

Canada Community-Building Fund Requirements – Qualitative Questionnaire (Port Moody)

Question 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.

Answer 1 (Updated):

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.

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-Cities area SkyTrain services and offer connectivity to the rest of Metro Vancouver. The SkyTrain is a 10.9 kilometer 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.

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 Housing Needs Report (2020) 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 now, and there is a growing gap in equitable access to good places to live.

Since the 2000's, as housing pressures developed in the rest of the Metro Vancouver region, Port Moody was similarly affected. Affordability in Port Moody has worsened over the last 20 years, with benchmark sales increasing from \$535,000 (2014) to \$1,143,200 (2024). Rent increases have also been significant with median rents increasing from \$1,129 per month in 2014 to \$2,032 in 2024. Both homeownership costs and rents tend to be slightly higher than neighbouring municipalities but have followed a similar rate of growth.

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

Answer 2 (No Changes Requested): Port Moody's existing [OCP](#) was adopted in 2014, and it contains several housing policies centred around infill housing, development of multi-family zoned properties, encouraging a mix of tenures, and creating affordable housing. Staff are currently updating the OCP for the end of 2025 to incorporate other housing work completed since the 2014 adoption. This includes the City's [Housing Needs Report](#) (2021), [Housing Action Plan](#) (2022), [Interim Housing Needs Report](#) (2024), the [Small Scale Multi-Unit Housing initiative](#) (2024), and aspects of the [Transit Oriented Areas](#) (2024).

Policies have since evolved to focus on the development of multi-family housing, the creation of the [Inclusionary Zoning – Affordable Rental Units Policy](#), [Family-Friendly Units Policy](#), [Standard of Maintenance Bylaw](#), and future policies such as a Secured Market Rental Policy.

Furthermore, in 2023 Port Moody was one of the first 10 municipalities selected by the Province to be provided housing targets under the Housing Supply Act. The City anticipates meeting its 5-year target of 1,694 new units, provided residential housing projects continue to develop at a normal pace.

As part of the Province's Local Government Housing Initiatives, including, Bill 44 Housing Statutes (Residential Development) Amendment Act, Bill 46 Housing Statutes (Development Financing) Amendment Act, and Bill 47 Housing Statutes (Transit-Oriented Areas) Amendment Act, the City has also enabled the following entitlements:

- Small Scale Multi-Unit Housing opportunities on all single-family and duplex lots in the City. This will allow up to 3-6 units per lot, depending on a number of factors.

- TOA Designation Bylaw, which enables the Province's Minimum Density framework around Port Moody's two SkyTrain stations.

More information about these two initiatives can be found [here](#).

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

Answer 3 (Updated): Port Moody's population did not increase between the 2016 and 2021 census, despite a 2% increase in units. The municipality has seen household sizes shrink since the 2011 census, with households having fewer children. This could be symptomatic of either a lack of affordable housing options in Port Moody, or general societal trends of having smaller families. More than half of households in Port Moody are one-person and two-person households. For 2024, the estimated average number of persons per household was expected to remain at 2.6. The total number of households was projected to increase by 1,125 (from 12,975 in 2016 to 14,100 in 2024).

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 2024. The most substantial age cohort to increase is the senior population, with the 65 to 84 age group expected to increase by 22% and the 85+ age group to increase by 33% between 2016 and 2024. 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.

New housing development has already delivered units towards addressing projections but may not necessarily be the appropriate mix. Indicators 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).

Question 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?

Answer 4 (Updated): Located in a large metropolitan area, Port Moody residents and businesses are part of an integrated labour market with crisscrossing commuting patterns throughout the region and beyond. As such, the City does not expect all working residents to find jobs in their home community is not realistic but do try to encourage local employment that better matches the skills of local workers. This will give more residents a chance to work closer to home, promoting a more complete community and reducing traffic congestion and related greenhouse gas emissions.

Jobs based in Port Moody as of 2016 had a higher skill profile than the rest of the region, but only slightly. There were 6% more jobs at the manager/professional level and 15% more at the technical level, and 17-19% fewer jobs at the lower skill levels. This is likely influenced by the lower number of retail, agriculture, and accommodation and food industries compared to the region. For local jobs, the focus on family-friendly housing typologies should be paramount.

The high cost of housing in the Metro Vancouver region has created issues for employers in attracting and retaining workers across all employment sectors. As Port Moody's residents primarily work outside of the municipality, housing typologies have primarily developed to meet this need. Up until the 2010's, this was primarily in the form of ground-oriented dwellings (Single Family Homes, Duplexes), and has now shifted to larger, multi-family compositions near rapid transit options as undeveloped land has become scarcer. Building significant number of housing units in the City's transit-oriented areas will be necessary to connect future residents with employment opportunities throughout the Metro Vancouver region.

Question 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.

Answer 5 (No Changes Requested): 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. For example, affordable sale prices for apartment condominiums decreased from 69.4% to 5.9% between 2013 and 2018. 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.

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.

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.

Question 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.

Answer 6 (Updated): Port Moody's Housing Needs Report (2020) included 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.

