

## Matt Gunn

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**From:** Erin Rennie [REDACTED]  
**Sent:** Wednesday, February 21, 2018 9:35 AM  
**To:** Matt Gunn  
**Cc:** Heather McNell; James Stiver  
**Subject:** MV Staff Comment Referral on Squamish OCP  
**Attachments:** Metro Vancouver Staff Comments on District of Squamish OCP Bylaw No. 2500 2017 Referral.pdf

Hi Matt,

Thank you for the opportunity to review the updated Squamish OCP. We have compiled staff comments into the attached letter. Apologies for the delay – I was out sick earlier this week.

All the best with the rest of the OCP process. Let me know if I can be of further assistance.

Thanks,  
Erin

Erin Rennie

Senior Regional Planner, Growth Management and Transportation  
Regional Planning  
[REDACTED]



February 20, 2018

File: CR-07-08

Matt Gunn, Planner  
District of Squamish  
37955 Second Avenue  
P.O. Box 310  
Squamish, BC V8B 0A3  
**VIA EMAIL: [mgunn@squamish.ca](mailto:mgunn@squamish.ca)**

Dear Mr Gunn:

**Re: Metro Vancouver Staff Comments on District of Squamish Official Community Plan Bylaw No. 2500, 2017 Referral**

This letter is in response to your email referral dated Jan 9, 2018. Thank you for the invitation to provide comment on the District of Squamish's Official Community Plan Bylaw No. 2500, 2017. As an adjacent regional district, we appreciate the opportunity to provide comment.

*Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, is the region's collective vision for managing growth in the region to 2040. Collaborating with our neighbouring jurisdictions helps to identify interdependencies, ensure consistency across boundaries, and plan and mitigate for issues that affect us all like air pollution, traffic, housing and labour market forces, climate change, ecosystems, economic prosperity, and regional growth.

The Squamish Official Community Plan is the culmination of significant work and community engagement. We applaud the OCP's ambitious vision and forward-thinking policy directions for a Squamish that is resilient, healthy, connected, livable, and engaged.

We welcome future opportunities to discuss and share updates, especially on the topic of land use and transportation coordination. Metro Vancouver staff have provided more detailed, technical comments in the attachment.

Sincerely,



Heather McNell  
Director of Regional Planning and Electoral Area Services  
HM/JS/er

Encl: Metro Vancouver staff comments on the District of Squamish OCP

24621566



## Metro Vancouver staff comments on the District of Squamish OCP

- On review, staff do not anticipate impacts to Metro Vancouver's regional water supply, liquid waste, or solid waste systems based on the content of the new OCP.
- The new District of Squamish OCP renames the Urban Containment Boundary as the Growth Management Boundary (GMB), and reduces the overall size. The new OCP will consider limited development in small portion of Future Residential Neighbourhoods located outside the GMB, with some provisions. The District of Squamish may consider adding to these provisions a consideration related to the impact of residential development on the transportation network.
- Under the new OCP, some land uses will be permitted outside the GMB including, "significant employment generating activities." Because employment-generating activities can also generate substantial single-occupancy vehicle traffic, you may wish to consider requiring employers who wish to site their establishments outside of the GMB to prepare Transportation Demand Management Plans that describe the strategies they will use to encourage their employees and customers to choose more active and sustainable transportation modes like carpooling, vanpooling, transit, cycling, or walking.
- Staff concur that, "partnering is required to improve regional multi-modal transportation options and undertake long-range transportation planning within the Sea to Sky Corridor and beyond to address cumulative growth impacts and manage congestion within the corridor." Recognizing the impact that growth in both Metro Vancouver and the Squamish-Lillooet Regional District has had to traffic on the Sea-to-Sky Corridor and the North Shore road networks, we welcome opportunities to coordinate and find shared solutions. The District of Squamish may consider adding TransLink to the list of potential partners in Policy 20.22 a. especially with regards to the proposed policy related to interregional transit service.
- The new OCP includes a number of strong environmental protection measures. Metro Vancouver Air Quality and Climate Change staff have provided the following technical suggestions:
  - Section 1.8, p.5, "Community Health and Well-being": it is suggested that "...it is still highly auto dependent which can have a detrimental impact on air quality and advance sedentary behaviours that can lead to chronic illnesses..." would be helpful to include a reference to climate change, perhaps after "air quality."
  - Section 5, p.13, 2016 Community Snapshot: In the "air quality" hexagon, consider including additional data for ozone. Section 10.20a, p.42: it is suggested that the policy be amended to include a reference to electric vehicles.
  - Consider referring also to the more recent 2015 Sea to Sky Air Quality Management Plan Implementation Framework.
  - Section 10.20.f, p.42: it is suggested that you consider removal of the wording relating to "non-CFC HVAC equipment." CFCs were phased out of use so this action may no longer be relevant. If appropriate, there may be value in including a statement under the Climate Change section to, "encourage the use of low global warming potential (GWP) refrigerants in HVAC equipment."

