

**APPENDIX 1 - DRAFT**

**Inventory of Existing Coquitlam Policies & Initiatives Related to Community GHG Emission Reductions**

**Citywide Official Community Plan Content Legend**

**Abbreviation**

Citywide Official Community Plan (Part 1 & 2 of OCP Document)	<b>CWOCP</b>	<p>This Appendix provides an inventory of policies and/or directions outlined in the CWOCP that directly or indirectly support the reduction of greenhouse gas emissions.</p> <p>This summary is compiled for convenience and contains only partial information from the Citywide Official Community Plan.</p> <p>To ensure the most accurate and complete policy wording, the Council adopted plan should always be referenced. This is not a legal document.</p>
City Centre Area Plan	<b>CCAP</b>	
Southwest Coquitlam Area Plan	<b>SWCAP</b>	
Burquitlam Neighbourhood Plan	<b>BNP</b>	
Lougheed Neighbourhood Plan	<b>LNP</b>	
Maillardville Neighbourhood Plan	<b>MNP</b>	
Austin Heights Neighbourhood Plan*	<b>AHNP</b>	
Waterfront Village Centre Neighbourhood Plan	<b>WFVCNP</b>	
Northeast Coquitlam Area Plan	<b>NECAP</b>	
Lower Hyde Creek Village Neighbourhood Plan	<b>LHCVNP</b>	
Upper Hyde Creek Village Neighbourhood Plan	<b>UHCVNP</b>	
Smiling Creek Neighbourhood Plan	<b>SCNP</b>	
Partington Creek Village Neighbourhood Plan	<b>PCVNP</b>	
Northwest Coquitlam Area Plan	<b>NWCAP</b>	

<b>Target / Policy / Action / Priority Name</b>	<b>Description</b>
<b>Buildings:</b>	
<b>CCAP</b> Policy HE3 - Develop guidelines that outline voluntary green building design features.	See policy
<b>CCAP</b> Policy HE6 - Support the retrofit, maintenance and operation of municipal and private sector buildings on a more energy efficient basis consistent with the City's Corporate Energy Plan.	See policy - guided by Corporate Climate Action Plan
<b>SWCAP</b> Section 3, Healthy and Liveable Environment, Air Quality, Climate Change and Energy, HE4**	<p>Reduce emissions of common air contaminants and GHGs by:</p> <p>(1) Develop guidelines that encourage and outline voluntary green building design features and residential retrofit approaches, including information on grants and other funding sources.</p> <p>(2) Exploring the feasibility of adopting a green building standard or an integrated design process for all city capital building projects.</p>
<b>LNP</b> , Section 3.7.1 General Environmental Policies a & b **	Encourage new development to incorporate sustainable design features pertaining to energy, water efficiency, and waste management technologies as proposed in the "City of Coquitlam Transit Oriented Design Guidelines: Lougheed and Burquitlam" (March 2002) as amended; Ensure new development introduces green building and site planning concepts and technologies to: <i>see policy for more detail regarding references to end of trip cycling facilities, encouragement of green building technologies, support for urban agriculture, others.</i>
<b>BNP &amp; LNP</b> , Design Guidelines for Lougheed and Burquitlam	Section 6.0 covers a wide range of guidelines to encourage sustainable project development; Section 2.0 addresses a wide range of public realm components for improvement of multi-modal conditions and pedestrian/cycling facilities in particular (significant number of provisions in this document).
<b>WFVCNP</b> , 3.1 Environment - Reference to Green Building Strategy	A green building strategy for residential buildings will also be implemented, including a minimum requirement for LEED Silver or Built Green BC equivalent and mandatory connections to the neighbourhood's District Energy System.

**APPENDIX 1 - DRAFT**

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<b>NECAP</b> , Policy A-3.1 Strategies to Encourage Energy Efficient Neighbourhoods (iv)**	This policy and associated subsections outline a range of land use, transportation, energy and building design strategies encouraged to promote the planning, design and construction of energy efficient neighbourhoods; see iv for building specific policies.
<b>Land Use:</b>	
<b>CWOCP 1.3.2 - Citywide Support of Regional Goals:</b> - support for Protection of Greenzone; Complete Communities and Achieving a Compact Region; Transportation Choices;	This section of the CWOCP outlines how Coquitlam aligns with the Regional Growth Strategy and seeks to meet the goal of this plan.
<b>CWOCP 2.0 - An Evolving Network of Compact Complete Communities -</b> Key organizing principle for growth in Coquitlam (Figure 2.1)	<p>(See Figure 2.1) The network established in Coquitlam by earlier community plans envisioned two different scales of completeness in the City’s urban structure organized around specific facilities or centres. These have consisted of:</p> <p>The Regional City Centre, which is to function as Coquitlam’s downtown, as a regional city centre serving nearby cities and as a high density residential neighbourhood with services, retailing and employment; and</p> <p>Eight community-serving retail clusters surrounded by a mix of residential densities.</p> <p>In addition to these nine centres, a waterfront neighbourhood centre is envisioned composed of medium to high density residential development mixed with commercial, institutional and industrial uses.</p>
<b>CWOCP 2.3.1 - Transit Oriented Development (TOD) - Policies a-d</b>	Commercial Village Centres and Neighbourhood Plans - Distinct village centre featuring a multi-modal transportation hub; interconnected street network for walking and cycling; compact development with a range of uses at medium to high densities within 400m radius of multi-modal transportation hub.
<b>CWOCP 4.1 Housing Choice and Affordability - Objective 2, Policies a,b</b>	Develop process for residential intensification through sensitive development; Continue to respond to land constraints by facilitating attractive forms of compact housing.
<b>CWOCP 5.2 Industry, Business Parks and Office Objective 1, Policies a-c</b>	Provide sufficient land for industrial, business parks and office activities; Serve employment lands with effective transportation
<b>CWOCP 5.2 Industry, Business Parks and Office Objective 2, Policy (a)</b>	Investigate opportunities for the reuse and possible intensification of under-utilized sites, as appropriate;
<b>CWOCP 5.2 Industry, Business Parks and Office Objective 3, Policies a-c</b>	Continue to encourage development of office space serving a more regional function in the City Centre; Identify suitable locations for office space in Loughheed and Burquitlam Station Areas, near rapid transit; provide for smaller scale office uses which serve local household needs in areas close to existing community and neighbourhood retail centres, as appropriate.
<b>CWOCP 5.3 - Retail and Service Commercial Objective 2, Policies a-c</b>	Reinforce and enhance established community level shopping centres and precincts; Provide for community and neighbourhood scale retail and services commercial facilities in new locations as needed to respond to population growth; Expand the traditional role of community shopping centres to include support for home-based business.
<b>CWOCP 5.6.2 Tourism, Objective 4, Policies a,b ** (Also Transportation)</b>	Concentrate hotels in strategic locations within walking distance of existing amenities and services such as transit, restaurants, in walking distance; Provide pedestrian friendly amenities and cycling facilities to serve existing and new hotels.
<b>CWOCP 5.7 Home-Based Businesses, Objective 1, Policy (a)</b>	Develop a comprehensive strategy for accommodating home-based businesses.
<b>CCAP 2.1 Compact Complete Communities - Goal &amp; Objectives</b>	Direction to develop City Centre and Southwest Coquitlam as Compact Complete Communities.

**APPENDIX 1 - DRAFT**

**Inventory of Existing Coquitlam Policies & Initiatives Related to Community GHG Emission Reductions**

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<b>CCAP</b> Policy CC1/CC2 Land Use Designations and Corresponding Zones - Dense Mixed-Use and Residential Options - Corresponds with <b>Schedule A</b>	Land Use Designations of particular note are City Centre Commercial, High Density Apartment Residential.
<b>CCAP</b> Policy CC3 City Centre Commercial Density Bonus for Employment (C-4 Zone)	Density bonus provisions to encourage inclusion of employment generating floor space in new mixed use developments within the City Centre.
<b>CCAP</b> Policy CC14 - Development Phasing - Land Use to respond to rapid transit - Future Plan Update when station locations known.	Revisit the plan to consider appropriate transit supportive densities around future Evergreen Line stations.
<b>CCAP</b> Policy HE4 - Encourage innovative and site sensitive multi-family housing	See policy
<b>CCAP</b> Policy HE5 - Encourage opportunities for urban agriculture in the City Centre.	See policy
<b>CCAP</b> Policy HE7 - Consider biodiversity, climate change goals, such as carbon sequestration, and increased efficiency in stormwater management when planting and managing urban trees and landscapes within the City Centre.	See policy
<b>CCAP</b> Policy HE11 - Ensure that all private properties conform to the requirements of the "Tree Management Bylaw, No. 3855, 2007" in order to regulate the conservation, cutting, removal and replacement of trees throughout the City Centre.	See policy
<b>CCAP</b> Policy VE1 - Attract and incorporate a range of office uses and office building types into the City Centre in appropriate locations, such as rapid transit station areas. Allow higher densities on sites near rapid transit stations where higher amounts of office space will be required as part of the new development to enhance employee mobility in and around the region (Cross-cutting).**	See policy
<b>CCAP</b> Policy VE2 - Continue to provide a density bonus for developments within the area designated as "City Centre Commercial" in exchange for additional employment generating space (Cross-cutting).**	See policy
<b>CCAP</b> Policy VE3 - Protect opportunities along the Barnet Corridor and in the Christmas Way area for higher order employment uses at higher densities (Cross-cutting).**	See policy
<b>CCAP</b> Policy VE9 - Permit home-based businesses, small business, and virtual workplaces in appropriate mixed-use developments.	See policy
<b>CCAP</b> , 8.1.2 Guidelines to Achieve Objectives (a) Concept Plan and Urban Design Guidelines	The City Centre Area Plan includes the "Coquitlam Town Centre Concept Plan and Urban Design Guidelines" (adopted by resolution) aimed at creating a high quality pedestrian environment in the City Centre. This includes provisions for a pedestrian spine serving as a key human scale corridor connecting key City Centre destinations and establishing a key component of City Centre public space. The Pedestrian Spine links with the City Centre Square - a central organizing feature.
<b>SWCAP</b> 2.1 Compact Complete Communities - Goal & Objectives	Direction to develop City Centre and Southwest Coquitlam as Compact Complete Communities.
<b>SWCAP</b> Policy CC1/CC2 Land Use Designations and Corresponding Zones - Dense Mixed-Use and Residential Options - Corresponds with <b>Schedule A</b>	Land Use Designations of particular note are Transit Village Commercial, Urban Quarter, Neighbourhood Commercial, High Density Apartment Residential, Waterfront Village Centre, Neighbourhood Attached Residential.
<b>SWCAP</b> Policy CC3 - Direct the greatest share of growth to designated centres as identified on <b>Schedule B</b>	Network of connected Centres