Online survey: The purpose of the survey was to gather information from a wide audience of residents and stakeholders on Port Moody's affordable housing challenges and gaps, as well as to identify specific housing concerns for vulnerable population groups. The City received surveys from 125 residents.

Virtual Stakeholder Focus Groups: The purpose of the virtual stakeholder workshops was to engage with multiple stakeholders at the same time in a way that allows for thoughtful discussion, creative brainstorming, and individual contribution. The focus groups collected Port Moody-specific insights into affordable housing challenges, gaps, priorities, and solutions. Three workshops were held with City staff, non-profits and service providers, and housing developers.

Key Informant Interviews: Key informants were those stakeholders who were not able to participate in the focus groups but have an important role in Port Moody's housing. These key informants were targeted for interviews.

Question 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.).

Answer 7 (Updated): The number of individuals and families experiencing homelessness has increased 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 144 persons identified as experiencing homelessness in 2025.

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.

Question 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.

Answer 8 (Updated): Currently, there are no shelter or emergency relief resources in Port Moody. Due to Port Moody belonging to an integrated Metro Vancouver region, the City doesn't have a notable homeless population due to the following factors:

- Historically, Port Moody had a small rental pool in comparison to neighbouring municipalities, and the units available were more expensive. As such, vulnerable residents will frequently move to neighbouring municipalities to find more affordable housing rather than ending up homeless in Port Moody.
- Port Moody lacks services for homeless populations, so individuals seeking services will go to neighbouring municipalities that have the social infrastructure to support these populations.

The only shelter and transitional beds in the Tri-Cities (Coquitlam, Port Coquitlam and Port Moody) are at 3030 Gordon St, in Coquitlam (30 shelter beds; and 30 supportive housing beds). Currently, these facilities are not commensurate with the needs for the Tri-Cities region, where 144 persons were identified in the 2025 homeless count. There are currently no winter shelters or extreme weather response shelters planned for the 2025/26 winter season.

Question 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.

Answer 9 (Updated): As of the 2021 Census, Port Moody has 855 persons not in census families in private households and living with non-relatives only, or about 2.5% of the population. While the City hasn't undertaken direct research into these groups, it can be inferred through that the high cost of housing would affect these groups. The City will look to incorporate these groups, including students, those in congregate housing, and temporary foreign workers, in the 2028 Housing Needs Report.

The 2020 HNR describes a likely scenario for 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 hour (2020 rate)), 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 pay towards rent, which is less than the average rent for a one-bedroom unit (\$1,088 (2020 rate)). 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.

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

Answer 10 (No Changes Requested): Average market rents have increase 60% from 2015 to 2024. While there are multiple factors affecting average rents, Port Moody had few market-rental units constructed between 1980 and 2018 – similar to other Canadian municipalities. With the construction of both homeownership and market-rental units having not kept up with demand, Port Moody’s average rents have increased at a similar rate to other Metro Vancouver municipalities.

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

Answer 11 (No Changes Requested): From 2014 to 2023, Port Moody’s vacancy rate has dropped from 2.9% to 1.3%, slightly below the 1.6% average for the Metro Vancouver region. A lack of new market-rental units is the likely culprit for the low vacancy rate.

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

Answer 12 (Updated): Core housing need has remained somewhat stable from the 2006 to 2021 census.

	2006		2011		2016		2021	
All Households	920	9.5%	1365	11.6%	1340	10.9%	1370	10.8%
Renter	485	24.7%	685	25.6%	670	22.3%	590	19.2%
Owner	435	5.6%	685	7.5%	665	7.1%	780	8.1%

As Port Moody’s older, and more affordable, rental pool stock has not expanded, and new market-rental units (which have higher starting rents) have only been occupied in the last 5 years, rental households in core housing needs has not drastically increased. The 2026 census will also show how much effect the social assistance during Covid reduced core housing rates seen in the 2021 Census.

Concurrently, core housing need among owner-occupied household has increased from 5.6% of households (435) to 8.1% (780). Staff assume that this is primarily driven by a lack

of affordability in the homeownership market and increasing mortgage payments due to higher rates.

Question 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.

Answer 13 (No Changes Requested): Port Moody has had a [Rental Protection Policy](#) and a [Tenant Relocation Assistance Policy](#) in place since 2018 to protect the older rental stock in Port Moody. As such, there have been few units lost. Port Moody has also been somewhat successful in securing affordable units through rezoning applications and its [Inclusionary Zoning – Affordable Rental Units Policy](#). 805 units of varying levels of affordability have been secured, 181 units having been occupied since 2020.

Question 14a: Please describe available affordable and community housing options and needs/gaps currently in your community. Examples can include: Are any of these affordable housing units accessible or specifically designed for seniors, including long-term care and assisted living?

Answer 14a (Updated): There is a growing number of seniors needing accessible, affordable housing. 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 during the 2020 HNR regarding the insufficient seniors housing situation in Port Moody, specifically for independent living, assisted living, semi-supportive and supportive housing opportunities, as well as complex care. These concerns align with the projected aging population data for Port Moody. Senior households on the BC Housing registry has increased from 21 households in 2016 to 62 households in 2024. Overall, the 65 to 84 age group increased by 22% and the 85+ age group to increase by 33% from 2016 to 2024 (2020 HNR).