## Matt Gunn

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**From:** Aran Cheema [REDACTED]  
**Sent:** Tuesday, February 20, 2018 11:17 AM  
**To:** Matt Gunn  
**Subject:** RE OCP meeting tonight  
**Attachments:** Summary of Enclosed Documents.pdf; FullSizeRender(4).jpg

Hi Matt,

I saw the agenda for the 6pm meeting tonight. There is quite a few items on the agenda and im just wondering what time do you expect the OCP second reading to start and also will the public be allowed to speak at this meeting?

Also, please see attached files, we provided paper copies of the attached files to the council members on Feb 15th, however i forgot to provide one for the planning department. The attached files are the same files that were sent to council members. Would you also please include these files for the OCP process?

Thank you,  
Sincerely,  
Aran

Please see file via dropbox link as file too large to send as email attachment  
<https://www.dropbox.com/s/anhkbq0udivnygs/images.pdf?dl=0>

## Matt Gunn

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**From:** Squamish Access Society [REDACTED]  
**Sent:** Monday, February 19, 2018 10:46 AM  
**To:** Matt Gunn  
**Subject:** submission re Squamish river crossing language in the OCP

Hi Matt

The following email should be a submission to the OCP process.

At a board meeting of Squamish Access Society on 18th February, the board voted to continue engagement with the District on the topic of access to the west side of the Squamish river. This is a topic that is mainly of consequence to mountaineers, backcountry skiers and hikers.

Our primary mandate is to advocate on behalf of rock climbers, but as there seems to be no local non-profit that advocates for those other user groups, and many of our board are active in those other activities, we are, at least temporarily, widening the scope of our advocacy.

Specifically, we note that the current draft of the OCP removes item 18.6.i which contained language recommending that the District "evaluate proposals for a pedestrian crossing". We also note that a new item 18.4.i has been added that commits the District to maintain the absence of a pedestrian crossing.

As far as we know, this abrupt change in policy within the OCP has not been made with any consultation with user groups like our society, the Whistler or Vancouver branches of the Alpine Club of Canada, the BC Mountaineering Club or the Federation of Mountaineering Clubs of BC. The only "consultation" that we are aware of has been an article in the Squamish Chief that misrepresented the issue of river access as a threat to the Brackendale Eagle PP. We sent the journalist a copy of the Frank Baumann report on possible river crossing routes, commissioned by DoS in 1998, which quite clearly spells out that possible crossing routes exist that would be several kilometers from the Eagle park. Regrettably, the journalist did not include any of that information in their article. The newspaper then used that article to drive an emotive Facebook "conversation" that contained multiple misunderstandings; for example, that the issue was being promoted by property developers and that it would result in "condos" across the river. We would like to believe that the District and Council makes decisions based on inputs beyond social media noise.