**APPENDIX 1 - DRAFT**

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<p><b>SWCAP 2.3 Centres Policies, Policy CC8 - Identify and encourage densities sufficient to promote pedestrian activity and frequent transit service within neighbourhood centres, as well as to support local businesses providing neighbourhood services.</b></p>	<p>See policy</p>
<p><b>SWCAP 2.3 Centres Policies, Policy CC9 - Neighbourhood Centres</b></p>	<p>Policy states that Neighbourhood Centres should include land use and zoning provisions sufficient to accommodate a range of employment and/or commercial convenient to local residents and workers and in some cases broader clientele; diversity of housing choices; appropriate community facilities; Parks, public gathering places, natural areas and streetscapes that enhance vibrancy and livability.</p>
<p><b>SWCAP 2.3 Centres Policies, Policy CC10 - Employment Centres</b></p>	<p>Land uses and infrastructure investments to support employment growth through change and enhancement of recreational/institutional centres as destinations; A range of employment and economic activity compatible with the function and character of employment centre; Community facilities to support employment centre.</p>
<p><b>SWCAP 2.3 Residential Land Uses, Policy CC25 RS-3 Zone Small Lot One Family Residential</b></p>	<p>Council can consider RS-3 One Family residential with a minimum lot size of 555m2 if appropriate with respect to neighbourhood context, character and surrounding lot sizes.</p>
<p><b>SWCAP 2.3 Residential Land Uses, Policy CC27 - Housing Choices (Interim Approach)</b></p>	<p>Council may consider applications for new small-scale, ground-oriented housing choices in portions of the Plan area designated Neighbourhood Attached Residential in advance of completing new, or updating existing, Neighbourhood Plans. City will establish a demonstration project for Innovative, Small-scale Housing Design to assist in guiding appropriate new housing choice designs.</p>
<p><b>SWCAP Policy CC35 - Criteria for Work-Live Industrial Uses (Schoolhouse Street Area)</b></p>	<p>In association with Schedule D, the plan outlines an in SW Coquitlam where Work-Live Uses are supported by policy.</p>
<p><b>SWCAP Section 3, Healthy and Liveable Environment, Water Resources, HE1</b></p>	<p>Complete Integrated Stormwater Management Plans either before or at the same time as neighbourhood plans are developed; Implement invasive species management plans; Encouraging the application of roof treatments on multi-family, commercial, mixed-use and industrial buildings to improve stormwater management and views from above.</p>
<p><b>SWCAP Section 3, Healthy and Liveable Environment, Environmentally Sensitive Areas, HE3</b></p>	<p>Prevention or mitigation of impacts from urban development in environmentally sensitive areas; Investigate use of DP Areas to protect ESAs;.</p>
<p><b>SWCAP Section 3, Healthy and Liveable Environment, Air Quality, Climate Change and Energy, HE4**</b></p>	<p>Reduce emissions of common air contaminants and GHGs by:</p> <ul style="list-style-type: none"> <li>(10) Incorporating approaches to land use planning that enable residents to use transit or non-vehicular means to complete daily tasks.</li> <li>(12) Working with business owners, especially those in the industrial areas, to explore sustainable synergies and the establishment of eco-industrial networks.</li> <li>(14) Providing reduced vehicular travel and live/work opportunities with development that establishes access to utility corridors and conduit for all suppliers of communication technology.</li> <li>(15) Using the City of Coquitlam Green Guide to encourage residents, businesses, and developers improve the environmental performance of buildings and development.</li> <li>(16) Encourage opportunities for urban agriculture in Southwest Coquitlam to permit the growing of food such as edible landscaping, community garden space and active living roofs.</li> </ul>

**APPENDIX 1 - DRAFT**

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<b>SWCAP</b> Section 3, Healthy and Liveable Environment, Environmental Awareness and Responsibility	HE7 Use the Neighbourhood Policy Framework in Schedule G, to inform and guide the preparation of neighbourhood plans that advance sustainable goals.
<b>SWCAP</b> , Section 4, Housing Choices, Policies DN2 - DN4.	Encourage innovative and non-traditional, small-scale, ground-oriented housing types such as co-housing, courtyard housing, cottage housing, coach housing, live/work, and other forms of adaptable or flexible housing as an alternative means of accommodating residential growth and change and potentially providing affordable housing options; Strive to increase opportunities for seniors to live in accessible housing with services nearby
<b>SWCAP</b> , Section 6, Vital Economy, Policy VE2, VE4, VE8, VE16, VE17	Accommodate significant concentrations of employment and population growth in neighbourhood centres; Examine a range of incentives to stimulate new office development in neighbourhood centres and areas well served by rapid transit and the Frequent Transit Network (FTN); Foster home-based businesses, small businesses, and virtual work places in appropriate locations; Encourage green building design features for upgraded and new commercial and industrial developments; Work with Metro Vancouver and other agencies and development interests to explore opportunities for eco-industrial networking and related demonstration projects.
<b>SWCAP</b> , Section 7, Accessible Community Facilities and Programming, Policy CS23	Incorporate child minding services, nursery schools, child-care centres, and out of school child-care centres in areas designated for residential uses as well as higher-density residential or mixed use projects located near transit nodes and corridors.
<b>SWCAP</b> , Section 9 Implementation, 9.2 Complete Compact Community, Provisions 7, 9	Consider and apply incentive based development measures, such as density bonusing, to achieve the desired mix of land uses and supporting public benefits through Neighbourhood Planning; Establish an application review process to consider new small-scale, ground oriented housing choices.
<b>SWCAP</b> , Section 9.0 Implementation, Vital Economy, Provision 27	Examine the range of incentives to stimulate new office development in neighbourhood centres and areas well served by rapid transit and the Frequent Transit Network.
<b>BNP</b> , Section 2.0 Vision	The common vision for the Burquitlam Neighbourhood Plan is that of a complete Transit-Oriented Village, which is at the heart of Burquitlam. Mixed-used, dense core served by rapid transit. Shift to a pedestrian and transit focused mixed use core.
<b>BNP</b> , Section 2.2 Conceptual Framework	Transit oriented village with mixed uses and densities of 3.0 times the lot area; Commercial Area to create a street edge of at-grade retail with commercial/office and high density residential above; additional medium density residential surrounding Transit Village core; emphasis on pedestrian oriented public realm; Multi-modal and balanced transportation system.
<b>BNP</b> , Section 3.0 Land Use Elements	Key land use designations include: Transit Village Commercial and Medium Density Apartment.
<b>LNP</b> , Section 2.0 Vision	The common vision for the Lougheed Neighbourhood Plan is that of a medium to high density mixed-use neighbourhood supportive of the objectives of Transit Oriented Development. Planned to be a complete community in terms of a mix of housing types, civic amenities, and other land uses and services all within walking distance of each other.

