

October 17, 2025

Delivered via email: hna.secretariat-secretariat.ebml@infcc.gc.ca

HNA Secretariat
Housing-Infrastructure Policy
Housing and Homelessness Branch
Housing, Infrastructure, and Communities Canada

RE: Canada Community-Building Fund Requirements: Housing Needs Assessments for Municipalities

Dear HNA Secretariat:

The original questionnaire submitted on May 13, 2025 has been revised to respond to additional information requested by the secretariat and as discussed on September 17, 2025. We trust that this revised response to the qualitative questionnaire now satisfies the reporting requirements of the Canada Community-Building Fund (CCBF). The City of Port Coquitlam staff have appended the following:

1. Revised qualitative questionnaire (Appendix 1); and,
2. A link to the current HNR (Appendix 2).

We gratefully acknowledge the CCBF funding which enables capacity to advance our community's goals. We trust that this satisfies the reporting requirements and that we will be in good standing to receive future funding through the CCBF. Please advise if you require further clarification on any of our responses.

Sincerely,



Ben Ricketts
Planner I, Community Planning Division
Development Services Department

Cc: Carly Rimell, Community Planning Manager, City of Port Coquitlam
Eric Nicholls, Director (PLUM) Planning and Land Use Management Branch Ministry of Housing and Municipal Affairs

APPENDIX 1: Qualitative Questionnaire for BC Municipalities

1) Please provide a brief history of how housing in the community has been shaped by forces such as employment growth and economic development, transportation, and migration. Please include any long-term housing challenges the community has faced.

Community Profile

Incorporated in 1913, Port Coquitlam developed slowly in the first half of the 20th Century but population and land development have increased steadily up to the present day. The introduction of new industries and availability of affordable land are key contributors to this growth, causing Port Coquitlam to be the fastest growing community in the Lower Mainland from 1991 to 1996.

Port Coquitlam has a population diverse in age groups, ethnicities, languages and lifestyle choices. The median age remains relatively consistent with the regional average at 41. The City is seeing a trend in a higher number of single parent and non-traditional household structures, which is also reflected across the region. These changing demographic trends have impacts on the types of housing, community services, and infrastructure needs. Port Coquitlam has also experienced increased immigration, with 25% of residents considered visible minorities. Between 2011 to 2021 there was an 8% increase in the number of community members who were born outside of Canada.

Changes in the population and a limited supply of undeveloped residential land have created new challenges for housing with the majority being infill in existing neighbourhoods. While the population is aging, young people will form a higher proportion of the population in the coming years and household size will continue to shrink. Many people want to live in ground-oriented housing but affordability limits opportunity, as such the City needs to work to support greater housing options.

Housing

Housing affordability is becoming a real concern in Metro Vancouver due to increasing population and land costs. There is an increasing number of households spending 30% or more their income on housing. The affordability gap impacts non-census families, such as people living alone, the most. Median-earning lone-parent families are unable to afford a median-priced two or three-bedroom unit without paying more than 30% of their income, while median-earning non-census family households have to pay more than 50% of their income toward rental costs. No median-earning households can currently afford a single-detached dwelling. While townhouses and condominiums are more affordable, couple families (both with and without children) would pay more than 30% of their income toward shelter costs for a townhouse.

The relative percentage of single-detached homes in the City has significantly decreased with the rising supply of multi-family housing such as duplexes, townhouses and apartments. Higher density developments are currently concentrated in the Downtown and near commercial areas, parks and transit services. Future development of new higher density residential will involve lot consolidation and redevelopment.

Employment and Economic Development

The number of residents in the labour force far exceeds the number of people who work in the City and a balance in this ratio is desirable so that more residents can work close to where they live rather

than having to travel elsewhere in the Region. As the City grows it needs to respond to the changing needs of the community and determine what directions to be pursued and what actions to be taken to strengthen and diversify its economy. A healthy economy is needed to remain attractive to potential residents, visitors and investors alike. However, there is a challenge in providing the appropriate services and infrastructure to meet the needs of the community and it is important to ensure that the City promotes an emergent business industry, a wide range of business types and enterprises, an equitable tax base distribution, and the availability of local employment and business opportunities.

