single, detached home in the area in our price range.
This is the worst survey I have seen from you. How you will get any.meani gful information is a mystery. What is worse is that even if you manage to identify housing needs you have no financial ability to do anything about it. Affordable and social housing is the purview of the Provincial and Federal government. Stop wasting our tax dollars on this project.
We need to build more homes of all kinds but particularly those needed by families to raise kids. I know many families who simply cannot find suitable housing.
One of the things that attracted our family to Port Moody was the walkability and ease of access to both transit and nature.
We need more medium density buildings, not high rises, and more town homes with 1-2 car garage and some condos and townhomes homes with own separate entry and more ground level walk-in options
If I had to buy today, it would be unaffordable.
Housing prices in Port Moody are not in line with average or median incomes and will perpetually be unaffordable. The city needs to take a more active role in working with other levels of government and partners to encourage housing solutions that are not tied to the current market. More land trusts and cooperative housing is needed that allows people housing security and affordability.
Love the mix/ detached homes to row homes to condos. Taxes disproportionately high for single fam dwellings compared to other municipalities, however.
I am disappointed in the lack of imagination for the new housing being built in Port Moody, much of it being the same cookie cutter type of building instead of innovative, sustainable design. I would like to see more Newport Village style developments with commercial and residential mixed together so the need to drive for essentials is decreased. I live up Heritage Mountain and LOVE the green space trails that allows for walking and getting out in the fresh air, so thankful that the mountain of tree areas was not destroyed for housing, but the area does lack commercial resources so driving is necessary. Many of the people that live on my street have been there for years. We moved in when Forest Parkway actually went into the forest.
Love this community thanks to the Port Moody police. Love Rocky point park, hiking and biking.

Do you have any other comments about the current housing situation in Post Moody?

No
I really think we should stick to our projected number of 50,000 and not keep adding housing units beyond that. We need amenities and, most importantly, green space such as trails and parkland. Rocky Point and the Shoreline Trail are already oversubscribed. Adding more people than the city can handle detracts from our quality of life and does NOT save money, either in terms of the tax base or in terms of making housing cheaper. Traffic, of course, is also an issue. We should focus on increasing business and industry in Port Moody, so that the people who live here can work here as well.
I am very concerned about the lack of housing appropriate for seniors who are independent but would benefit from living in a co-operative type of area with other seniors who could assist each other as needed and provide for social contacts (indoor and outdoor areas)
Prospero Realty is screwing 200 families. They are NOT providing the housing options they claim and they are tricking people into moving into buildings slated for demolition.
Worried about the future and how my children will be able to afford housing in the Port Moody and the surrounding area.
I feel senior housing is a disaster in Port Moody and there should be major changes to make affordable housing for seniors!
This is a time of major upheaval in the Tri-cities area and Port Moody is experiencing pressure as a bedroom community for Vancouver and as a community in its own right. Housing costs all across the Lower Mainland are astronomical and totally out of line with most people's current level of income. When 60-80% or more of a person's or family's budget is allocated just to maintain a roof over their heads, this is not a good thing. And as a growing community with a rapidly increasing population due to skytrain convenience to downtown and Surrey, there is pressure to construct affordable housing. How to do this is not an easy question to answer.
Housing in Port Moody is not affordable for first time buyers with an annual income less than 80K
Great city to live in. Love my community.
The reason I said my housing situation was "somewhat secure" instead of "completely secure" is that developers are hoping to destroy my neighbourhood and put up highrises.
This is becoming a city for the well-off. Developers/speculation are driving the cost of land up and new product is not affordable. I'm angry that in the past council has okayed conversion of rentals to strata, and that affordable options such as manufactured home parks are gone from the city.
It's getting too dense. The amenities cannot keep up. And moving up from a townhouse to a single detached home is next to impossible so we would lol probably be moving further east.
Affordability is the biggest concern for first time home buyers.
Seems to be a headlong rush to push up towers and high density row homes. Nothing where a senior can consider Port Moody for an age suitable townhouse or senior detached housing
I don't have comments about housing but I most certainly have comments about some of the filtering comments. Well I completely understand how questions such as do you live here and what city do you work in help define other needs besides housing and might be helpful I cannot not in any stretch understand why for a housing survey you need to ask about gender, ethnicity, or income.
Housing here is so expensive if you have kids. We can't afford to save up for a down payment on a home because all of our money go towards rent and basic needs. Would be great if things could be more affordable within reason obviously. It feels like we'll never be able to own our own home until we're old.
I think Po Mo has a wide variety of homes for all lifestyles and budgets and that is what I like about the City. Keep the status quo and expand it. It is working.
I believe Port Moody needs substantially more market housing to help reduce overall housing prices in the lower mainland to accommodate increased intraprovincial, extraprovincial and international immigration.
My family is not at a point where both me and my husband feel our jobs are stable or secure enough to look into home ownership, we're hoping that if the Coronation park development happens this would be an option for us, but right now we are not sure if we are going to be able to afford owning a house in this city, which we would very much like.
You can't cram all the density into the strip along the south side of the inlet and Inlet Centre. Some of the beige suburban sprawl that was allowed to destroy the mountain will have to densify too or the thing most people value about the City, the ocean, will be destroyed.
There currently seems to be a focus on developments in poor areas relative to convenient transportation access, park access, and ease of access

Do you have any other comments about the current housing situation in Post Moody?