Port Moody has 75 long-term care and assisted living beds offered through Fraser Health Authority. All other seniors housing in the community are for independent living.

Question 14b: Does your municipality provide rent supplements or other assistance programs that deepen affordability for households?

Answer 14b (No Changes Requested): No, all rent supplements or other assistance programs are provided through BC Housing.

Question 14c: Is your community in need of supportive housing units with wrap-around supports, such as for those with disabilities?

Answer 14c (Updated): Yes, as previously mentioned, the City's 2024 Interim Housing Needs Report found the City has a 5-year need for 73 new supportive housing units, and a 20-year need for 146 new supportive housing units. Council has recognized this need and is working with BC Housing towards finding opportunities to create more supportive housing opportunities.

Question 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. 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?

Answer 15a (No Changes Requested): The Housing Needs Report were completed at the behest of the Province in 2021 and updated with the provincial HNR Method in the 2024 Interim Housing Need. As part of Bill 44 - the Housing Statutes (Residential Development) Amendment Act, Port Moody must include the 5- and 20-year housing needs in its Official Community Plan (OCP) and show that the OCP and Zoning Bylaw has enough land designated to meet the need. Cities must also include the 7 Statements About Key Areas of Local Need in the OCP. Bill 47 - Housing Statutes (Transit-Oriented Areas) Amendment Act, provided significant density around Port Moody's SkyTrain Stations. The [City of Port Moody Transit-Oriented Areas Designation Bylaw, 2024, No. 3465](#) outlined the height and density for most parcels within an 800 metre circle around the to rapid transit stations.

The City also completed a Housing Action Plan (HAP) in 2022 in response to the 2021 Housing Needs Report. The HAP consists of 32 actions, focused on improving affordability, spurring rental growth, diversifying the city's rental stock, and advocating to other levels of government for additional funding. These actions have been incorporated into the 2025 Draft OCP, too.

While the new provincial legislation and the city's Housing Action Plan will assist with addressing issues in the housing market, the greatest benefit to the municipality would be to receive an increase in funding from the senior levels of government. The for-profit development market has done well to respond to policy changes to create more family-friendly units and some below-market rental units, however, a significant increase in funding would create considerably more affordability in Port Moody.

Question 15b: 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?

Answer 15b (No Changes Requested): Data collected through the HNR will assist Port Moody when responding to development applications, shaping existing and new policies, and inform future master plans. Currently, the City is working on updating its OCP. The OCP will reflect the new housing needs and ensure that enough land is designated to meet the 20-year housing need. Existing plans and policies will be updated to take into consideration the increased population projections to ensure services meet future needs.

As previously iterated, for the City to produce the affordable units needed to meet its HNR targets, significant funding is required from senior levels of government. Utilizing tools, such as an inclusionary zoning policy, can't create the amount of below-market housing needed to meet the City's need, and can't produce the deep affordability needed for a large portion of the population.

Question 16 (No Changes Requested): 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
 - o **Answer:** TransLink extended SkyTrain service through Port Moody in 2016 to go along with the frequent bus service and West Coast Express train service. Most of Port Moody's future growth will take place in the Transit Oriented Areas (TOAs) surrounding the two rapid transit stations, so additional public transit infrastructure may not be necessary.
- Roads and Bridges
 - o **Answer:** Port Moody is an established municipality without much additional green field development possible within its boundaries. The focus of development in the City will be on increasing density, specifically in the TOAs. The road and bridge infrastructure will likely need to be upgraded to support additional traffic, with pedestrian overpasses needed at key points crossing the SkyTrain and railway lines north of St Johns Street. Additionally, a

car overpass will likely be needed to improve traffic along Murray Street and to service the Oceanfront District, a future mixed-use neighbourhood of up to 3,397 residential units.

- Schools, Parks, Community or Recreational Centres
 - o **Answer:** The City will likely need increased levels of services across all four types.
 - Schools: Port Moody works closely with the local school district to project the number of school spaces needed throughout the city. Preliminary work on this has already begun, leading to SD43 likely increasing their school site acquisition charges to acquire future sites to build new schools. Funding from senior levels of government will help offset the local tax burden of the additional school services.
 - Parks: Port Moody is currently updating its Parkland Strategy to meet its future parks needs. Currently, a single hectare of land in Port Moody is estimated to cost up to \$27.5 million, according to 2024 BC Assessment data. As the City needs at least 22 hectares to maintain service levels, it will need \$605 million to achieve the Plan's goals.
 - Recreational Centres: Port Moody is currently undertaking a Recreation Facilities Strategy to determine the current and future needs of Port Moody residents. This will likely require additional centres to be constructed in other areas of the city - specifically, in the Moody Centre Neighbourhood that incorporates the majority of the TOAs.
- Broadband Service and Access
 - o **Answer:** Port Moody has extensive broadband service throughout the municipality. Some upgrades may be needed in the future, but these services are frequently delivered by the private sector.
- Climate Risks/Impacts
 - o **Answer:** In 2020, Port Moody adopted its Climate Action Plan. To fully cover phase II of the plan, it will cost about \$7 Million.