The most significant commercial growth over the last two decades has been in the Dominion Triangle. Most new development in the City will involve the redevelopment of existing sites. Industrial development in the City have increased significantly over the last two decades. The Davies area and Meridian Industrial Parks are developed to capacity and a limited amount of industrial land is left for build-out in the Mary Hill Industrial Estates and Broadway areas. Industrial uses are now being developed in the Dominion Triangle. There are increasing numbers of people who operate home-based businesses, who are becoming a significant part of the local economy.

Transportation

The transportation system must meet the mobility needs of the communities attaining cost efficiency and maintaining, or even improving the character and livability of the City. As land is developed and the population and workforce grow, the demand on the transportation system increases. It is crucial that the system match the pace of development so that it functions efficiently and enables us to be mobile in day-to-day activities. Transportation also supports the economy by ensuring the efficient movement of goods and services. Metro 2025 supports the City's transportation initiatives through Metro 2050, with similar regional goals of supporting sustainable transportation choices, focusing growth around urban centres and frequent transit development areas, and encouraging multi-modal trip generation.

In 2021, Port Coquitlam and Coquitlam completed the preliminary design for the Fremont Connector, a 4.7-kilometre new intermunicipal arterial road connecting Port Coquitlam to northeast Coquitlam. The proposed alignment follows the Fremont Street road allowance from Victoria Drive south to Lincoln Avenue, continues along segments of Devon Road, Prairie Avenue, and Burns Road before joining the completed segment at Dominion Avenue.

The Fremont Connector project brings important transportation improvements to support substantial growth in Coquitlam's northeast sector and provide relief from increased development related traffic that has strained road networks in both municipalities. Construction of the Connector remains an important project in both Cities long-term plans.

2) Please detail the existing municipal housing policy and regulatory context, including approved housing strategies, action plans and policies within Official Community Plans (OCPs).

The City has the following policies as it relates to housing:

- 1. Housing Action Plan (2015)** – The Housing Action Plan outlines how Port Coquitlam will meet regional goals for sustainability by providing housing that will contribute to complete communities. Municipal Housing Policies and Actions include:

- a. Bonus Density and Social Housing Amenity Fund
 - b. City-Initiated Development Applications
 - c. Adaptable Housing
 - d. Small Residential Lots
 - e. Infill Housing Study
2. **Affordable and Family Friendly Housing Policy (2018)** – Port Coquitlam adopted an Affordable and Family Friendly Housing Policy and amended the Density Bonus Policy, Zoning Bylaw and parking regulations by:
- a. Ensuring all new multi-family housing projects include at least 25 per cent family-oriented units and at least five per cent three-bedroom units
 - b. Supporting the creation of more family-friendly amenity spaces
 - c. Requiring that 10 per cent of additional density achieved through rezoning and Official Community Plan amendments be secured non-market rental units
 - d. Reducing parking requirements for three-bedroom units and non-market rental projects, and allowing partial payment cash-in-lieu for secured market rental projects
3. **Density Bonus Policy (2023)** – Outlines Port Coquitlam’s policies regarding allocating cash in lieu funds from developments utilizing bonus density to a Community Amenities Reserve Fund in order to provide amenities including the improvement of public spaces, creation and enhancement of facilities, and installation public art
4. **Official Community Plan (2013) – Section 7.2** – The Housing and Neighbourhoods section of the OCP, facilitate the provision of housing that provides residents with choice in housing form, location, tenure and price and to facilitate neighbourhood identity and connections between residents. This section outlines the types of existing housing in Port Coquitlam, how new developments are supported and regulated, including nonmarket housing, special needs housing, and housing in transit-oriented areas.
5. **Senior Government Policies** – The provincial government has introduced changes to the Local Government Act, aimed at changing and accelerating the
- a. **Bill 18 - Housing Needs Reports Amendment Act** – Requires local governments to collect data, analyze trends, and prepare Housing Needs reports every five years, starting in 2022. The reports are intended to help municipalities understand and address current and future housing needs.
 - b. **Bill 16 - Housing Statutes Amendment Act** – provides municipalities with new authority and tools to enact bylaws that support proactive planning to build more housing, including affordable housing. New Tools include inclusionary zoning, density bonus

programs, tenant protection, site-level infrastructure, and transportation demand management authorities.

- c. **Bill 44 – Housing Statutes (Residential Development) Amendment Act** – Allows more small-scale multi-unit housing in land zones that are otherwise restricted to single-family dwellings or duplexes. This legislation affected a great number of parcels in Port Coquitlam, increasing their permitted density.
- d. **Bill 47 – Housing statutes (Transit-Oriented Areas) Amendment Act** – Sets out minimum heights and densities of development in areas surrounding frequent transit service. Port Coquitlam has three areas directly affected by this legislation.