<p>It would be great to know what the City has planned for the different areas of Port Moody, what project is already in progress, which are about to start and understand the full timeline around all those future developments. There are concerns in the community about how things might change and the City should do a better job at communicating their plans.</p>
<p>I wish the property tax is not so high compared to neighboring cities. Also hoping to have more walking distance amenities available.</p>
<p>Not enough multi-family units. PM should densify</p>
<p>I just hope there will be more truly affordable family rentals being built. There are some rentals being built but when a 3 bedroom apartment is 2800\$/month and that's considered affordable, that's crazy to me. I have watched the rental costs raise approx 30-40% since 2009 when I first moved to Port Moody.</p>
<p>Not one of the houses or property they rest on in PoMo is worth the \$600K-\$1M+ price range. How did we get to this point where people making \$100K/yr cannot afford a down payment for a family home, and why have all levels of government permitted this to happen?</p>
<p>I think there is more than sufficient affordable housing available. Would like to see continued house building and low rise condos and townhouses.</p>
<p>I worry about the trend to build multiple high rises in Port Moody. This is a small community, it's not meant for high rises everywhere. We have a housing crisis in all areas of housing from condos to detached homes. All of it is unaffordable for the average household to lower incomes. I see many new builds in my area, all of them apartments and they are market value. They contain less than 10% affordable units and with a housing crisis for the last 8-10 years, this is a really disturbing trend to me. Developers are providing the bare minimum. I see Port Moody trying really hard to meet the request of Greater Vancouver to add enough housing to our city to increase the population to 50,000 however it doesn't appear to be focused on building smart, just fast, as we work hard to please developers needs, Vancouver's needs, but not so much the community needs. While this may welcome new people, this is also pushing seasoned community members like us out. The new builds are increasing value all around us, increasing traffic congestion, increasing taxes every year (our paychecks don't go up every year). We live with constant construction noise everyday for the last 5 years at least. Its unpleasant. The rate of development and value of land is encouraging larger lots to go up for sale and be sold as an assembly or for increased density so people like us who are looking to buy a detached home in the area are finding it more and more difficult in a market where we are also competing with developers who have unlimited funds. Land is so valuable that knocking down a perfectly good home to build a monster home will provide the developer an easy \$1M+ profit. We can't afford to buy a larger home in Port Moody to fit our needs. Even homes that require significant renovations or are in rough shape are \$1M or more, because it's the land that is so valuable. Detached homes for median income earners must have a suite in order for the mortgage payments to be somewhat doable. Our family earns roughly \$100K/yr. We can't afford \$5000/month just for a mortgage. This is the cost of a home over \$1.2M (the average in Port Moody). That doesn't include food, bills, gas, car, kids, pets, activities or other life costs. I don't understand how average people like us are expected to pay \$8000+ a month on living if we were to own a detached home here. Its just not doable. Just because these new builds are being sold, it doesn't mean people in the community are buying them. Investors often purchase the homes and rent back to the community at prices that remain unaffordable and the crisis continues. I would like to see Port Moody work with developers who are more interested in playing an active role in helping our community meet its affordability needs when it comes to housing. I think its also very important that affordable homes be incorporated into the same buildings as unaffordable ones because segregating people into "poorer" units VS "expensive units" just creates stigma. Our housing situation is very frustrating for us because we have to move out of the community we love and have made our home for the last 9 years in order to get what we need but our issues are minor compared to those who are struggling to have a roof over their head and pay more than 40% of their wage for rent. These people should be a priority when it comes to housing. We need to take care of our neighbors and show more compassion. Right now, I don't see that happening. We can't even create a homeless shelter because we're focusing on the wrong people-the arts community doesn't want to lose art space for 60 days a year, people who have roofs over their heads and other spaces to creatively do art! So we keep people out in the freezing cold and continue to "talk" while people's lives are at risk. It's mind boggling. We need to care more about those who don't have the basic necessities of life and put "extras" aside until those are cared for.</p>
<p>Worried about infrastructure such as traffic and roads. Much development in high density but no road improvements is making commute longer and longer especially once get into Port Moody, rest of commute moves better.</p>
<p>need accommodations to support growing families at different stages of life</p>
<p>More townhome opportunities in Moody Centre please, otherwise going to leave Port Moody</p>
<p>need lots more housing and restaurants</p>

Do you have any other comments about the current housing situation in Post Moody?

I would like to have the option to buy a place, at the moment it is quite unrealistic for me and my partner. We really love this city and its a place we would like to settle permanently but with the current prices it is something that doesn't seem doable. I wish there were more options and programs for our generation to be able to invest in a home.

I find this push towards "Heritage Character" to be an example of colonialism. Let's build diverse communities and attract progressive residents.

I hope we can go further than what other Municipalities are doing especially in the large tracts of land that are now being redeveloped.

Please keep Port Family oriented. Young families have to move further and further away due to affordability. It's heartbreaking.

I'm concerned about the availability of affordable housing for families in Port Moody. I am very well off, and I'd like to see others have access to good housing in my area too. We have neighbourhoods in Port Moody with lots of large (some RIDICULOUSLY large) single family homes, and I would like to see us moved to more mixed neighbourhoods. I used to live in North Burnaby, and there was a good mix of duplexes and small townhouse complexes that enriched the neighbourhood and allowed people of different income levels to live together in the same area. I would also like the City to support co-operatives in a big way.

The best case scenario is to provide slow improvements in housing options, with smart development and re-development approvals, but don't change the nature and character of the existing neighbourhoods. Stop saving dumpy old houses as "heritage" when they have little or limited architectural value. Implement smart architectural controls on re-development to create an appropriate fit within the neighbourhood.

I truly love Port Moody no matter living in a small cabin or better accommodation.

While I appreciate that Moody Centre is densifying, and I think that it makes sense to have apartment complexes on St. John's and other major streets, I do not think it fits the character/layout of neighbourhoods to have large/tall (including 6 storey) apartment complexes on smaller side streets (like St. George etc.). I also do not think it makes sense to be adding smaller apartments to the community in large numbers, when the majority of people that I know that have moved out here/are thinking of moving are looking for more space for their growing families. Something like a townhouse complex adds density while also providing the options that people are looking for (more space etc.).

would like to see more three bedroom townhouses and apartments built to allow families to move to port moody.

I moved here from Vancouver as we were working from home in a tiny 2 bedroom flat. In Port Moody, we're able to afford a brand new townhouse and now knowledge workers all have to work from home so a 4 bedroom house is no longer a 4 bedroom it's a 2 bedroom with 2 offices basically as each of us works 60 hours a week from home so for this Port Moody was a regular refuge for us. The pricing, however, was creeping up every month during the pandemic, and eventually, everything sold out we were lucky to grab something before it was all gone. I'm concerned by how quickly and also not rationally understanding why the housing got pushed up so fast so quickly and I could see a repeat of Vancouver here if it's not managed. Also overbuilding the City would take away it's charm so that's a catch 22. I would say what's being built right now is good and should supply ample new housing stock the problem is the prices are again being pushed up, there should be a price freeze, price ceiling implemented. The taxes City of Van invented was a bunch of nonsense, you need to cap the prices, pure and simple, sorry folks are not going to like it though and probably hard to sell to homeowners, myself being one of them but I could see myself voting for the greater good.

I have a problem with Port Moody and the entire lowermainland thinking that high rise apartments are the solution to housing issues. They are not It causes high density which in turn puts a huge strain on every part of the infrastructure. Water, sewer, garbage, parks and all public places. This density raises the property taxes and costs to everyone. We should not build 6 story frame apartments either, they will be huge fire traps, no matter what precautions are taken. The ever increasing building has a negative effect on all residents by constantly being in a construction zoneit never ends. If you look at Vancouver it is so dense in the downtown core that you can no longer see the mountains or the water from anywhere on the streets. It is very ugly!! All you have to do is look at European cities and see that they have a limit on building heights in their OCP and it is usually around 5 to 6 stories. Maybe here is a thought..... we slow building down and not let as many residents in. It would cost less for upgrades and be a more manageable city. Just thinking!!!

In order for Port Moody to thrive and be a place that business wants to settle in, we need to be far more progressive and creative in attracting residential developers to provide quality high density affordable housing along our transit core while respecting the existing neighborhoods with the more traditional lower density housing.

I grew up in Port Moody and now I am back. I am happy about the changes that have brought more local businesses and transit. However, we need more housing, and more of ALL types; not just condos. And I am concerned about recent land collections that will really eliminate affordable housing, particularly larger units that can accommodate families.

Do you have any other comments about the current housing situation in Post Moody?

There is no housing in Port Moody for middle income earning (never mind low income) families. Impossible to find a 3 bedroom home of any kind within a reasonable budget but usually there is no inventory. I've been looking for 2.5 years now. We are 5 people squished into 2 bedroom. The housing scene in Port Moody is disturbing for families who need to rent.

It's too expensive.. but sells fast..to people who don't have community at interest. Who is profiting!!? We need more quality housing without strata.