**APPENDIX 1 - DRAFT**

**Inventory of Existing Coquitlam Policies & Initiatives Related to Community GHG Emission Reductions**

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<b>LNP</b> , Section 2.2 Conceptual Framework	Transit oriented village with mixed uses and densities of 3.0 times the lot area; Urban Quarter between 2.0 - 3.0 FSR. Commercial Area to create a street edge of at-grade retail with commercial/office and high density residential above; additional medium density residential surrounding Transit Village core; emphasis on pedestrian oriented public realm; Multi-modal and balanced transportation system. Highest densities within a 10 - 15 minute walk of the Lougheed SkyTrain station.
<b>LNP</b> , Section 3.0 Land Use Elements	Key land use designations include: Transit Village Commercial, Urban Quarter High Density Apartment and Medium Density Apartment.
<b>LNP</b> , Section 4.0 Development Permit Area, 4.1.1 Objective (a)	To recognize the role of the Transit Village Commercial and urban Quarter land use designations as accommodating compact, mixed-use transit oriented developments near the Lougheed SkyTrain Station.
<b>WFVCNP</b> , 2.0 Vision	Envisioned as a vibrant, urban neighbourhood that integrates residential, industrial, commercial, educational and recreational land uses. Fraser Mills will be a compact, complete neighbourhood, supported by sustainable development objectives.
<b>WFVCNP</b> , 3.0 Land Use Elements** (also see 3.2 Policies for specifics of uses, unit counts and density mix)	Waterfront Village Centre is to be developed in conformity with sustainability principles and targets as set out in the <b>Sustainability Checklist in Schedule M</b> of the NP. See Checklist - deals with density, diversity of uses, affordable housing, Commercial space, parks and open space, building form, walkability, universal design, TDM, Monitoring, Cycling, traffic speeds, Building Sustainability (LEED Silver), Building Energy Performance, Green Building Operations, Adaptation and Flexibility, District heating, Heritage and urban design, Construction waste, Education, Recycling, Water consumption, Water quality, Irrigation, GHG Emissions of buildings, Public waste.
<b>WFVCNP</b> , 3.2.4 Affordable Housing - Policies 5, 6	The affordability of home ownership and rental will be increased through the design of smaller square footage units, innovative design and appropriate construction materials; Secondary suites in townhouses or "lock-off suites" in apartments (considered as one unit) will be explored in the design of dwelling units to encourage the development of affordable home ownership housing.
<b>MNP</b> ,3.1 Development Concept	Maillardville is an established neighbourhood with a long standing historical presence. This is one of the specific centres identified in Figure 2.1 of the Citywide portion of the OCP. Consistent with the overarching "Centres Policy", Maillardville Neighbourhood Centre is a commercial cluster surrounded by high density residential uses; The concept sets the following as one of its priorities, "creation of a neighbourhood centre around the Maillardville commercial core in order to support downtown revitalization; to strengthen community identity and focus by encouraging intensive development close to the commercial centre; and to create a vibrant community atmosphere by encouraging a mix of commercial shops, apartments and townhouse uses and by encouraging pedestrian-oriented streetscapes.
<b>MNP</b> , Policy 3.1, 3.2 Land Use Designations and Corresponding Zones (see <b>Schedule B</b> for distribution of uses)	The plan includes several key zones that encourage the development of a compact complete community - including the mixed use Neighbourhood Centre designation, Medium Density Apartment, Low Density Apartment, Urban Townhousing, Townhousing, Neighbourhood Attached Residential and General Commercial.
<b>MNP</b> , Policy 3.5 Neighbourhood Centre Land Use Designation (a), (d)	Additional housing types beyond the standard apartment and townhouse models should be explored and applied throughout the Neighbourhood Centre including lofts and employment living units; Secure amenities as part of new development. These could include civic uses such as publically accessible squares, plazas and courtyards, community serving facilities, and sustainable design features.

**APPENDIX 1 - DRAFT**

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<b>MNP</b> , Maillardville Streetscape and Pedestrian Corridor Guidelines	The Streetscape Design Guidelines have been prepared for Adair Avenue, Woolridge and Nelson Streets (North to Brunette Avenue). Approximately 1.5 km.
<b>MNP</b> , Maillardville Neighbourhood Centre Design Guidelines	This document seeks to establish a strong pedestrian oriented mixed-use neighbourhood centre connected to the surrounding residential areas. The document deals with a range of design factors to influence walkability and quality of the public realm. It also deals with the private realm, encouraging new development to consider walkability and pedestrian integration through provisions such as mid-block connections and crossings, wide sidewalks, and attention to public-private interface. The private space provisions encourage sustainable design features such as LEED construction, effective stormwater management, consideration of solar access, and proximity to existing rapid transit.
<b>AHNP - Neighbourhood Planning Process underway</b>	This neighbourhood planning process corresponds to Figure 2.1 of the CWOCP section of the OCP, exploring a mix of land uses and densities to support the development of a compact complete community in the Austin Heights area of Southwest Coquitlam. This planning initiative is approximately 3/4 of the way through the process. Concepts explored to date consider transition of the low density auto-oriented commercial core to a mixed use, transit supportive neighbourhood centre.
<b>NECAP - Development Concept - Major Components</b>	Major components of the overall development concept include: <ul style="list-style-type: none"> <li>• one walkable, village node or centre which serves as a focal point for the area's employment, shopping, educational, recreational and social uses and for future direct transit service between Northeast Coquitlam and Coquitlam's Regional Town Centre;</li> <li>• a mix of transit-supportive land use types and densities within the proposed urban development "village" area;</li> <li>• a concentration of residential land uses within a ten minute walk of the village centre with land use intensity decreasing in a concentric manner as distance from the village centre increases;</li> <li>• opportunities for lower density suburban and rural residential development in areas beyond the village area;</li> <li>• protection of areas of high environmental sensitivity;</li> <li>• protection of lands within the Agricultural Land Reserve for agricultural uses;</li> <li>• a network of active and passive parks and leisure opportunities;</li> <li>• a transportation network which accommodates the need of cars, transit, bicycles and pedestrians and which includes new east/west connections across the Coquitlam River at David Avenue and a second, more southerly crossing and improvements to the north/</li> </ul>
<b>NECAP</b> , A-2.1.2 Future Urban Development Areas (a)	Village - High Density Area - the future heart of Northeast Coquitlam. Centered on a future transit hub, this area is intended as the focus of the most intensive pedestrian activity and includes the proposed mixed use (residential and commercial) village core plus adjacent, predominantly residential areas. - Future Partington Creek Village Neighbourhood Plan. Avg residential densities ranging from 50-60 uph.
<b>NECAP</b> , A-2.1.2 Future Urban Development Areas (b)	Village - Medium Density Area - within 5 minute walk of core, higher proportion of ground oriented units, avg density of 23-30 uph.

**APPENDIX 1 - DRAFT**

**Inventory of Existing Coquitlam Policies & Initiatives Related to Community GHG Emission Reductions**

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<b>NECAP</b> , A-2.1.2 Future Urban Development Areas ( c)	Village - Lower Density Area. Beyond a ten minute walk of the core with a higher proportion of lower density residential units. Avg residential densities ranging from 10-20 uph.
<b>NECAP</b> , Policy A-3.1 Strategies to Encourage Energy Efficient Neighbourhoods (i)**	This policy and associated subsections outline a range of land use, transportation, energy and building design strategies encouraged to promote the planning, design and construction of energy efficient neighbourhoods. See (i) for land use specific policies.
<b>NECAP</b> , Policy A-8.5 Community Gardens	The City will encourage and work with community-based partners to explore and where feasible, develop opportunities for local community gardens.
<b>NECAP</b> , D-1.0 Land Use and Community Design Principles (f)	Direct higher residential densities and mixed-use developments along transit corridors.
<b>NECAP</b> , D-1.0 Land Use and Community Design Principles (g)	Create more compact community form in order to preserve open space and natural systems, reduce resource consumption and provide a greater number of amenities closer to home.
<b>LHCVNP</b> , 2.0 Vision	Neighbourhood Plan is founded on provisions of NECAP. These principles promote neighbourhood design which integrates natural features and systems to create a sense of place and community that is respectful of its natural environment. The planned neighbourhood is compact with a mix of land uses, household types and building forms arranged for convenient access by walking, cycling, transit or car. Such a form preserves open space and environmentally sensitive areas.
<b>LHCVNP</b> , 2.1 Planning Principles	<p>a. To design compact pedestrian-oriented neighbourhoods, providing: a coherent pattern of streets and uses; - improved accessibility, safety and pedestrian comfort; and slowed vehicular traffic</p> <p>b. To foster socio-economic and age mixed communities, by providing: a variety of housing types to meet diverse needs, including age, ability and income; and services for a diversity of life-stages</p> <p>c. To protect environmental health, through: protection of environmentally sensitive areas; restoration and enhancement of sensitive habitats; and, stewardship of natural and cultural resources.</p> <p>d. To integrate parks and the natural environment, by: designing the neighbourhood around primary natural features; locating parks within an average five-minute walking distance of residents; and connecting parks and natural areas in a network of civic spaces; and providing for public enjoyment of the Hyde Creek Corridor.</p> <p>e. To situate a combined secondary school and community park site such that it provides . . .</p> <p>f. To develop the lands near the existing elementary school and park site to provide: access to households within 5 minute walking distance; opportunities for passive surveillance and for increased safety; opportunities for active and passive play and interpretive activities.</p> <p>g. To increase transportation choices, providing: a connected multi-modal transportation system; and a network of dedicated pedestrian and cycling routes.</p>
<b>LHCVNP</b> , 3.2 Land Use Elements, Residential Policies (2 &8)	Encourage the development of a walkable neighbourhood with a variety of street-oriented housing forms and lot sizes that meets the needs of households of varying income levels and age groups within the neighbourhood; Use amenity contributions to enhance the neighbourhood as a complete community. Key land use designations include Neighbourhood Commercial, Street Oriented Village Homes (row homes), Small Village Single Family and Large Village Single Family.