3) How have population changes in your community impacted your housing market?

Port Coquitlam's Housing needs report has identified a growing demand for rental units, non-market rental units, and family-sized units. Historical factors and population changes in the community that have contributed to this changing demand include:

- Port Coquitlam grew by 4.9% from 58,612 in 2016 to 61,498 in 2021, slower than the regional growth of Metro Vancouver of 7.3%.
- The median age of Port Coquitlam's residents has been steadily rising. As of 2021, the median age is 41.6, an increase from 37.5 in 2006. The number of school aged children has decreased while the number adults has increased, particularly older working aged adults and seniors.
- Port Coquitlam has a relatively lower proportion of immigrants compared to Metro Vancouver, and Canada's overall declining immigration rate may have an impact on population growth in Port Coquitlam in the future.
- Household size in general across Port Coquitlam is shrinking, especially with the influx of couples without children.
- While Port Coquitlam has historically had a relatively high rate of home ownership compared to renter households, this figure is decreasing with more demand for rental housing.

4) How have employment and labour conditions (e.g., prevalence of precarious employment, temporary or seasonal workforces, reliance on less predictable sectors such as natural resources, agriculture, tourism, etc.) in your community impacted housing supply and demand?

Port Coquitlam has several large stable employers such as Saputo, Sysco, School District 43, the City, and CP rail. The majority of employees commute to work from outside of Port Coquitlam. The largest employment sectors include: sales and service occupations, trades, transport and equipment operators and related occupations, and business, finance and administration occupations.

5) Please describe the housing needs and challenges of priority populations in your community, specifically for the 13 groups identified by CMHC: women and their children fleeing domestic violence; women-led households (especially single mothers); seniors 65+; young adults aged 18-29; Indigenous peoples; people with physical health or mobility challenges; people with developmental disabilities;

people dealing with mental health and addiction issues; veterans; 2SLGBTQIA+; racialized groups; recent immigrants (including refugees); and people experiencing homelessness.

Port Coquitlam's population grew by 4.9% between 2016-2021, reaching 61,498 residents. Since 2006, there has been an increase of older working-aged adults (ages 45 to 64) and seniors (ages 65+) indicating a rapidly growing senior population. Household patterns reflect changing demographics, with two-person and single-person households making up the majority (55%) of living arrangements.

While homeownership remains dominant at 77% of households, there's been a gradual shift toward renting since 2006 when ownership was at 80%. This trend reflects growing affordability challenges, with median household incomes (\$102,000 in 2021) not keeping pace with housing costs. The income gap between owners and renters is substantial, with 63% of owners earning above \$90,000 while 65% of renters earn below this threshold. The city maintains a strong family presence with larger household sizes than the regional average (46% of Port Coquitlam's households are three or more people, compared to the regional rate of 39%), though there's been a decline in couples with children from 35% to 32% between 2011-2021.

Port Coquitlam's housing need is 4,727 over five years, broken down into 1,013 ownership units, 3,052 rental units, and 661 units with no specified tenure. Included in rental housing is supportive housing for residents needing additional supports, including seniors, people with disabilities, people requiring transitional housing, and other specific needs.

6) How has your community engaged with priority populations? Please provide an overview of the methodology and assumptions used to conduct engagement with priority groups. Please provide a description of who was engaged, the type of engagement that took place, and the nature of the engagement (e.g. interviews, consultations). If a private individual has been engaged, please anonymize and remove any identifying features from the narrative.

The City utilizes several different methods of public engagement, depending on the scope and scale of the project. Methods include: online surveys, stakeholder interviews, public open house, information booth at civic events (e.g. farmers market, May Day Parade), as well as presentations and discussions with various working groups and committees (e.g. the Mayors Advisory Roundtable Committee).

Stakeholders that are engaged include: residents, businesses, housing providers, social and community organizations, Business Improvement Association, School District, and Fraser Health.

There is also engagement at government to government level with the kwikwəḷəm First Nation and adjacent municipalities.

7) Please describe local factors that are believed to contribute to homelessness in your community (e.g., the closing of a mental health facility, high numbers of refugee claimants, etc.).