I'm feeling frustrated with the way Port Moody is changing. I've loved here for almost my entire life. It is losing its character and turning into another metrotown high rise community. The skyline was once beautiful and now is turning into industrial cement. I'm frustrated that no effort is being made to allow more single family homes. Not all of us want to live in a cramped townhouse near a skytrain station. I just think there needs to be more thought into the many many high rises coming and lack of single family homes. And what about the hospital? What about our schools? What about our traffic? It's all going to be over run with people from all these high rises. As a teacher I know the schools are too small here to take care of the growth

Our family loves Port Moody, and my child grow up here. We hope Port Moody being safe and family oriented community.

I have serious concerns about the type of future housing considered for development in Port Moody, especially dense apartment and townhome living. There is a critical need for living spaces with 2+ bedrooms and yet I see so little development that considers that type of space. If we look at the housing needs of future residents, many require 2 bedrooms plus a den or three bedrooms (1 or 2 bedroom units alone are not enough space). I would be happy to have a conversation about this in more detail as I feel it is a very important topic that Port Moody needs to consider as our city is in an especially unique turning point in terms of choosing the type of housing we can develop (mimic other cities in terms of dense 1 or 2 bdrm) or carry on with our family-oriented city and build housing that accommodates families. However, in order to do so, we need to build housing that meets the needs of a family (minimum three people living in a house, and assuming 1 or 2 of those adults are also going to work in the home). Please contact me for further discussion.

There is no housing shortage in Port Moody contrary to what everyone says most especially contractors, construction bullies, land assembly guys and developers. It is also the "cool aid" message that everyone believes in or want others to believe in. The population of Port Moody or Greater Vancouver is decreasing and there is negative intra province movement. I want to see a housing registry in Port Moody so we can determine if these people living in these monster houses are paying their taxes or are we paying for these people in monster houses who do not work and do not pay taxes. We tell our kids that their mortgage should be 30 to 32 percent of their gross family income so they can still be able to do things even if they have a mortgage. Live within your means. With this Covid, people and families were confined in their homes - so we should think of how we can make wider hallways, meeting rooms where people can gather. Ensuring that there is a lot of "public" spaces. Public spaces means spaces in the strata complex or condo complex which allow the public to walk through. A lot of the buildings now in Klahannie, Suterbrook are not open to the public even if there is a lot of "open" spaces if you are not a resident of the buildings, walking through these areas are not usually allowed by these building stratas. They put signs of No Trespassing. Council should set the tone of housing in Port Moody and not let the developers and the construction bullies push them and dictate to them.

Densification needs to occur around the transit hubs. At these hubs there should be office space and residential as well as amenities (ie gyms, libraries, grocery stores, banks, etc). These hubs should allow residents to work, live and play all within walking distance. The hub will allow for workers outside of the hub to easily get to work. The size and quality of the office space should attract large businesses that can meaningfully contribute to the local economy and job growth.

I would like to see more affordable townhouses and single detached homes with actual yards. We are struggling with space, noise issues in a wood frame condo, lack of yard and being under strata rules. We moved here in 2017 due to work from small town [in the Interior] and the cost of housing here is insane. For what we paid for our condo here, we could of had a 4 bedroom home on a lake [in the Interior] and income to spare. It's sad to think our future children (and many children) won't be able to grow up in a home with a yard. Luckily we love Port Moody and the lifestyle here.

Cost of houses are high and I have already noticed one empty house on my street. Although anecdotal, Port Moody should study and release data on the number of unoccupied houses in the city.

My family loves living in and going to school in port moody, we are hoping to not have to move

Even with 2 above average full time incomes we cannot afford to purchase a home for 1 million dollars. Options for a decent townhouses for under 1 million dollars are scarce. A detached home is no longer realistic.

The "affordable" housing that is being in Port Moody is not affordable to anyone on income assistance or disability and they are the ones who need it the most.

Moody Center or West Port had lots of amenities when I first moved here in 1984, we lost our grocery store, drug store, youth center, library to New Port. All we have are hairdressers/barbers, restaurants/cafes and blow shops. The only corner stores we have are gas stations. I am a senior who no longer owns a car, so I take buses everywhere.

Do you have any other comments about the current housing situation in Post Moody?

It a good step to survey the community. I'm not sure you captured what I thought was the goal of the survey - affordability? Most mortgage calculators would say that you can afford a mortgage where your monthly housing costs are no more than 32% of your gross household income, and where your total debt load (including housing costs) is no more than 40% of your gross household income. if that is the definition, is that what your are trying to figure out based on income and then extrapolate that into housing prices of 1bdrm, 2, bdrm, 3bdrm, 4bdrm and more units to see if we fall into that definition? I can tell you that we as to likely most in our townhouse development fall into that definition of affordability. maybe you're asking about low income housing and if we should do more? I would say there is a balance to make a good community - if you want to keep people hear, have a good mix of 1,2,3,4 or more bedroom units. Families make communities - have developers build the right units. we can only support so many people - don't overbuild - it makes for a crowded community. Maybe a good approach is to understand why people live in Port Moody - for us walkability to parks, schools, businesses, restaurants, etc helps affordability , transit helps affordability, low taxes helps affordability....Port Moody is special to those who live here - get to understand why and work from there.

As mentioned, the insane increase in prices in this area have driven out a number of people that can no longer afford to stay in the community where they work, their kids go to school, or the homes they raised a family in. Areas are being rezoned to be developed for large condo projects, yet availability and prices only increase.

There seems to be more of a concern of pleasing developers than there is in maintaining Port Moody's community. People moved to Port Moody because it was not a community and had no desire to make it look like an extension of Vancouver. Even Burnaby has maintained a more community feel in the majority of areas than Port Moody has.

When I first bought in our neighbourhood I paid \$222,000 (2004) for a townhouse. When my ex wife and I separated we sold that townhome for \$370,000 (2014). I choose to rent in the same area to keep kids in their schools. I was lucky to find a location with reasonable rent. These same 40 year old townhomes are now selling in the \$700K mark and renting for over a thousand more than we rent for. This is not a port moody only issue, but as mentioned many of the people that were here before and volunteered in the community, gave them time to local events, coached youth sports, etc are being forced out. We will be joining them when our landlords sell next year and we will have no option but to leave the community we live, work and play in and that we have loved for over 15 years.

So expensive

Would love to see more affordable 3 bedroom places

It is expensive and impossible to buy a house in Port Moody unfortunately.

Designs need to consider accessibility to/from housing and reasonable mobility within the housing unit(s) layout. Some micro row houses are very impractical as designed for reasonable comfortable living.

Build more townhomes under \$900k. The Strand where we live is such a great example of a program that allowed us to purchase and stay in Port Moody

There is a lack of 3-4 bedroom townhomes that are affordable to families, even those who make a good salary. I'm concerned that many of the new developments being built are apartments with primarily 1-2 bedroom units and there is a lack of 3 bedroom units suitable for families. It is concerning that new developments proposed (Coronation park) will eliminate relatively affordable townhomes and replace them with more apartments. I'd love to see more developments like Klahanie with a mix of apartments and townhomes with space for residents with growing families.

Low cost senior living would be a good option to have.

Needs to be more affordable for single detached homes.

Please relook at the mandate against high rises. They take up less footprint. Have developers start designing condos for families. We need more condos. Huge shortage of product.