The #1 reason why Squamish should be thinking constructively about access to the west side of the river is that most of the Tantalus Provincial Park, which contains some of the most dramatic peaks in the Coast Mountains, has no legal access other than helicopter flight. This is an astonishing anomaly, and the persistent lack of attention to the issue suggests that the town's commitment to its self-chosen "Hardwired for Adventure" brand is extremely shallow. As you know, the most common non-helicopter access route in current use involves trespass on First Nation land and a utility company's cables. The complex canoe crossing in the same location may not involve trespass (though opinions differ on that question) but is necessarily unavailable to hikers or mountaineers attempting through crossings of the range; for example, starting at Sigurd Creek. Furthermore, there is a history of canoes being stolen there.

The 1998 Frank Baumann report makes clear that some kind of pedestrian crossing in the approximate vicinity of the West Coast Railway Heritage Park could link to trails (away from the river) leading through Fry's Creek into the Tantalus PP. We recommend that anyone interested in this topic read his report and study its maps. (We have linked a copy here: <http://squamishaccess.ca/wp-content/uploads/2018/01/Squamish-River-Pedestrian-Crossing-Study-1998.pdf>) That trail system dates back to the long period up until the 1960s when the river did have a pedestrian bridge.

Concerns about excessive numbers of visitors spoiling an area perceived as wilderness are of course legitimate. However, we note that a "pedestrian crossing" need not imply a fixed bridge that is always open to an unlimited number

of people. Imaginative engineers should be capable of designing a crossing system that could be adaptable to seasonal or time-based closure.

Given the short time remaining until the OCP has to be finalised, we assume it is unrealistic to expect that any informed consultation on this topic will take place (though we would certainly like to see that happen). In light of that, we recommend that, at a minimum, item 18.4.i is removed. That would at least restore the current status quo, in which the District has no committed position on this topic either way.

Toby Foord-Kelcey  
For Squamish Access Society board

## Matt Gunn

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**From:** Eric Andersen [REDACTED]  
**Sent:** Monday, February 19, 2018 3:41 PM  
**To:** Sarah McJannet; Matt Gunn  
**Cc:** Scott Maclaren Contact; Bryan Shier  
**Subject:** RE: Cheekye Fan parcel inquiry - for OCP Schedule B  
**Attachments:** OCP-Schedule-I-ALR-Aggregate-Woodlots (Nov.17, 2017) - WL27.jpg

Sorry, I missed one attachment I had intended to send. The map here attached shows the boundary of WL0027 and also the "Sand and Gravel Extraction" notation over the subject parcel (and see property information below).

- Eric

Properties, 1000049385000  
Roll: 1000049385000  
PID: 011-215-828  
Legal: Lot 38, Plan VAP5201, District Lot 3186  
Zoning: RE-Resource  
Parcel Area: 2.543ha. (273705sq.ft.)  
Owner Type: CROWN

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**From:** [Eric Andersen](#)  
**Sent:** February 19, 2018 3:03 PM  
**To:** [Sarah McJannet](#); [Matt Gunn](#)  
**Cc:** [Scott Shaw-MaLaren](#); [Bryan Shier](#)  
**Subject:** Cheekye Fan parcel inquiry - for OCP Schedule B

Hello Sarah, Matt

There is a request – or inquiry, if you like – that has slipped through the cracks for me so far, as something to deliver to you on behalf of the Forestry Association.

I have mentioned it during recent information exchange meetings with Engineering, Economic Development and Real Estate departments concerning our March 2017 Memorandum of Understanding on establishing a Forestry Land Strategy for the Cheekye Fan area in particular.

Namely: There is a Crown land parcel that has been used for gravel extraction – located west of the CN line, on the south side of the I-5 zoned parcel which you are proposing for re-designation to RESTRICTED INDUSTRIAL use, and immediately to the north of a parcel included in Woodlot Licence 0027 – which we wish to suggest should also be re-designated to RESTRICTED INDUSTRIAL from the present GREENWAY CORRIDOR AND RECREATION.