**APPENDIX 1 - DRAFT**

**Inventory of Existing Coquitlam Policies & Initiatives Related to Community GHG Emission Reductions**

Target / Policy / Action / Priority Name	Description
<b>LHCVNP</b> , 3.3 Land Use Elements, Neighbourhood Commercial	Allow a mix of general commercial, office, retail and community meeting space uses within the Neighbourhood Commercial development at the subject site to cater to the needs of neighbourhood residents.
<b>UCHVNP</b> , 2.0 Vision	Neighbourhood Plan is founded on provisions of NECAP. These principles promote neighbourhood design which integrates natural features and systems to create a sense of place and community that is respectful of its natural environment. The planned neighbourhood is compact with a mix of land uses, household types and building forms arranged for convenient access by walking, cycling, transit or car. Such a form preserves open space and environmentally sensitive areas.
<b>UCHVNP</b> , 2.1 Planning Principles	<p>a. To design compact pedestrian-oriented neighbourhoods, providing: a coherent pattern of streets and uses; - improved accessibility, safety and pedestrian comfort; and slowed vehicular traffic</p> <p>b. To foster socio-economic and age mixed communities, by providing: a variety of housing types to meet diverse needs, including age, ability and income; and services for a diversity of life-stages</p> <p>c. To protect environmental health, through: protection of environmentally sensitive areas; restoration and enhancement of sensitive habitats; and, stewardship of natural and cultural resources.</p> <p>d. To integrate parks and the natural environment, by: designing the neighbourhood around primary natural features; locating parks within an average five-minute walking distance of residents; and connecting parks and natural areas in a network of civic spaces; and providing for public enjoyment of the Hyde Creek Corridor.</p> <p>e. To situate a combined secondary school and community park site such that it provides . . .</p> <p>f. To increase transportation choices, providing: a connected multi-modal transportation system; and a network of dedicated pedestrian and cycling routes.</p>
<b>UCHVNP</b> , Land Use Elements, 3.2 Residential (See distribution of land uses through Schedule A)	Residential development is organized around a central more intensive core area adjacent to the school/park site and linked by a network of multiple road, path and trail connections throughout the neighbourhood. Key land use designations include: Street Oriented Village Homes, Small Village Single Family, Large Village Single Family, large Single Family, Executive Single Family, Estate Single Family and Suburban Single Family.
<b>UCHVNP</b> , 3.3 Parks and Open Space Concept/ Park and Open Space Design	Secure parks and open space in accordance with Schedule B - Park and Open Space Concept Plan; Where possible, protect significant trees and vegetation through the design of parks and other public open space.
<b>SCNP</b> , Planning Principles	<p>1. To design compact pedestrian-oriented neighbourhoods</p> <p>2. To foster vibrant and diverse age-mixed communities</p> <p>3. To protect environmental health</p> <p>4. To integrate parks and the natural environment</p> <p>5. To establish integrated neighbourhood parks and recreation systems</p> <p>6. To situate combined school and park sites so they provide access to households within a five minute walk, opportunities for passive surveillance</p> <p>7. To increase transportation choices</p> <p>8. To promote an economically viable and mixed use village centre in Northeast Coquitlam that encourages the development of local employment opportunities.</p>

**APPENDIX 1 - DRAFT**

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<p><b>SCNP</b>, Land Use Elements, Key Residential Land Use Designations (See Schedule A for distribution)</p>	<p>Key residential land use designations for the Smiling Creek Neighbourhood Plan include: Street-Oriented Village Homes, Conventional Townhomes, Small Village Single Family, Large Village Single Family, Large Single Family, and Estate Single Family.</p>
<p><b>SCNP</b>, Land Use Elements, 3.6 Neighbourhood Commercial</p>	<p>Accommodate Neighbourhood commercial at the corner of David Avenue and Coast Meridian Road which allows a mix of general commercial, office, retail and community meeting space uses within the Neighbourhood Commercial development. Residential uses above the first story may also be considered.</p>
<p><b>Partington Creek Village Neighbourhood Plan</b></p>	<p>The Partington Creek Neighbourhood Plan is currently under development and will host the Neighbourhood Village Centre for the Northeast sector of the City.</p>
<p><b>Transportation:</b></p>	
<p><b>City of Coquitlam Strategic Transportation Plan</b> - Future Bike Network, Transit Network (Approved Dec 3, 2001)</p>	<p>The City's existing Strategic Transportation Plan looks at a wide range of transportation planning components. The ultimate bicycle network plan is illustrated but no targets for implementation over time. The conceptual future transit network is also outlined. Bike routes approved in addition to those in the STP include Glen Drive and a section of Brunette between Lougheed Highway and Highway 1.</p>
<p><b>City of Coquitlam Strategic Transportation Plan Update</b></p>	<p>The City has just initiated an update to the Strategic Transportation Plan. This project will revisit all elements of the Strategic Transportation Plan.</p>
<p><b>Evergreen Rapid Transit Line Project</b></p>	<p>Planning for the Evergreen Rapid Transit Line, a Provincial Project, is currently underway. To-date the project has identified a conceptual alignment and primary stations. Details regarding station design, precise location or potential additional stations are not available at this time. See project website for more information.</p>
<p><b>CWOCP 2.3</b> Improving Community Linkages (Policies a-e)</p>	<p>Support development in City Centre with transportation services for all modes; support mixed-use transit oriented developments around SkyTrain station areas; integrate land use and transportation facilities; ensure transportation supports continued success and future expansion of key commercial areas - attractive levels of transit service, convenient walking and cycling connections to adjacent neighbourhoods; increase accessibility to major employment areas.</p>
<p><b>CWOCP - 6.1</b> Transportation to Support Neighbourhood Livability and Vitality, Policy (b)</p>	<p>Maintain and improve the quality of neighbourhood streets as a place for people and transportation - pedestrian and cycling facilities.</p>
<p><b>CWOCP - 6.2</b> Roadway Networks for People, Goods and Services, Policy a,d,e,g,h,i</p>	<p>Develop the roadway network as a multi-use facility for automobiles, transit vehicles, cyclists, pedestrians, carpools, and vanpools, as well as commercial vehicles delivering goods and services; Recognize travel demands generated by new and infill developments; Provide for transit needs through appropriate road design; Incorporate provisions for cyclists and pedestrians in the development of all future road projects, as appropriate; Improve local circulation for all travel modes; Ensure that the roadway network is accessible to individuals of varying ages and physical abilities.</p>

**APPENDIX 1 - DRAFT**

**Inventory of Existing Coquitlam Policies & Initiatives Related to Community GHG Emission Reductions**

Target / Policy / Action / Priority Name	Description
<b>CWOCP 6.3 - Transit Services and Facilities - Policies a-f</b>	Enhance rapid transit access between Coquitlam and various regional destinations; Promote the implementation of attractive transit services to other key destinations not served by SkyTrain; Enhance the level of transit service for travel within Coquitlam; Recognize that transit priority measures on roadways will enhance transit reliability; Meet the needs of people with specialized access requirements; Recognize the unique transit needs of major institutions and employers.
<b>CWOCP 6.4 - Pedestrian and Cycling Mobility Objective 1, Policies a-c</b>	Safe and convenient pedestrian travel; Pedestrian connections to neighbouring municipalities; Facilitate walking to transit stations.
<b>CWOCP 6.4 - Pedestrian and Cycling Mobility Objective 2, Policies a-d</b>	Facilitate cycling to key destinations (Bicycle Network Plan); Enhance safety and comfort for bicycles; Promote accessibility to public transit for cyclists; Support development and implementation of complementary programs to support bicycle use.
<b>CCAP Section 5.1 Transportation Choices - Goals and Objectives</b>	See goals and objectives.
<b>CCAP Policy CC13 - Pedestrian Spine Policies - walkable environment (Also See Provisions of the "Town Centre Concept Plan and Urban Design Guidelines"</b>	Policies addressing building form and design where it addresses the pedestrian spine. Design provisions seek to establish a high quality and interesting walking environment with active edges.
<b>CCAP Policy ST3 - Ensure that the pedestrian environment is universally accessible accommodating those with visual, mobility, and cognitive impairments including those who use wheelchairs and scooters.</b>	See policy
<b>CCAP Policy ST4 - Increase the number of cycling routes and expand the bicycle network in the City Centre pursuant to the City's "Cycling Implementation and Policy Strategy," once adopted, and to meet specific needs at planned development sites.</b>	See policy
<b>CCAP Policy ST6 - Ensure the Citywide Frequent Transit Network includes the City Centre street network and that it is served with a superior level of service.</b>	See policy
<b>CCAP Policy ST7 - Ensure all transit facilities attain the highest level of universal accessibility and are implemented with the highest quality design and environment to encourage transit ridership and integration into new development, wherever possible.</b>	See policy
<b>CCAP Policy ST8 - Ensure all transit facilities offer a range of high level pedestrian and bicycle facilities and amenities.</b>	See policy
<b>CCAP Policy ST9 - Work with the regional transportation authority to implement an Area Transit Plan prior to the completion of rapid transit planning process to integrate Community Shuttle, conventional bus transit, and the West Coast Express service to provide a superior and well-connected transit service to the City Centre.</b>	See policy
<b>CCAP Policy ST10 - Plan for the connection of future bus rapid transit service on Lougheed Highway to the City Centre rapid transit line and other bus rapid transit lines extending to Port Coquitlam and areas east of Pitt River.</b>	See policy
<b>CCAP Policy ST12 - Provide a prioritized level of service within the City Centre street system for pedestrians, cyclists, and transit users over single occupancy vehicles, except on arterial streets.</b>	See policy
<b>CCAP Policy ST15 - Incorporate interconnected pedestrian facilities, public spaces and greenways into the street network to attain seamless multi-modal connectivity for all travel in the City Centre.</b>	See policy