More affordable larger sized townhouses needed

As a business owner in Port Moody it is important to me that Port Moody has options for everyone. That all types of shelter and housing are available. I may live in an adjacent community but would move to Port Moody but cannot afford it

I believe you need to change building codes with regards to wooden structures and sound proofing. I live in a 4 story apartment bldg and am selling because of noise. Noise consists of hearing absolutely every movement of my neighbors. This includes, walking, jumping, peeing, bathing, arguments, intimacy etc. Police have been called but there is nothing they can do. Strata Mgmt. cannot do anything also. When I see all the development of wooden structured apartments that are being built it is very disturbing. A questionnaire about housing should include "Health" issues. I am moving because I am constantly bombarded with my neighbors life style and am literally going crazy. I have

Do you have any other comments about the current housing situation in Post Moody?

heard this complaint from my area "Sutterbrook and Klahanie" Would love to stay in Port Moody but I think your creating "Slum like" neighborhoods with so many wooden structures being built. Not only 4 stories but 6 stories or more. When you renovated city hall you added a heavy budget to install sound proofing materials. I think this should be added to ALL new builds. So to your questionnaire about "Housing Needs". Please change the building code to include sound proofing to wooden structures. Cement structures are not affordable.

I worry about the lack of housing options for those with little or no income. Port Moody has no supportive housing or shelter services and family units are also in need.

Our family likes Port Moody for now but will most likely leave when we're ready to buy a home.

I grew up here and I don't want to move away but I probably have to.

The City needs to stop approving large 'monster' homes and look at the alternative of building 2 smaller homes on these lots, there are alot of people in Port Moody that would like to be in a single family dwelling but not with a huge lot, i.e. seniors, young busy families. These homes could create more of a community unlike the huge homes being built, like along loco Road. There are virtually no options for single family residences, duplex or townhouses for people who want to downsize and stay in Port Moody. There is an opportunity to create smaller homes on smaller lots rather than one huge home on a lot, use it or you will see people downsizing to other communities.

Key themes of comments regarding current housing situation in Port Moody.

- Concern regarding senior housing, assisted living and nursing homes and lack of its current availability; would like to see more co-op living situations.
- Belief that there is a lack of affordability due to the current rate of development.
- Affordable housing does not directly impact some residents as they have been living in the community for numerous years. However, they are still worried for the overall wellbeing of the community and its affordability.
- They would like to see more forms of diverse that are inclusive of various family types. E.g., carriages houses, townhouses, single-family homes.
- Some would like for more new development to include housing with 2+ bedrooms.
- A considerable amount of people would like to see more public spaces, restaurants, and amenities for the increased population and residency.
- A few are worried that densifying Port Moody will take away its current charm.
- Residents would like to see better design layouts for row-housing.
- Residents have grown up in Port Moody but will have to move when they are ready to buy a house due to affordability.
- Want to see the prevention of larger homes being built on larger lots.
- Residents would like to see denser and affordable housing in transit oriented areas.
- A few believe that the heritage character identified and to be retained according to the City have little or limited architectural value.
- General concerns about future housing affordability and the ongoing impacts of new development.
- Some can't find affordable single detached family homes.
- Few are not impressed with the ongoing development and they way it has been altering single-family neighbourhoods.
- Lots of people appreciate the access to nature and trails, would like to see that continue and hope future developments do not negatively impact that.
- Some are not happy with the increase in traffic and the road conditions. New infrastructure is impacting road conditions and increasing commute times.
- Many are worried about families being pushed out of Port Moody due to affordability and resulting in the City becoming less family oriented.
- Residents would like to see increase in density.
- Residents believe that increased density is not contributing to affordability and is in fact resulting in increased prices, traffic, and strain on community needs.
- Residents would like to see walkability increased and provide accessibility to more amenities.
- A few want to see sustainable design features included into buildings that are practical.
- Costs to maintain old units are increasing and new developments are not affordable.
- Residents would like to see more communication from the City in regards to how neighbourhoods will change.

APPENDIX C:

Excerpts from Focus Group Engagement

Our Current Housing Situation

Tell us one word to describe housing in Port Moody

Expensive

Privileged

Somewhat
affordable
is in poor
condition!

Limited

Lacking

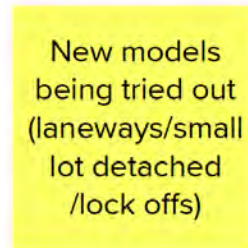
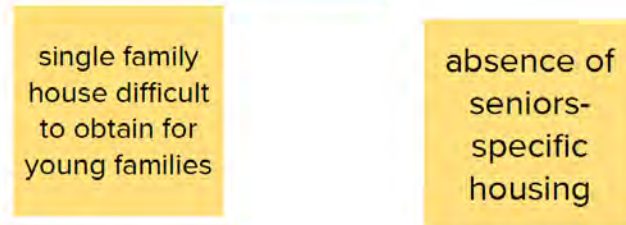
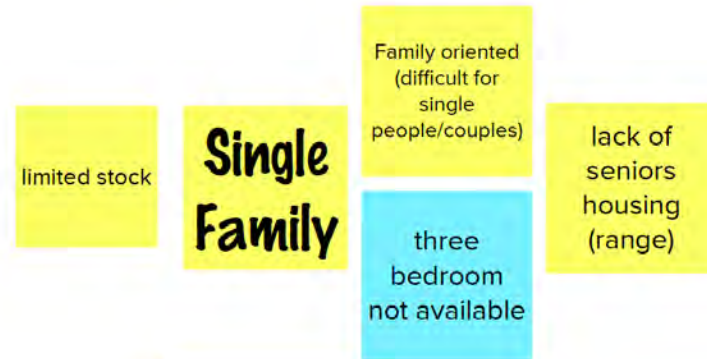
Variable