According to the Preventing & Reducing Homelessness Integrated Data Project (IDP), 11,392 individuals across Greater Vancouver were experiencing homelessness in 2021. This amounts to 0.43% of the total population for the region, 2,642,825, based on 2021 Census data. Since Port Coquitlam contains 2.32% of the region's population, the homelessness estimate for Port Coquitlam

in 2021 was 264 individuals with an estimated 407 households on the BC Housing waitlist across the Tri-Cities. Households in core housing need would be heavily impacted by job loss or a major unexpected expense such as medical emergencies, major auto repairs, home repairs, pet emergencies, or unplanned travel. Unexpected job loss was experienced by some workers during the COVID-19 pandemic due to unexpected economic changes. Households in extreme core need are sometimes considered at-risk of homelessness because of the high proportion of their incomes going to housing.

A number of factors contribute to housing need in Port Coquitlam. From immigration, to income, government relief, housing tenure, and housing composition, each factor contributes to housing need and security in the present and future.

Port Coquitlam's median household income increased from \$77,793 in 2006 to \$102,000 in 2021, and increase of 18,082. From 2016 to 2021, owner household incomes increased by 19% while renter household incomes increased by as much as 35%. The significant increase in renter household incomes during this period can likely be attributed to the COVID-19 pandemic and resulting government relief efforts.

Owner and renter household incomes are distributed differently along the income continuum, with 63% of owner households earning more than \$90,000 and 65% of renter households earning less than \$90,000. Owner households are typically older, meaning they are further along in their respective careers, and include fewer single-person households, which accounts for a significant portion of the difference. As many as 29% of renter households earned less than \$45,000 in 2021. For these households to access affordable housing, below-market rentals are the only option.

Port Coquitlam has a higher proportion of non-immigrants and a lower proportion of immigrants than Metro Vancouver. Out of the nearly 20,800 immigrants (34.4%) living in Port Coquitlam in 2021, 25.5% immigrated to Canada between 1991 and 2000, 24.5% immigrated between 2001 and 2010, and 23.3% immigrated between 2011 and 2021. Canada's overall declining immigration rate may have an impact on population growth in Port Coquitlam in the future.

Port Coquitlam grew from 21,750 households in 2016 to 22,885 in 2021. Port Coquitlam continues to have larger households than Metro Vancouver overall, reflecting the high proportion of families in the community. A comparison of households by size reveals that two-person households (32%) and single person households (23%) account for the majority of households in Port Coquitlam (12,450). While the proportion of two-person households in Port Coquitlam aligns with the regional average, there are fewer single person households in Port Coquitlam compared to Metro Vancouver. By contrast, Port Coquitlam has a greater proportion of three-person (19%) and four-person (18%) households than the region overall, indicating larger households overall and a high proportion of families in the community.

8) Please identify temporary and emergency relief resources available for individuals experiencing homelessness in your community (e.g., number of shelter beds, resource centres, transitional beds available). If possible, please indicate whether capacity levels are commensurate with need.

Currently, there are 20 rotating shelter mats, beds, and rooms available for people experiencing homelessness in the Tri-Cities area. City resources include, the Homelessness Task Group, various

churches within the community, BC Housing, Hope for Freedom, Innervisions, and the Ministry of Development and Poverty Reduction.

Initiatives in Port Coquitlam contribute to emergency shelter and housing for the homeless through rent supplements and housing, contributing 43 emergency shelters toward the Tri-City total of 171. Port Coquitlam contains housing for 299 residents in need of Transitional Supported or Assisted Living, toward the Tri-City total of 692. Port Coquitlam has 549 units of Independent Social Housing, towards the Tri-City total of 1,672 such units.

Based on the recent Housing Needs Report, there is a great need to continue to address the ongoing issue of homelessness and residents at risk for homelessness.

9) Some groups, including students, those in congregate housing, and temporary foreign workers, may be excluded from publicly available core housing need data sources. Communities are encouraged to use this section to describe the housing needs of these respective populations to ensure that all groups are represented in their HNR.

The City does not track students or temporary foreign workers data. Please refer to the link [here](#) for data provided by Census Canada.

10) How have average rents changed over time in your community? What factors (economic, social, national, local, etc.) have influenced these changes?

Rents have been increasing in the last ten years in Port Coquitlam. Some contributing factors include population growth, immigration, increased cost of living, and lack of purpose-built housing supply to meet the current housing demand over the last 10-15 years.