**APPENDIX 1 - DRAFT**

**Inventory of Existing Coquitlam Policies & Initiatives Related to Community GHG Emission Reductions**

Target / Policy / Action / Priority Name	Description
<b>CCAP</b> Policy ST19 - Plan and implement additional north-south multi-modal connections across the Canadian Pacific Rail ROW as opportunities arise . . .	See policy
<b>CCAP</b> Policy ST20 - Encourage TDM strategies and measures as part of all public and private sector development plans in the City Centre.	See policy
<b>CCAP</b> Policy ST21 - Incorporate employer-based, school-based, and community-based incentive TDM measures and programs to ensure full integration of multi-modal travel and needs in the City Centre.	See policy
<b>CCAP</b> Policy ST22 - Consider parking supply management and pricing as a disincentive TDM measure to improve the efficiency of vehicular travel and transit modal share in the City Centre.	See policy
<b>CCAP</b> Policy ST23 - Explore the potential to develop and adopt an anti-idling bylaw to reduce vehicle emissions in the community.	See policy
<b>CCAP</b> Policy ST25 - Consider variance to on-site parking requirements within the City Centre DP Area if justified through factors such as direct access to high frequency transit service, lower private vehicle ownership, shared parking opportunities, unbundled parking measures, TDM measures . . .	See policy
<b>CCAP</b> Policy CS5 - Strive to achieve at least 1.0ha (2.5 acres) of land per 1,000 population in the City Centre that is suitable for "active" pursuits in an urban neighbourhood or community park.	See policy
<b>CCAP</b> Section 9.0 Implementation - (3) Commence Phase 2 of the City Centre Area Plan update process once rapid transit stations and alignment locations have been identified - new land uses and public spaces supporting rapid transit. Updating Urban Design Guidelines to include transit integration design measures.	See Action description
<b>CCAP</b> Section 9.0 Implementation - (4) Develop a pedestrian network master plan for the City Centre.	See Action description
<b>CCAP</b> Section 9.0 Implementation - (6) Develop and adopt TDM strategies and measures in City Centre.	See Action description - to be explored as part of STP Update
<b>CCAP</b> Section 9.0 Implementation - (7) Complete the City Centre Parking Management Strategy.	See Action description - underway
<b>CCAP</b> Section 9.0 Implementation - (8) Explore anti-idling bylaw	See Action description
<b>CCAP</b> Section 9.0 Implementation - (10) Conduct a review of opportunities for the incorporation of alternative energy generation in the City Centre - partnerships, pre-feasibility study.	See Action description
<b>CCAP</b> Section 9.0 Implementation - (13) Develop guidelines that outline voluntary green building design features that incorporate site-sensitive design.	See Action description
<b>SWCAP</b> , Section 5, Sustainable Transportation Choices, Goal (see section for objectives)	Develop an integrated, sustainable, multi-modal transportation system for people, goods, and services that is environmentally friendly, affordable, efficient, convenient, safe and accessible.
<b>SWCAP</b> Policy CC7 - Provide multi-modal transportation connections within and to surrounding neighbourhood centres and other centres and facilities with a particular focus on walking, cycling and transit orientation.	

**APPENDIX 1 - DRAFT**

**Inventory of Existing Coquitlam Policies & Initiatives Related to Community GHG Emission Reductions**

Target / Policy / Action / Priority Name	Description
Reduce emissions of common air contaminants and GHGs by:	(8) Partnering with Metro Vancouver through programs to reduce emissions from automobiles and homes.  (9) Implementing a sustainable transportation plan which includes travel demand management services to improve and encourage transit and non-vehicular modes of transportation.
<b>SWCAP</b> , Section 5 Sustainable Transportation, Enhancing Vibrant Centres: LU and Transportation, Policies ST1, ST4	Encourage the design of transportation infrastructure and facilities in and between centres to support land use strategies, goals and policies for a sustainable, compact, complete community; Explore all other options to improve safety to achieve appropriate levels of services before adding new general purpose vehicle travel lanes.
<b>SWCAP</b> , Section 5, Increasing Transportation Choices: Making Transit a Real Choice, Policy ST8	Work with TransLink to provide transit service that is fast, frequent, and reliable between centres and accessible to most of the City's residences and businesses.
<b>SWCAP</b> , Section 5, Increasing Transportation Choices: Making Transit a Real Choice, Policy ST10	Ensure land use and servicing plans support the integration of the <b>Evergreen Rapid Transit Line</b> along the North Road and Clarke Road corridor. Work collaboratively with TransLink and the Province, along with the Kwikwetlem First Nation and other stakeholders, to develop a longer term plan for the provision of rapid transit along the Lougheed corridor in Southwest Coquitlam. Establish an integrated, <b>regional high capacity rapid bus system</b> or similar facility within the corridor as an interim step to building a southeast rapid transit line.
<b>SWCAP</b> , Section 5, Increasing Transportation Choices: Making Transit a Real Choice, Policies ST11, ST12, ST16	Work collaboratively with TransLink to support the development of a Frequent Transit Network system that connects all centres; Integrate transit stops, stations, and hubs into existing communities and business districts to make it convenient for people to ride transit and reach local businesses; Encourage opportunities for waterborne transit service.
<b>SWCAP</b> , Section 5, Increasing Transportation Choices: Bicycling and Walking, Policies ST17-ST23	Improve mobility and safe access for walking and bicycling in Southwest Coquitlam. Develop Southwest Coquitlam-wide integrated bicycle and pedestrian systems, and create incentives to promote non-motorized travel to all centres, transit stations, schools, parks and other destinations; End of trip bicycle facilities; Improvement of pedestrian facilities as priority to improve connections to schools, transit, neighbourhood centres; Provide and maintain a direct and comprehensive bicycle network connecting centres.
<b>SWCAP</b> , Section 9.0 Implementation, Sustainable Transportation, Provision 23	Develop a Sustainable Transportation Plan for Southwest Coquitlam with the goal of creating a multi-modal transportation network to move people and goods. <i>See provision for more information.</i>
<b>SWCAP</b> , Section 9.0 Implementation, Sustainable Transportation, Provision 25	Work collaboratively with TransLink, the Province and Kwikwetlem First Nation to develop a plan for the provision of rapid transit along the Lougheed Corridor in SW Coquitlam - possibly rapid bus as an interim step to a southeast rapid transit line.
<b>BNP</b> , Section 3.0, Land Use Elements, Parking Reductions Considered, Policies 3.1.3 (j), 3.2.3 (e), 3.3.1 (f)	Consider reducing on-site parking requirements by up to 30% as part of development within the BN Development Permit Area if justified by developer - through higher transit usage, lower automobile ownership, shared parking opportunities, and other long term incentives.
<b>BNP</b> , Section 3.6 Parks, Open Space and Leisure Facilities, Policy 3.6.3 (d)	Provide urban greenway linkages that connect the transit station, parks, neighbourhood amenities, businesses and residences.
<b>BNP</b> , Section 3.7 .1 Rapid Transit Station and Alignment Policies a-g	Policies addressing effective integration of the future rapid transit line and station as a key element of the Burquitlam Neighbourhood centre.

**APPENDIX 1 - DRAFT**

**Inventory of Existing Coquitlam Policies & Initiatives Related to Community GHG Emission Reductions**

Target / Policy / Action / Priority Name	Description
BNP, Section 3.7.2 and 3.7.3 Pedestrian and Cycling System Policies	Policies emphasizing importance of effective and safe pedestrian and bicycle integration and connections; Encouragement for end of trip facilities for cycling.
LNP, Section 3.0, Land Use Elements, Parking Reductions Considered, Policies 3.1.3 (j), 3.2.3 (i), 3.3.1 (e), 3.4.3 (f), 3.5.1 (f)	Consider reducing on-site parking requirements by up to 30% as part of development within the LNP Development Permit Area if justified by developer - through higher transit usage, lower automobile ownership, shared parking opportunities, and other long term incentives.
LNP, Section 3.9.1 and 3.9.2 Pedestrian and Cycling System Policies	Policies emphasizing importance of effective and safe pedestrian and bicycle integration and connections; Effective connections to Lougheed SkyTrain Station; Encouragement for end of trip facilities for cycling.
BNP & LNP, Design Guidelines for Lougheed and Burquitlam	Section 6.0 covers a wide range of guidelines to encourage sustainable project development; Section 2.0 addresses a wide range of public realm components for improvement of multi-modal conditions and pedestrian/cycling facilities in particular (significant number of provisions in this document).
WFVCNP, 3.7.3 Trails and Sidewalks	Policies outlining the integration of pedestrian and cycling facilities. Pedestrian network connecting adjacent neighbourhoods. Schedule G Circulation Network - Pedestrians and Cyclists.
WFVCNP, 4.1 Policy 7, Sustainable transportation strategies will be implemented and consistent with the Sustainability Checklist.	Waterfront Village Centre is to be developed in conformity with sustainability principles and targets as set out in the <b>Sustainability Checklist in Schedule M</b> of the NP. See Checklist - deals with density, diversity of uses, affordable housing, Commercial space, parks and open space, building form, walkability, universal design, TDM, Monitoring, Cycling, traffic speeds, Building Sustainability (LEED Silver), Building Energy Performance, Green Building Operations, Adaptation and Flexibility, District heating, Heritage and urban design, Construction waste, Education, Recycling, Water consumption, Water quality, Irrigation, GHG Emissions of buildings, Public waste.
WFVCNP, 4.1.2 Transit, Policies 1-4	Density and mix of uses planned are expected to support TransLink's plans for a Frequent Transit Network (FTN) on United Boulevard; Well designed transit facilities; Opportunities for additional public transit will be encouraged in consultation between the developer of the lands and TransLink.
WFVCNP, 4.1.2 Automobiles, Policies 1-3	High density mixed land use will support transportation options and encourage residents to reduce vehicle use; TDM measures will be encouraged; WFVC will support the infrastructure necessary to implement car sharing and ride-sharing.
MNP, Policy 4.3 DP Guidelines (d)	The siting of new development shall take into account the pedestrian linkages proposed on Schedule D to this plan.
MNP, Policy 6.2, Pedestrian Circulation	In order to strengthen accessibility to the neighbourhood centre area from multi-family housing to the west, and to lessen the need for vehicular trips within the neighbourhood, consideration will be given to implementing the bicycle and pedestrian plans for this area identified in the Strategic Transportation Plan Update.
NECAP, Policy A-3.1 Strategies to Encourage Energy Efficient Neighbourhoods (ii)**	<p>This policy and associated sub-sections outline a range of land use, transportation, energy and building design strategies encouraged to promote the planning, design and construction of energy efficient neighbourhoods.</p> <p>This policy seeks to encourage and examine the feasibility of district energy supply options in Northeast Coquitlam, particularly in the Village Centre (Partington Creek Village); encourage development of other alternative energy supply options; Encourage multi-use buildings to take advantage of waste heat utilization and opportunities for on site energy supply options.</p>