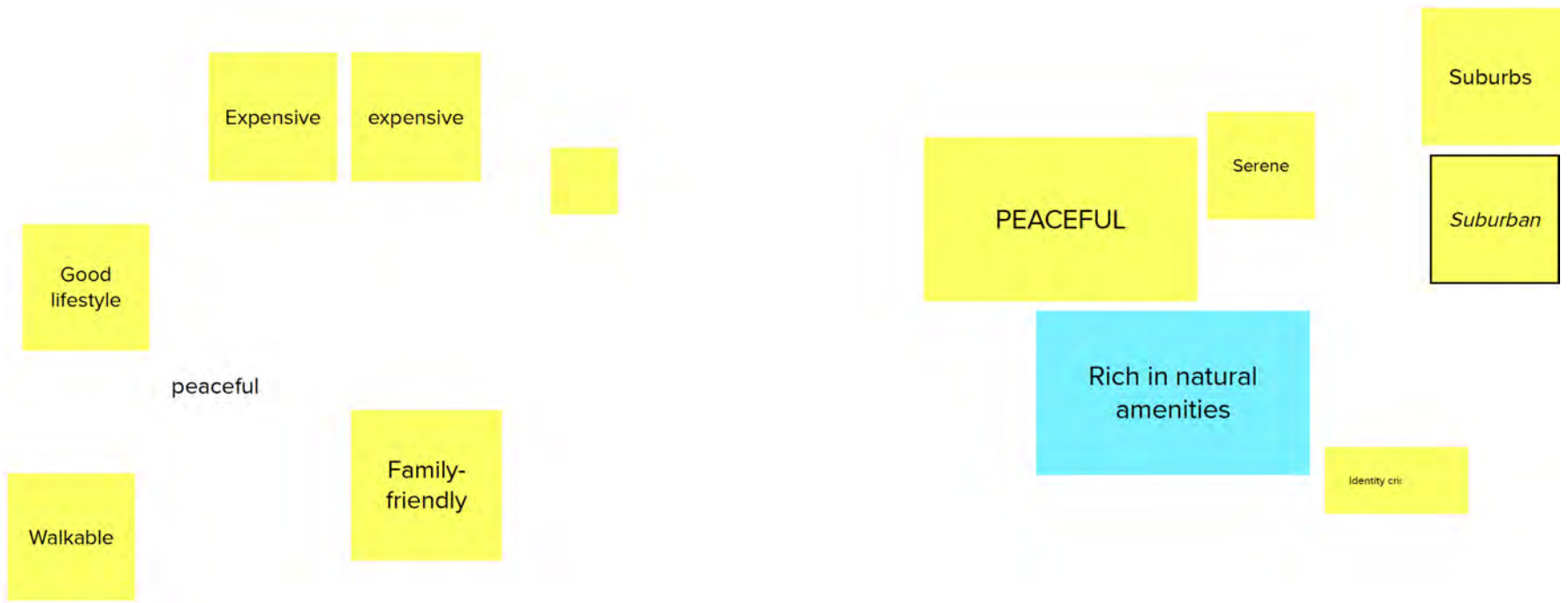
Beautiful
City

Good
amenities if
you can find
the housing

Not enough
affordable 3
bedroom
rentals for
families

Hopeful





Who

Tell us who needs housing in Port Moody

Peoples with diverse abilities, Seniors, changing family dynamics, Next Generation of PoMo Families ie kids, students, with their own families.. All People in community.

Youth fleeing bad home life

Person's with developmental delays

All demographics

Immigrants

I think it's a bit of every demographic. Seniors represent a growing number of homeless. Newcomers. Persons with diverse/accessibility needs. Families

Seniors

families

Young Families

Persons with mental health support needs

People who need supportive housing

Anybody who wants to be a part of the magic that is Port Moody

People on very low income: basic income assistance/pwd

Low Income Households

People with substance use issues



What

Tell us what kinds of housing are needed in Port Moody

Wide range of sizes, including bedrooms, outdoors spaces, but also pricing/affordability. Socially welcoming spaces- i.e. Townhome complexes with outdoor community spaces, playgrounds & amenity rooms that are used, open plan stairwells/ramps that encourage people to connect and loiter outside together. Socially activated residents who use tools (including social media/virtual especially during this time) to support each other.

Housing first

Abstinence based/ transitional housing

Addiction Supportive

Addictions supportive housing

Senior Accessible

affordable and inclusive housing

Safe Housing

Continuum of Care

Housing designed for single people/a community building

Transitional Housing: for addictions, homelessness, leaving an unsafe situation

In looking at the Housing continuum graphic, we need everything under the non market area. Actually we need it all...but many of our vulnerable community members need to move through the continuum in hopes of entering Market Housing. PoMo (and the TriCites is sorely lacking in the non-market area.