Rents in Port Coquitlam have increased 150% over the last ten years with an average rent increase of \$1,350. The average rent increase over the same period in Metro Vancouver was 70%, an increase of \$750. Median income for renters in Port Coquitlam increased 27% from 2015-2020, while median rent increased 55% over the same period.

The median rent for purpose-built rental units in Port Coquitlam from 2022-2024 were higher (\$2,250) than the Metro Vancouver Average (\$1,820). Port Coquitlam had among the highest vacancy rates in Metro Vancouver, at 3.8%, rising from 3.6% in 2023. Port Coquitlam's vacancy rate has varied over a ten-year period, averaging 1.7%, slightly higher than the Metro Vancouver average. From 2014-2024, the purpose-built rental inventory in Port Coquitlam increased 91% from 578 to 1,102 units, higher than the Metro Vancouver average of 15%.

11) How have vacancy rates changed over time? What factors have influenced this change?

Port Coquitlam faces a significantly low vacancy rate of 0.2%. Factors include a low level of new purpose-built rental projects within the community over the last 10-15 years as well as contributing factors listed in the previous response, see question 10.

12) How have trends in core housing need changed over time between both tenant and owner-occupied households?

In 2021, 12.8% of Port Coquitlam households were in core housing need. According to the Housing Needs Report (2024) Port Coquitlam requires 15,249 new housing units over the next 20 years. This includes 1,048 units to address extreme core housing need, 264 units for those experiencing homelessness, 1,325 units for suppressed households, 9,966 units to accommodate population growth, and 2,646 units to maintain healthy market demand. This reflects both current housing gaps and anticipated future needs through 2041. From 2006 to 2016, the proportion of renters and owners in core housing need stayed relatively stable, while from 2016 to 2021, the percentage of households in core housing need declined for both categories. While a similar number of renters and owners are in core housing need, the proportion of renters in core housing need (27.5%) is much higher than owners (8.4%). This reflects the fewer number of renter households in the community and the greater sensitivity of renters to housing supply and affordability.

13) In the last five years, how many affordable units for low and very low-income households have been built, and how many have been lost? If data is not available, please describe how the loss of affordable housing units may have impacted your community.

Non-market rental demand has reached historic highs, with 27.5% of renters in core housing need. The City requires 1,136 new non-market units over five years to address affordability challenges. Port Coquitlam has 1,194 non-market housing units, with growing demand for this type of housing, evidenced by a 74.7% increase in the social housing waitlist between 2018-2023. Currently, there is no data on the number of units that have been lost.

The City has renoviction regulations in place within its Business Licence Bylaw as well as a Strata Title Conversion process in order to retain existing rental units within the community. Moving forward, staff will be reviewing a Rental Replacement Policy to strengthen existing policies.

14) Please describe available affordable and community housing options and needs/gaps currently in your community. Examples can include:

- a) Are any of these affordable housing units accessible or specifically designed for seniors, including long-term care and assisted living?**

The City has a variety of housing types within the community for priority populations and age demographics.

Port Coquitlam has 1,194 non-market housing units, with growing demand for this type of housing, evidenced by a 74.7% increase in the social housing waitlist between 2018-2023. Gaps include housing for equity seeking groups, particularly seniors and single-parent renter households, who face 69% and 50% core housing need.

- b) Does your municipality provide rent supplements or other assistance programs that deepen affordability for households?**

The Tri-Cities has a rent bank that is operated by a housing provider within the community. Residents have access to this resource and can apply if they meet the criteria. Other housing providers within the community, such as BC Housing, provide rent supplements and assistance

programs.

The Tri City Rent Bank Program makes loans available to Tri-Cities residents who have short term financial issues that are putting their tenancy in jeopardy. The Rent Bank program works to provide interest free loans to market renters, to help them maintain their tenancy through help with their rent payment, or a hydro/natural gas payment or security deposit. Loans are to be repaid over 18-24 months.

c) Is your community in need of supportive housing units with wrap-around supports, such as for those with disabilities?

Yes, the senior population is increasing rapidly, with 76% of renters aged 85 and older in core housing need. This demographic requires more downsizing options and supportive housing. The City Housing Needs Report details 59 supportive housing units over the next five years to meet the needs of the community. As of 2023, there are 407 households on the BC Housing Social Housing Waitlist in Port Coquitlam, reflecting the need for more non-market housing in the community.