**APPENDIX 1 - DRAFT**

**Inventory of Existing Coquitlam Policies & Initiatives Related to Community GHG Emission Reductions**

Target / Policy / Action / Priority Name	Description
NECAP, Section B-1.0 Developing a Multi-Modal Transportation System	Council will encourage the development of a multi-modal transportation system which places priority on pedestrians, cyclists, transit, goods movement and private automobiles in NE Coquitlam, consistent with the STP.
NECAP, Policy B-1.3 Transit Priority Emphasis	Road network development with an emphasis on transit priority measures, including the early introduction of transit routes to the area, will be part of the development phasing strategy; Road rights-of-way within Northeast Coquitlam will accommodate all modes of transportation including pedestrians, bicycles, transit, automobiles and commercial vehicles. Transit priority measures in particular, which will work towards ensuring reliable and competitive alternative to private automobile use will be incorporated into future planning and design of road network improvements.
NECAP, policy B-4.3 Comprehensive TDM Strategy	The City will implement individual TDM initiatives in co-ordination with each other and other transportation choices to ensure that the full impact of a comprehensive TDM strategy can be achieved and alternatives are available.
NECAP, Sections B-5.0 Bicycle Planning and B-6.0 Pedestrian Planning Policies	Several bicycle and pedestrian planning policies including elements such as end of trip facilities, bike/transit integration, awareness, safety, development of an integrated system, walkways, pedestrian planning in Neighbourhood Plans, Commercial area 50/50 pedestrian/vehicle space ratio.
NECAP, D-2.0 - Transportation and Circulation Guidelines (a)	Encourage all modes of transport especially walking, cycling and public transit.
LHCVNP/ UHCVNP, Policy 3.2.3 Street Oriented Village Homes, (6)	Consider reducing on-site parking requirements by up to 30 percent as part of development within the Lower Hyde Creek Village Development Permit Area if justified through the demonstration of lower automobile ownership, shared parking opportunities and other long-term incentives for occupants.
LHCVNP, Policy 3.4 Park and Open Space Concept/ Design, (3, 4, (7)	Link neighbourhood parks, open spaces, and key destinations through a continuous system of sidewalks, pathways, off-road trails, trailheads and park connectors (see Schedule B); Use privately-owned publicly accessible spaces to augment and enhance the neighbourhood network of parks, open spaces, trails and paths illustrated in Schedule B; Design pedestrian circulation within parks and open spaces to be barrier-free as much as possible and to integrate with neighbourhood streets and circulation systems.
LHCVNP, Policy 3.5 Recreation Facilities (15)	Consider incorporating facility elements such as a nature trail lookout, environmental learning centre, community gardens and a composting demonstration area as part of the park development.
LHCVNP/ UHCVNP/ SCNP, Policy 4.1.1 Street Network (1)	Use a modified grid system of streets with short blocks to provide multiple travel routes for vehicles, pedestrians and cyclists as generally illustrated on Figure 1 - Road Concept Plan.
LHCVNP/ UHCVNP/SCNP, 4.1.2 Cycling Network	Several policies related to the development of a coordinated system of bicycle routes that, together with parks and open space network, allow movement throughout the neighbourhoods and provide easy access to community destinations; Bicycle movement on arterials roadways along the boundaries of the neighbourhoods (See Map No.6).
LHCVNP/ HCVNP/SCNP, 4.1.3 Pedestrian Network	Policies regarding the linkage of pedestrian and cycling circulation systems with existing routes and integration of park trails with the public on-street system; Establish positive pedestrian realm through design for casual socializing; Enhance pedestrian crossings; Mid-block connections.

**APPENDIX 1 - DRAFT**

**Inventory of Existing Coquitlam Policies & Initiatives Related to Community GHG Emission Reductions**

Target / Policy / Action / Priority Name	Description
<b>LHCVNP/ UHCVNP/SCNP</b> , 4.1.4 Transit Network	Policies to ensure collector streets and other streets designated as bus routes accommodate the needs of transit vehicles, facilitate their movements and provide convenient locations for stops near Leigh Elementary School and the joint Secondary School/Park; Accommodate transit facilities, such as shelters, benches and garbage receptacles along bus routes; Transit facilities should provide well-lit, visible and comfortable waiting areas appropriate for year-round weather conditions.
<b>UHCVNP/ SCNP</b> , 4.1.1 Street Network, Green Street Pilot/ Green Streets	Policies related to incorporation of Green Streets to support or enhance a natural feature or public open space and where alternate site access can be provided; Use neighbourhood green streets as alternative non-paved public streets that only provide pedestrian, cyclist and emergency vehicle access; other design policies related to swales and access.
<b>SCNP</b> , Land Use Elements, Parks and Open Space Concept	Policies related to securing park space through subdivision and in accordance with areas set out in the plan; Link neighbourhood parks, open spaces and key destinations through a continuous system of sidewalks pathways, off-road trailheads and park connectors in accordance with Schedule B.
<b>SCNP</b> , Land Use Elements, Traffic Circulation and Pedestrian Connections	Establish a pedestrian-only zone within each of the school and park sites and ensure that these zones are designed according to barrier free access standards; Facilitate the shared use of parking spaces so that joint school/park sites may accommodate required parking, reducing the need for large parking areas vacant for long periods of time.
<b>Waste:</b>	
<b>CWOCP</b> 7.4 Sustainable Utilities - Objective 5, Policies b & f	Maintain and expand the curb side recycling program and continue efforts to reduce the volume of solid waste generated, consistent with the objectives and strategies of the Solid Waste Management Plan, thereby reducing land use and transportation impacts elsewhere in the City; Explore opportunities to enter into partnerships with private utility providers to achieve economies of scale and other efficiencies in carrying out utility functions.
<b>SWCAP</b> HE5 - Waste Management	Encourage new and existing multi-family, mixed-use and commercial developments to include facilities for waste reduction and recycling; Encourage composting of organic waste materials in a manner that also prevents interactions with wildlife, particularly bears.
<b>SWCAP</b> , Section 9 Implementation, 9.2 Complete Compact Community, Provision 8	Update applicable policies, standards and regulations in support and response to increases in private sector contributions to the achievement of "zero waste" through recycling and diversion of solid waste resources.
<b>WFVCNP</b> , Schedule M - Sustainability Checklist**	To be developed in conformity with sustainability principles and targets as set out in the Sustainability Checklist in Schedule M of the NP. See Checklist - deals with density, diversity of uses, affordable housing, Commercial space, parks and open space, building form, walkability, universal design, TDM, Monitoring, Cycling, traffic speeds, Building Sustainability (LEED Silver), Building Energy Performance, Green Building Operations, Adaptation and Flexibility, District heating, Heritage and urban design, Construction waste, Education, Recycling, Water consumption, Water quality, Irrigation, GHG Emissions of buildings, Public waste.
<b>NECAP</b> , Policy A-7.7 Recycling Centres	In the short term the plan envisions a central recycling depot be provided at the City works yard site on Harper Road. Recycling centres will also be encouraged in the village centre.
<b>1995-2010 Solid Waste Management Plan</b> (METRO Van) 50% Diversion	The City is guided by and commits to the Framework of the Regional Solid Waste Management Strategy, including the Goals, Strategies and Actions. Target diversion rates for the plan are currently 50%.