Single Room Occupancy: just big enough or a place to start

Accessible for mobility

Community strength based

Smaller housing projects dedicated to different demographics

Second stage housing

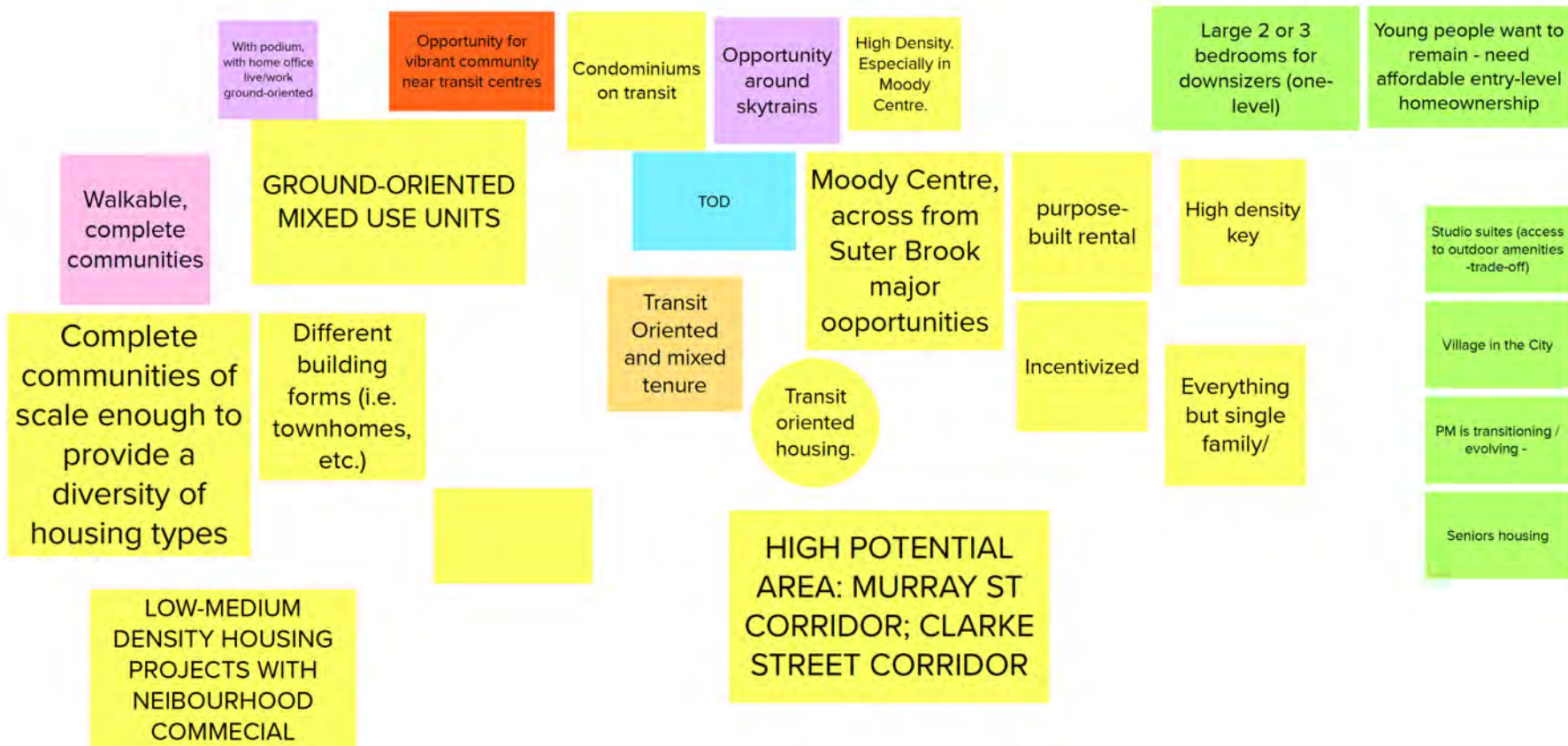
Mixed tenure housing

Mixed Housing

More affordable rentals

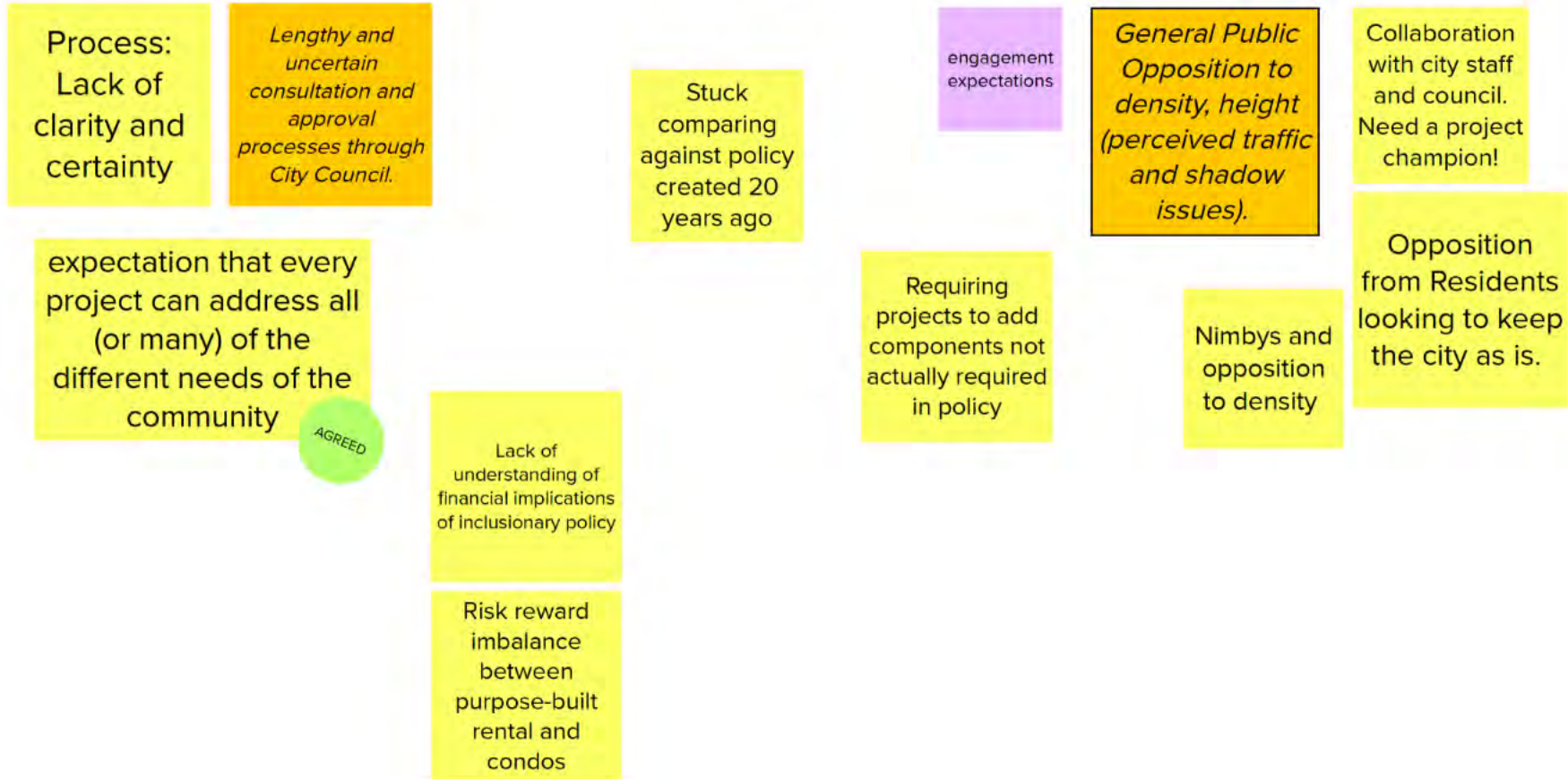
Housing programs on the top, services and supports below, all in ONE building





Hurdles

What are some of the hurdles to delivering the types of housing projects you're interested in pursuing?



Creative Solutions

What creative solutions could address these hurdles?



APPENDIX D:

T.O.D Analysis Assumptions

T.O.D Analysis Assumptions

The high-level spatial analysis was based on a land development potential evaluation of development parcels located in close proximity to public transit / the frequent transit network. It is important to consider these unit estimates as the possible maximum unit potential *permitted by the land use framework*, not the maximum number of *plausibly developable* units. Many factors may limit or completely eliminate the development potential of any given site.

- Developable parcels are those with land use designations that do not conform with the current zoning.
- Estimated potential dwelling counts are based on the unit sizes and ratios (table below) rounded to the nearest five, and assuming 82% efficiency of residential area (or 92% for townhouses, which are only estimated *where apartments are not otherwise possible*). Developments typically achieve a higher efficiency, but it has been decreased slightly to compensate for setbacks, provision of site amenities, and other unique site challenges not captured in this scale of analysis.

Table 1: Unit Size and Ratio Assumptions

Unit Type	Apartments		Townhouses	
	Ratio	Size (sq. ft.)	Ratio	Size (sq. ft.)
1 Bedroom (small)	20%	550		
1 Bedroom (standard)	35%	600		-
1 Bedroom (large)	15%	675		
2 Bedroom (standard)	15%	800	15%	900
2 Bedroom (large)	5%	950	20%	1,000
3 Bedroom (standard)	8%	1,050	35%	1,200
3 Bedroom (large)	2%	1,300	30%	1,400

- Low build-out estimate assumes no lot consolidation occurs; high build-out estimate assumes maximum possible consolidation of adjacent parcels with the same designation. It is unlikely all parcels can be successfully consolidated, and other site conditions may limit the developable potential of any given parcel.
- In the scenario with consolidation, only areas with new, non-conforming designations are typically amalgamated. It is assumed parcels with existing multi-unit or CD zoning will not consolidate with adjacent parcels for redevelopment, although this could be theoretically possible. The only exception is for RT zoned parcels, as semi-detached dwellings are deemed to be underutilized in these areas and they could present an obstacle to development feasibility in the Moody Centre area (i.e. adjacent lots with current RT zoning were consolidated with adjacent Multi-Family Residential designated parcels). Parcels with RT zoning were generally considered to be non-conforming with the Multi-Family Residential designation despite technically being classified as multi-unit housing in the Zoning Bylaw.
- Laneways are assumed to always be retained in consolidation (i.e. adjacent parcels flanking a laneway are not consolidated).
- It is assumed CD Zones are recently developed and will not see any short-term change.
- Two storey limits are assumed for Mixed Use and Multi-Unit designations without height limits otherwise indicated in OCP Map 11.
- For Multi-Family Residential designations, the most intense/dense zone meeting the minimum lot size and height limit is applied. Best attempts are made to match zones with site specific height allowances. Townhouse zones are only applied in Multi-Family Residential Districts where apartments are not possible due to Zoning Bylaw restrictions; although, all parcels where apartments are viable *could* theoretically be developed into townhouses. For example, given a parcel of sufficient size to allow for RM8, but with a 2-storey height limit, RM3 is applied to match the height limit. If that same parcel allowed for 4-storeys, RM5 would be applied.
- While the RT zone (Semi-Detached Residential) is under the Multi-Residential District designation, it is assumed this zone will not be applied in these re-designated areas. RM2 is applied over RM1; their Zoning Bylaw provisions are similar except RM1

allows for semi-detached housing in addition to townhouses. It is assumed this designation intends for true multi-unit development in the transit-oriented core rather than duplexes. Staff note RT, RM1, and RM2 zones are considered dated and are being phased out of application, however, many parcels could not meet the minimum lot size or height regulations for any other zone.