15) This final section aims to determine how your community anticipates using the results and findings captured in the HNR to inform long-term planning, as well as concrete actions that can address identified needs. Please use the following questions to describe how those linkages will be made.

a) How will this HNR inform your OCP, housing policies and/or actions going forward? For example, if the HNR identifies specific needs in your community across the housing spectrum – such as housing needed for priority populations, units for large households in denser form factors, more diverse structural types such as missing middle housing, or more affordable and higher-density housing near transit – how could actions and changes in policy and planning help address those needs?

As part of the City's OCP update to align with Provincial legislation the City will revise housing policies and associated planning processes. This will also include updating other existing housing policies such as the Affordable Family-Friendly Policy to align with current housing needs, while working with housing providers in the community to better understand how the City can help facilitate housing for priority populations and the need to different housing choices for different ages and abilities.

Refining the City's small-scale multi-unit housing (SSMUH) of duplexes, triplexes, secondary suites, and accessory dwelling units will be a priority in order to expedite the development approval process for ground-oriented housing. Advancing transit-oriented development, including creation of the Frequent Transit Development land use designation and area specific guidelines is also a priority in order to focus growth in areas where increases in density are appropriate based on context, proximity to transit and neighbourhood scale.

The HNR was also a key baseline report for the approved action plan for the Housing Accelerator Fund. The approved action plan included seven initiatives: 1. Development Approvals Process Review; 2. Increase Process Efficiency Through Use of New Technologies;

3. Activate City Lands for Development and Explore Partnerships; 4. Eliminate Restrictions and Add Flexibility to Multi-Family Housing through a Comprehensive Density Bonusing Review; 5. Develop Grant Opportunities to Activate Housing Development; 6. Implement Pre-zoning to Activate Multi-family Housing Development; and 7. Identify Areas for Further Parking Reductions.

b) How will data collected through the HNR help direct those plans and policies as they aim to improve housing locally and regionally, and how will this intersect with major development patterns, growth management strategies, as well as master plans and capital plans that guide infrastructure investments?

Many of the regional trends seen throughout Metro Vancouver are reflected at the local level within Port Coquitlam. The City actively works with various levels of government to ensure awareness of new data, housing resources and grant programs. As part of the City's OCP update, staff will review development patterns, strategic economic planning for amenities and infrastructure investments.

c) Based on the findings of this HNR, and particularly the projected housing needs, please describe any infrastructure gaps that may potentially limit the ability of your community to support forecasted growth unless they are addressed, or that could facilitate more complete and resilient communities. This can relate to any type of enabling infrastructure needed for housing, including fixed and non-fixed assets, as well as social, community or natural infrastructure. Communities are encouraged to illustrate how infrastructure gaps impact their housing systems and growth. Examples of types of enabling infrastructure may include:

Public Transit

Through the Master Transportation Plan, the City aims to identify routes and existing infrastructure to support travel by various modes to key destination points, and determine how they can be improved or built on to expand the network. Another priority is identifying related projects that can be constructed together for cost efficiency, construction coordination, and connectivity; while avoiding projects with implementation challenges such as: high costs, private land, conflicts with other infrastructure.

Water/Wastewater Systems

Ensuring that adequate infrastructure is in place for future growth within the City is critical to increasing the supply and diversity of housing. The introduction to SSMUH has created an infrastructure servicing gap for areas of the City. The City has identified areas where anticipated growth is projected and have re-examined workplan priorities for infrastructure improvements, as well as areas where development will likely have to pay for upgrades to services. It is critical that the Provincial and Federal Governments provide support and partnerships with Local Government in order to address service gaps within the community and ensure that development is not stalled by delays in infrastructure capacity. Through the Housing Accelerator Fund, one of the initiatives will attempt to help bridge the gap between

the financial burden for infrastructure on new infill development through an Infrastructure Grant Program that will allow applicant to apply for DCC waivers.

Roads and Bridges

Ongoing capital works projects are prioritize based on critical need and remaining life of existing infrastructure.

Schools, Parks, Community or Recreational Centres

The City actively meets with School District 43 to discuss future growth within the community and areas where school are at/under capacity, and where new schools might be proposed in the future.

Broadband Service and Access

The City actively works with local telecommunications provides on extensions and upgrades to broadband service.

Climate Risks/Impacts

The City is currently working on a new Climate Action Plan to address climate resiliency for the next 20 years.

APPENDIX 2: Port Coquitlam Housing Needs Report (2024)

<https://www.portcoquitlam.ca/media/file/2024-housing-needs-reportpdf>