**APPENDIX 1 - DRAFT**

**Inventory of Existing Coquitlam Policies & Initiatives Related to Community GHG Emission Reductions**

Target / Policy / Action / Priority Name	Description
<b>2010 -2015 Solid Waste Management Plan (METRO Van) 70% Diversion</b>	The City is engaged in reviewing and consulting with Metro Vancouver for an update to the Regional Solid Waste Management Strategy. Review to-date suggests a 70% diversion target will be proposed.
<b>Inspiration Garden</b>	Initiative focused on education related to gardening.
<b>Composting Programs</b>	The City sells composters and keeps a tally of quantities sold. Composting education is anticipated to begin in Spring 2010 as part of the Inspiration Garden.
<b>Organics Collection</b>	The City is currently undertaking a 500 home organics collection pilot project with the intent to roll out a Citywide service in July 2010.
<b>Energy Supply:</b>	
<b>Corporate Climate Action Plan 2007</b>	Inventory and analysis of Corporate emissions. The strategy recommends a Corporate GHG reduction target of 31% reduction in GHG emissions over a 10 year period and sets out a range of recommended actions to achieve the target. Several of the proposed actions have been initiated.
<b>Northeast District Energy Options Feasibility Study</b>	
<b>CCAP Policy HE2 - Explore Opportunities for alternative heating and electricity generation as part of new development</b>	See Policy
<b>CCAP Policy HE1 - Encourage new development to consider GHG Reductions</b>	See Policy
<b>SWCAP Section 3, Healthy and Liveable Environment, Air Quality, Climate Change and Energy, HE4**</b>	<p>Reduce emissions of common air contaminants and GHGs by:</p> <p>(11) Exploring opportunities for incorporation of alternate heating and electricity generation, such as geo-thermal, ground and air source heat pumps, solar thermal, photovoltaic energy, wastewater, or biomass sources as part of new development.</p> <p>(13) Taking the lead in piloting the use of photovoltaics and solar lighting for street lighting and other appropriate opportunities where possible.</p>
<b>SWCAP, Section 9 Implementation, 9.2 Complete Compact Community, Provision 18</b>	Explore opportunities for alternate heating, and electricity generation in new development.
<b>WFVCNP, 1.4 Sustainable Community - Eight Pillars for Sustainability used to Guide the NP Process</b>	(1) Compact, Diverse, Fine-Grained Community - diverse community built in a fine-grained, meaningful pattern. (2) Environmentally-Friendly, Community Oriented Transportation – efficient, low-impact transportation systems. (3) Green Buildings – green, diverse, and adaptable buildings. (4) Green Infrastructure – efficient, low-impact infrastructure systems. (5) Multi-purpose, Safe Open Space – significant, multi-purpose, safe 5. open space that celebrates its location and history. (6) Community Facilities and Programs – diverse, adaptable and locally-6. relevant community facilities and programs. (7) Sustainable Business and Employment – viable development supporting a green local economy. (8) Value-Added Management and Operations – green development management and community operations.

**APPENDIX 1 - DRAFT**

**Inventory of Existing Coquitlam Policies & Initiatives Related to Community GHG Emission Reductions**

Target / Policy / Action / Priority Name	Description
<b>WFVCNP</b> , Schedule M - Sustainability Checklist**	To be developed in conformity with sustainability principles and targets as set out in the Sustainability Checklist in Schedule M of the NP. See Checklist - deals with density, diversity of uses, affordable housing, Commercial space, parks and open space, building form, walkability, universal design, TDM, Monitoring, Cycling, traffic speeds, Building Sustainability (LEED Silver), Building Energy Performance, Green Building Operations, Adaptation and Flexibility, District heating, Heritage and urban design, Construction waste, Education, Recycling, Water consumption, Water quality, Irrigation, GHG Emissions of buildings, Public waste.
<b>WFVCNP</b> , 3.1 Environment, Policy 6	To reduce the Waterfront Village Centre's GHG emissions, there will be a mandatory requirement for all commercial and residential buildings to be connected to the Fraser Mills District Energy System (restrictive covenant will be registered on lands requiring buildings except those designated as light industrial - Business Park).
<b>WFVCNP</b> , 3.1 Environment, Policy 7	Industrial tenants will be encouraged to connect to the District Energy System, and to explore opportunities to use waste heat or other energy produced throughout their processes to meet their own energy needs.
<b>WFVCNP</b> , 4.4 Energy (District Energy), Policies 1-4	The WFVC will locate a Central Energy Centre near King Edward Street in order to accommodate easy access and close proximity to a variety of energy sources as identified in Schedule C; District energy infrastructure requirements will be considered in the design of ROWs (Schedule I); An easement will be placed over the Riverfront Park to allow the district energy provider to install a geothermal field in the future if required.
<b>NECAP</b> Policy A - 3.1 Strategies to Encourage Energy Efficient Neighbourhoods - District Energy	
<b>NECAP</b> , Policy A-3.1 Strategies to Encourage Energy Efficient Neighbourhoods (iii)**	This policy and associated subsections outline a range of land use, transportation, energy and building design strategies encouraged to promote the planning, design and construction of energy efficient neighbourhoods.
<b>Cross-Cutting Priorities:</b>	
<b>Coquitlam 2021 Strategic Plan</b> , Strategic Goals	Goal 1 Strengthen Neighbourhoods; Goal 2 Expand Local Jobs and Local Prosperity; Goal 3 Increase Active Participation and Creativity; Goal 4 Enhance Sustainability of City Services and Infrastructure; Goal 5 Achieve Excellence in City Governance.
<b>Coquitlam 2008 Sustainability Report</b> , 2005 Sustainability Principles, 2008 Achievements, 2009 Priorities	This report highlights the Council adopted Sustainability Principles (2005) and outlines the 2008 Sustainability Accomplishments (Environmental/ Social/ Economic) and outlines the 2009 Sustainability Priorities.
<b>CWOCP</b> 2.1 - Ensuring that New Development Fosters Completeness (Policies a-d)	Encourage new development to reinforce existing community and neighbourhood focal points; varying range of completeness depending on role of centre; opportunities for ground oriented housing through sensitive infill of lower density neighbourhoods; consider additional growth areas with potential to become focal points; attract business activities which will provide household supporting jobs.
<b>CWOCP</b> 2.2 - Responsive and Appropriately Located Government Services (Policies a-c)	Prioritize infrastructure to reinforce future growth in identified centres; prioritize City investment in parks, leisure and other facilities to reinforce growth in identified centres; encourage other government agencies to locate new facilities in identified centres (emphasis on CC).

**APPENDIX 1 - DRAFT**

**Inventory of Existing Coquitlam Policies & Initiatives Related to Community GHG Emission Reductions**

Target / Policy / Action / Priority Name	Description
<b>CWOCP 3.1 - Air Quality, Climate Change and Energy (Objective 1, Policies a-e)</b>	Recognize vehicle emissions on air quality and climate change - implement policies to promote transportation alternatives; Further assess ways of adapting City practices that impact air quality and climate change; Encourage new development to use energy-efficient building technologies that are sensitive to air quality emissions; Recognize benefits of vegetation and landscaping on air quality and temperature; Encourage best practices by construction and industry to minimize airborne dust and fine particles.
<b>CWOCP 3.1 - Air Quality, Climate Change and Energy (Objective 2, Policies a-e)</b>	Support GVRD air monitoring program and Air Quality Management Plan (AQMP); Enhance effectiveness of local and broader air quality efforts through monitoring and intelligence gathering; Continue to learn and benefit from work of other government agencies, including public education efforts.
<b>CWOCP 3.2 - Water Resources, Objective 3, Policies a-f</b>	Create a strategy for stormwater management planning - eventually covering the whole City; Adopt and implement the City's Stormwater Policy and Design Manual.
<b>Integrated Stormwater Management Planning:</b>	CWOCP 3.2 - Water Resources, Policy (b) Reflect watershed conditions and needs in the Neighbourhood Planning Process
<b>CWOCP 3.3.1 Environmentally Sensitive Areas - Green Spaces Objective 1, Policies a &amp; b</b>	Reinforce the role of public parks and open space, including Green Zone lands with environmentally significant features in the ESA network; Develop and carry out an implementation strategy for addressing other significant ESAs that are not part of the Green Zone.
<b>CWOCP 3.3.1 Environmentally Sensitive Areas - Green Spaces Objective 2, Policies a-c</b>	Consider protection of wildlife corridors, where feasible; Develop strategies for enhancing and linking key features on selected lands; Foster greater public appreciation for all ESAs by providing appropriate exposure and access.
<b>CWOCP 3.3.2 Parks, Trails and Other Open Spaces, Objective 1, Policies l,m</b>	Recognize the need for neighbourhood parks in areas undergoing transition; Aim to provide both passive and active open spaces for residents in all neighbourhoods.
<b>CWOCP 3.6 - Environmental Awareness and Responsibilities, Objective 1, Policies a-c</b>	Explore feasibility of demonstration projects for environmentally beneficial products, services, or best practices; Raise awareness of environmentally sustainable choices; Outreach to the younger generation to foster sustainable behaviours.
<b>CWOCP 3.6 - Environmental Awareness and Responsibilities, Objective 2, Policies a-c</b>	Investigate opportunities for establishing industrial or commercial enterprise stewardship or other programs to improve environmental quality; Explore ways to improve sharing of information and expertise between environmental firms, volunteer groups, the City and others. . .
<b>CWOCP 3.7 - An Environmentally Responsible City, Objective 1, Policies a-c</b>	Continue to assist in conserving energy, water and other materials within City operations; Continue to foster broader transportation choices; Consider adopting Naturescape principles in City projects.
<b>CCAP Policy VE7 - Focus on attracting and retaining businesses that create employment suited to the skills of Coquitlam's resident labour force to improve the resiliency of the local economy and contribute to the larger regional and provincial economies.</b>	See policy
<b>CCAP Policy VE8 - Collaborate with other agencies and organizations to encourage and support businesses to adopt ecologically responsible operational practices while enabling businesses to deliver competitively priced services and goods.</b>	See policy