- For Moody Centre Mixed Use parcels where lot size permits a more intense zone, but the site-specific height limit is for less than the zone would typically permit the height, is adjusted down, but the FSR of the denser zone is still applied. The maximum permitted FSR cannot typically be achieved in these cases. For example, where there is sufficient site area for CRM2, but the height limit is for less than 6-storeys, an FSR of 2.5 is still applied with the lower height limit (although it may not be achievable, as at least three storeys would be required surpass 2.0 FSR). However, it does not go the other way: where the lot size only permits CRM1, but there is a height limit of 6 storeys, the height is reduced to 4, as permitted by the Zoning Bylaw for CRM1.
- It is assumed the first floor of Moody Centre Mixed Use parcels will have no residential floor area, while all floor area above this is residential (i.e. there is consistent first floor commercial with residential units above for these designations). For Mixed Employment parcels, the first two storeys will have no residential floor area, with the floors above assumed to be residential.
- Development feasibility assumes no provision of variances for lot size, or height. A parcel is only considered developable if it fully meets the zone's definition in the Zoning Bylaw. Furthermore, the site-specific impact of setbacks are not considered; however, the ability to achieve the maximum FSR of any given zone is tested against the lot size, permitted height, and achievable floor area. In some cases FSR is the limiting factor, while in others it is the height.
- Where there is density bonusing available for underground parking (i.e. RM4), it is assumed the bonus will be sought and approved.
- Inlet Centre Mixed Use: only parcels without existing multi-unit housing are considered. Assumed 3.0 FSR is achievable, and no parcel level analysis has been completed. There are no zones meeting the spirit of this designation. Low scenario unit estimate is 80% of the high estimate.

- High Rise Residential: assumed 3.0 FSR is achievable, and no parcel level analysis has been completed. There are no zones meeting the spirit of this designation. Low scenario unit estimate is 80% of high estimate.
- The unit range for the Moody Centre Transit Oriented Development designated area has been provided by Port Moody staff based on current proposed projects.
- The total unit count for the Oceanfront District designated site is provided in the OCP. A similar ratio to the Moody Centre TOD area was applied for the lower range.
- Four developments currently under construction, or recently approved, were excluded from the analysis, totaling 674 apartments and 62 townhouses:
 - Inlet Centre Parcel D (300 Morrissey Rd): 512 apartments
 - 2002-2014 St George St & 2003-2009 St. Johns St: 162 apartments
 - The Johnson (2801 St George Street & 135 Hugh St): 47 townhouses
 - Bayview Heights (2317 St Johns St): 15 townhouses
- Assuming all parcels identified to have development potential do re-develop, it would result in the loss of 224 existing residential units. While data is not available to determine current individual unit sizes or types, units by current zoning of re-developed lots is presented in Table 2 below:

Table 2: Unit Size and Ratio Assumptions

	RS1	RT	RM1
Units Redeveloped	197	22	5
Total		224	

Figure: Residential Development Potential within the Frequent Transit Network, Port Moody



Development Potential	Transit Stops	Frequent Transit Walkshed	TransLink defines the Frequent Transit Network (FTN) walkshed as areas within:
<ul style="list-style-type: none"> Development Potential Master Planned Sites and Special Study Areas Low Re-Development Potential or Under Construction 	<ul style="list-style-type: none"> SkyTrain Station West Coast Express Station FTN Bus Stop 	<ul style="list-style-type: none"> Combined FTN Walkshed Bus Frequent Transit Walkshed SkyTrain Walkshed 	<p>- 400 m of a frequent service bus stop; or</p> <p>- 800 m of a rapid transit station or exchanges</p> <p>400 m and 800 m approximately correspond to a 5 and 10 minute walk, and is considered the typical catchment for the frequent transit network, depending on service frequency, speed, and comfort. For example, riders will typically walk further for SkyTrain service than to a bus stop.</p>

* Based on the presented analysis framework, half of this parcel, which is designated with two land uses and heights, is deemed to be low re-development potential due to a current conforming land use designation. However, as the parcel currently contains 88 strata townhouses, the high-rise designated non-conforming half may be challenging to re-develop without the entire parcel.



CITY OF PORT MOODY

Interim Housing Needs Report

Prepared by the City of Port Moody's Policy Planning Division

December 2024



PORT MOODY
CITY OF THE ARTS

Appendix E: Port Moody Interim Housing Needs Report

Question 1. The number of housing units required to meet current and anticipated need for the next 5 and 20 years, as calculated using the HNR Method provided in the Regulation

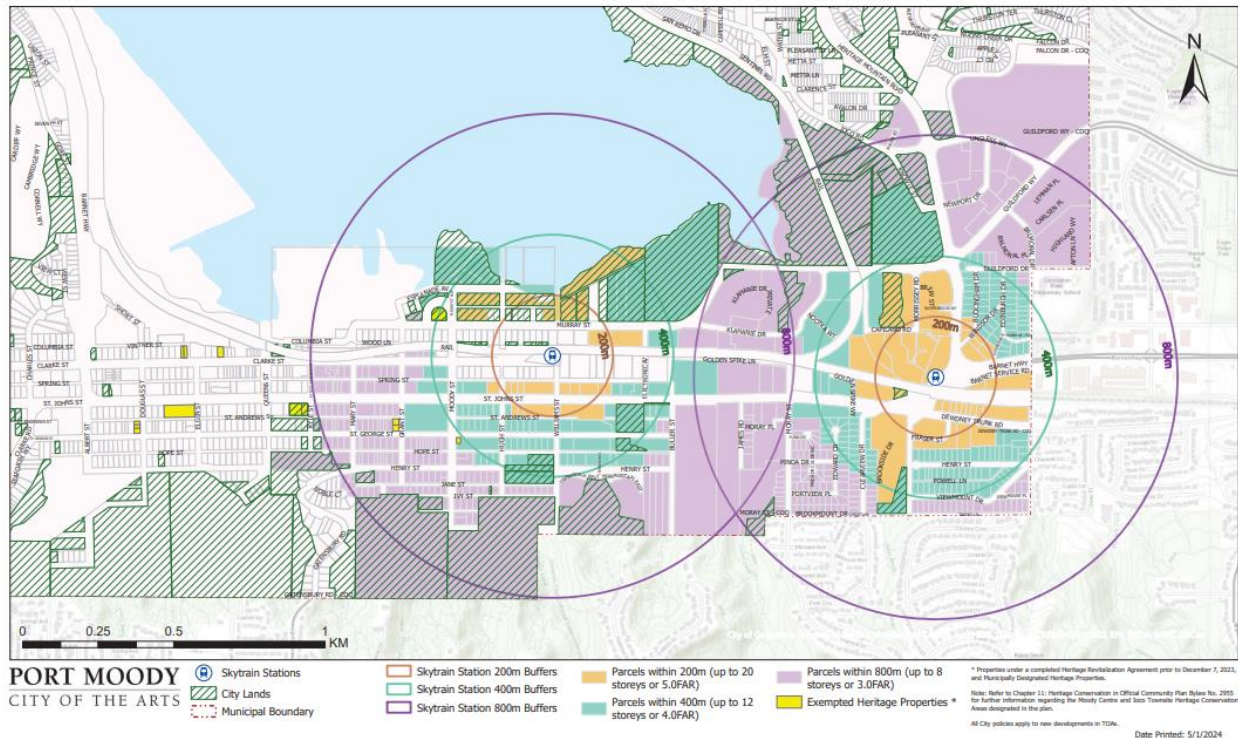
Table 1: 2024 Interim Housing Needs Report (Standardized Methodology) Key Findings, prepared by Metro Vancouver Regional District, Regional Planning & Housing Services		
Component	5-year Need	20-year Need
Extreme Core Housing Need	130	518
Persons Experience Homelessness	73	146
Suppressed Household Formation	117	467
Anticipated Household Growth	2,499	7,685
Rental Vacancy Rate Adjustment	0	0
Additional Demand	245	979
Total New Units – 5 Years	3,063	n/a
Total New Units – 20 years	n/a	9,796