**APPENDIX 1 - DRAFT**

**Inventory of Existing Coquitlam Policies & Initiatives Related to Community GHG Emission Reductions**

Target / Policy / Action / Priority Name	Description
<b>CCAP</b> Policy DN9 - Encourage new high density and mixed use residential development to incorporate lifestyle support features such as enclosed underground parking stalls, secure storage for oversize sports equipment, parking for bicycles and scooters, artist/workshop space and generous semi-private outdoor space.	See policy
<b>CCAP</b> Policy DN 10 - Strengthen opportunities for families with children to live in the City Centre by including safe, useable outdoor space for play, recreation and social or cultural activities as part of new multi-family residential and mixed-use developments.	See policy
<b>CCAP</b> Policy VE10 - Explore new policies and programs to attract and support businesses that encourage sustainable lifestyles.	See policy
<b>CCAP</b> Policy VE13 - Encourage new high density residential, mixed use and commercial developers to consult with "Qnet" to integrate fibre optic infrastructure - support economic development and home based-businesses.	See policy
<b>CCAP</b> 7.3 Policies CS7-CS14 - Infrastructure Policies	See policy
<b>SWCAP</b> Section 3, Healthy and Liveable Environment, Air Quality, Climate Change and Energy, HE4	<p>(3) Encouraging overall greenhouse gas reductions, consistent with Provincial Statutory requirements, as part of the development process through strategies such as improved building energy efficiency, reductions in transportation emissions, use of alternative/renewable energy sources, and the use of passive solar design and landscaping, as well as other well established design approaches.</p> <p>(4) Exploring the feasibility of providing incentives that encourage green development.</p> <p>(5) Completing and implementing a comprehensive landscape strategy that includes a goal to maintain or expand the current tree canopy wherever possible and other initiatives to support carbon sequestration.</p> <p>(6) Incorporating biodiversity, carbon sequestration and increased efficiency in stormwater management when planting and managing landscapes within Southwest Coquitlam.</p> <p>(7) Working with Metro Vancouver and the Provincial Government, establishing more detailed baseline air quality data in Southwest Coquitlam.</p> <p>(17) Implementing the greenhouse gas emission reduction targets, as adopted by Council in July 2007 in the Corporate Climate Action Plan 2007.</p> <p>(18) Establishing greenhouse gas reduction targets, as mandated by the Local Government Act, and other adaptation strategies through the preparation of a climate change action plan within neighbourhood planning process.</p>
<b>SWCAP</b> Section 3, Healthy and Liveable Environment, Environmental Awareness and Responsibility	<p>HE6 Create a public information tool that illustrates the inter-connections between land use, sustainable transportation, travel behaviour, greenhouse gas emissions and climate change.</p> <p>HE8 Seek opportunities to meet obligations under existing environmental agreements and partnerships, such as the BC Climate Action Charter, and where appropriate, seek senior government funding, policy and regulatory support to help realize these opportunities.</p>
<b>SWCAP</b> , Section 7, Meeting Changing Community Service and Infrastructure Needs, Policy CS7	Consider land-based stormwater management, energy, and water conservation approaches as part of neighbourhood plan processes.
<b>SWCAP</b> , Section 7, Accessible Community Facilities and Programming, Policy CS21	Promote and work with community-based partners to explore and, where feasible, develop community assets, including but not limited to local community gardens.

**APPENDIX 1 - DRAFT**

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Target / Policy / Action / Priority Name	Description
<b>SWCAP</b> , Section 9 Implementation, 9.2 Complete Compact Community, Provisions 12, 16, 17, 20	Complete watershed management plans prior to the completion of neighbourhood plans; Complete and implement a comprehensive landscape strategy considering tree canopy and other carbon sequestration means; Establish more detailed baseline air quality data in SW Coquitlam; Create a public information tool illustrating the connection between land use, sustainable transportation, travel behaviour, GHG emissions and climate change.
<b>BNP</b> , Section 3.5 Environment Policy 3.5.1 (a)	Encourage new development to incorporate sustainable design features pertaining to energy, water efficiency, and waste management technologies as proposed in the "City of Coquitlam Transit Oriented Design Guidelines: Lougheed and Burquitlam" (March 2002) as amended.
<b>LNP</b> , Section 3.7.1 General Environmental Policies a & b**	Encourage new development to incorporate sustainable design features pertaining to energy, water efficiency, and waste management technologies as proposed in the "City of Coquitlam Transit Oriented Design Guidelines: Lougheed and Burquitlam" (March 2002) as amended; Ensure new development introduces green building and site planning concepts and technologies to: <i>see policy for more detail.</i>
<b>WFVCNP</b> , 3.1 Environment, Policy 3	Environmental assets will be preserved by increasing community awareness, participation and stewardship.
<b>WFVCNP</b> , Schedule M - Sustainability Checklist**	To be developed in conformity with sustainability principles and targets as set out in the Sustainability Checklist in Schedule M of the NP. See Checklist - deals with density, diversity of uses, affordable housing, Commercial space, parks and open space, building form, walkability, universal design, TDM, Monitoring, Cycling, traffic speeds, Building Sustainability (LEED Silver), Building Energy Performance, Green Building Operations, Adaptation and Flexibility, District heating, Heritage and urban design, Construction waste, Education, Recycling, Water consumption, Water quality, Irrigation, GHG Emissions of buildings, Public waste.
<b>NECAP</b> , Policy A-3.1 Strategies to Encourage Energy Efficient Neighbourhoods (I, ii, iii, iv)**	This policy and associated subsections outline a range of land use, transportation, energy and building design strategies encouraged to promote the planning, design and construction of energy efficient neighbourhoods.
<b>NECAP</b> , Policy A-9.15 Tree Protection and Management, Policies a-c	City encourages the preservation of natural vegetation, tree protection measures and identification of greenways to provide opportunities for preservation of natural vegetation, particularly significant trees.
<b>NECAP</b> , Policy C-2.2 Energy Efficiency	Energy efficiency goals and objectives will be incorporated into the design and operation of the water supply system. The City will continue to implement and monitor existing water conservation programs such as lawn watering restrictions and will explore and if feasible, implement other water conservation measures such as metering, use of rain barrels.
<b>LHCVNP &amp; UHCVNP/ SCHNP</b> , Policies 3.1.1 (1-5) Environmentally Sensitive Areas	Several policies aimed at maintaining the integrity of Environmentally Sensitive Areas within the plan area. Considers watercourse protection and tree protection and management.

**APPENDIX 1 - DRAFT**

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Target / Policy / Action / Priority Name	Description
LHCVNPSNCP, 3.1.3 Low Impact Development, Policies 1-6	Policies deal with stormwater management, tree planting goals and integration of tree planting requirements into Northeast Coquitlam Residential Zones (see Section 506 of the Zoning Bylaw) for new development; leadership through landscape maintenance of parks and open spaces, programs in partnership with stewardship groups and educational institutions; Use NECAP Policy A-2.2.10 and Guide to Best Site Development Practices to achieve development suitable to hillside conditions and support public interest in and voluntary stewardship for conservation and enhancement efforts; Encourage the use of LEED standards in public and private projects as complementary to the Low Impact Development approaches.
UHCVNP, 3.1.3 Low Impact Development, Policies 1-7	Same as above plus: (2) To further reduce effective impervious area (EIA), support the use of green street pilot projects in the neighbourhood in suitable locations to maximize stormwater infiltration and minimize impervious pavement.
LHCVNP, Policy 3.1.2 Watercourse Protection	Development Permit Area and Guidelines for watercourse protection; Update and prioritize habitat restoration and enhancement opportunities.
LHCVNP/ UHCVNP/SCNP, 4.2.3 Stormwater Management	Ensure that stormwater management facilities are established in conformance with the HCIWMP. Policies reference stormwater quality ponds, LID, removal of fish barriers.
SCNP, Drainage, Flood, Slope, Geotechnical Hazards, Watercourses and Environment	Policies related to drainage, slope, hazard lands, Riparian Assessment Areas, habitat enhancement and restoration, controlling the spread of invasive species and re-establishing historic watercourses.
<b>Comprehensive Landscape Strategy: Phase 1 Inventory and Assessment, 2005</b>	
<b>Urban Forest Management Strategy</b>	In progress. No documentation available at this time.
<b>ESA Management Strategy</b>	
<b>Coquitlam Environmentally Sensitive Areas (ESA) Study, 2001</b>	
<b>Low Impact Development Policy and Procedures Manual, 2005</b>	
<b>NECAP Guide to Best Site Development Practices (NECAP, Policy A-2.2.10)</b>	In order that the visual impact of future residential development in NE Coquitlam is suitable to the hillside conditions for the area this guide was developed to ensure that house design is sensitive to the area's natural features and steep topography and significant trees are retained where safe and practical to do so.
<b>Invasive Species Management Strategy</b>	The purpose of the Invasive Plant Management Strategy is to (1) guide the City of Coquitlam's management of invasive plants in publicly-owned parks and natural areas; and (2) to facilitate the management of invasive plants on private lands in the City. The overall goal is to prevent, reduce, or mitigate the effects of invasive plants on conservation, aesthetic, and recreation values of publicly-owned parks and natural areas in the City of Coquitlam.
<b>City of Coquitlam Green Guide</b>	The Green Development Guide is intended to be an information and reference tool used by the development community and their consultants, City Council, and staff in the preparation, review, and consideration of development applications in Coquitlam. It provides an explanation of green development topics and highlights green development practices which are applicable to development conditions within Coquitlam. This is not a regulatory document.
<b>Rainwater Management Guidelines</b>	
<b>Tree Management Bylaw</b>	The bylaw provides regulations that require a property owner to apply for a tree cutting permit before cutting down or damaging a tree.