Question 2: A statement about the need for housing in close proximity to transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation.

According to the 2021 Census, the population of Port Moody was 33,535 residents living in over 13,100 private dwellings. As demonstrated in the Metro Vancouver 20-year housing need calculation, Port Moody may experience a population increase requiring an additional 9,800 units. This increase of new residents is best absorbed in the transit-oriented areas around Moody Centre and Inlet Centre Stations as they have the increased capacity to absorb population density on a per-square kilometre basis. Recognizing this opportunity, in the Official Community Plan (OCP), transit-oriented development (TOD) policies are already established to encourage concentrations of higher density, mixed use development around transit stations. These TOD policies support high-quality, low greenhouse gas emission connections to the Skytrain, including improved transit, walking and cycling access. Prioritizing transit-oriented development was further enforced due to *Bill 47: Housing Statutes (Transit-Oriented Areas) Amendment Act*, resulting in the adoption of Port Moody’s Transit-Oriented Areas Designation Bylaw, 2024, No. 3465, which included a map designating Transit-Oriented Areas (TOA) in Port

Moody. The map of the TOA areas, and the corresponding densities is included as Map 1: Transit-Oriented Areas.

Map 1 Transit-Oriented Areas



By focusing housing in close proximity to transportation infrastructure, Port Moody can meet its sustainability and development goals for servicing and transportation infrastructure as greater density will be served by new or upgraded infrastructure. Additionally, by locating housing near transportation infrastructure, the City can encourage a mode shift towards more sustainable, lower emissions and equitable modes of transportation that do not rely on motor vehicles. The need for housing in close proximity to transportation also aligns with the Metro 2050: Regional Growth Strategy’s Goal 5: Support Sustainable Transportation Choices as aligning land use and transportation would enable a diversity of transit-oriented affordable housing options, shorter trips and greater access to services and employment opportunities.

Question 3: A description of the actions taken by the local government, since receiving the most recent Housing Needs Report, to reduce housing needs.

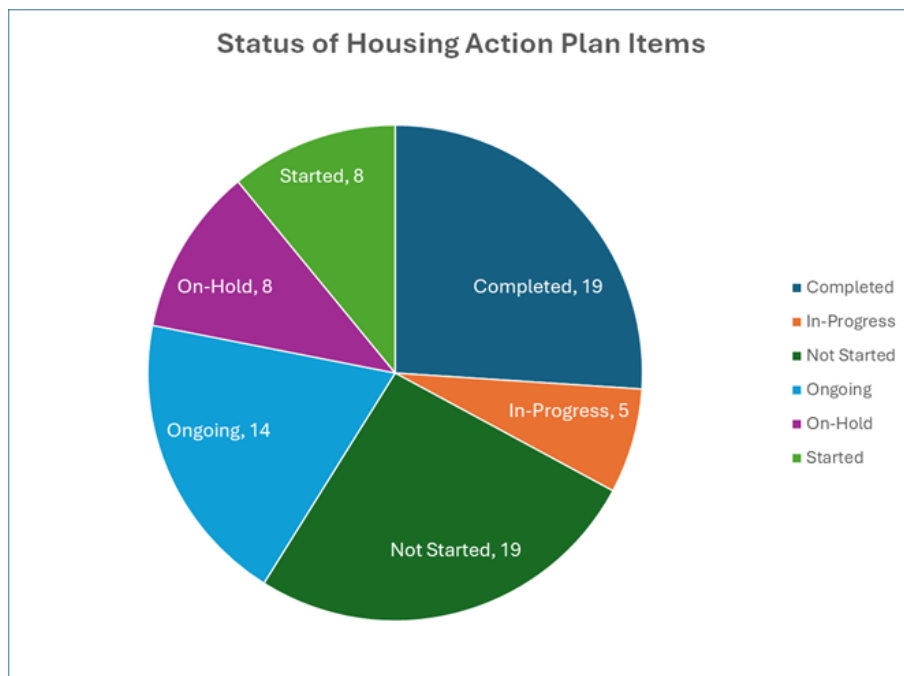
Since the September 2021 Housing Needs Report, the City adopted the *Housing Action Plan 2022-2032* which identified the following four strategic directions to guide the implementation of actions to support a healthy housing system.

- 1) Improve Affordability
- 2) Catalyze Rental
- 3) Diversify Housing
- 4) Be a Housing Champion

Under these strategic directions, 73 sub-actions were identified for implementation by 2032. Of the 73 sub-actions, 33 are complete or are continuously monitored due to their ongoing nature. For example, in the OCP, new townhome development is encouraged by creating a specific OCP designation to identify locations for suburban townhouses, fee simple rowhouses and stacked townhouses where appropriate. The City has also created guidelines and policies for the strategic use of city-owned land for affordable housing, developed a missing middle housing policy through the adoption of SSMUH requirements, and created a standards of maintenance bylaw.

For a detailed breakdown of the 73 sub-actions, their priority levels and completion status, please review Appendix F: Housing Action Plan Tracker. The image below provides a high-level chart on the status of Housing Action Plan Items.

Image 1: Status of Housing Action Plan Items



The City also adopted the *Council Strategic Plan, 2023 – 2026* which identified Healthy Community Development: Create complete and connected communities through balanced growth, with the Objective of Prioritize transit-oriented development and diverse and equitable housing options as a Strategic Priority Area. In addition, in response to *Bill 44: Housing Statutes (Residential Development) Amendment Act, 2023*, the City also amended its Zoning Bylaw to enable small-scale, multi-unit housing (SSMUH) by establishing unit maximums for all single-family and duplex lots. City staff are working on plans for guidelines and policies for the TOA and SSMUH.

In terms of more direction action taken to address housing needs, the October 2023 *Housing Target Orders* of 1,694 net new units by 2028 was received. As of this order, the City has completed 167 net new units.