Our reasons for this suggestion, which we here copy to **Scott Shaw-MaLaren** of MFLNRO, are:

- The site is disturbed through previous gravel extraction use;
- has the same road and rail crossing access as the I-5 zoned parcel to the north;
- is flat and easily of potential use for "back-up" or specialized forest industry or processing operations or, indeed, for additional gravel extraction;
- and is otherwise unencumbered, being outside of the Woodlot Licence boundary.

It is clear from our ongoing review of Cheekye Fan lands that there are numerous constraints affecting potential forest industry uses in several locations. Preserving options for the future, such as in this area west of the rail line, is very important.

Of course, as with the parcel to the north being recommended for OCP land use re-designation, any plan of use must satisfy a number of review processes and evaluations.

This parcel is inconsistently treated in maps from the early 2000s period of forest industry-Province-District land use planning for the area – and also in the DoS Real Estate Department’s maps. Perhaps this, and the lack of I-5 zoning, is due to the pre-existing gravel extraction operations there.

Please find attached four items illustrating this above description and request.

We had planned to send some “final” feedback on a number of OCP issues. As I read your draft OCP Policies to be presented to Council tomorrow, I see that we can already “check these off”! Job done.

Thank you,

- Eric Andersen



## Matt Gunn

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**From:** Eric Andersen [REDACTED]  
**Sent:** Monday, February 19, 2018 3:03 PM  
**To:** Sarah McJannet; Matt Gunn  
**Cc:** Scott Maclaren Contact; Bryan Shier  
**Subject:** Cheekye Fan parcel inquiry - for OCP Schedule B  
**Attachments:** Cheekye Fan - Gravel pit west of CN ry.jpg; OCP Land Use Map - December22, 2016 Draft - Cheekye Fan.jpg; OCPBYL2500 Schedule B-M -1 - Excerpt, Cheekye Fan.jpg

Hello Sarah, Matt

There is a request – or inquiry, if you like – that has slipped through the cracks for me so far, as something to deliver to you on behalf of the Forestry Association.

I have mentioned it during recent information exchange meetings with Engineering, Economic Development and Real Estate departments concerning our March 2017 Memorandum of Understanding on establishing a Forestry Land Strategy for the Cheekye Fan area in particular.

Namely: There is a Crown land parcel that has been used for gravel extraction – located west of the CN line, on the south side of the I-5 zoned parcel which you are proposing for re-designation to RESTRICTED INDUSTRIAL use, and immediately to the north of a parcel included in Woodlot Licence 0027 – which we wish to suggest should also be re-designated to RESTRICTED INDUSTRIAL from the present GREENWAY CORRIDOR AND RECREATION.

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Thank you,

- Eric Andersen





## Matt Gunn

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**From:** Matt Gunn  
**Sent:** Thursday, February 8, 2018 3:11 PM  
**To:** Matt Gunn  
**Subject:** FW: Mamquam Blind Channel Peninsula

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**From:** [REDACTED]  
**Sent:** Thursday, February 1, 2018 9:28 AM  
**To:** Caroline Ashekian <[cashekian@squamish.ca](mailto:cashekian@squamish.ca)>; Sarah McJannet <[smcjannet@squamish.ca](mailto:smcjannet@squamish.ca)>  
**Cc:** MATT PARKER [REDACTED]  
**Subject:** Mamquam Blind Channel Peninsula

Good morning,

I though I would pass along comments that came forward from both the Environment Society and Trails Society in recent meetings.

Not knowing what conversations had already taken place or the District of Squamish's long term plans or visions both Society put forth resolutions supporting the notion that the peninsula in the Mamquam Blind Channel across from Rose Park be isolated from the eastern shoreline to create a wildlife refuge.

Once the eastern margin of the channel is developed there will be incredible pressure on this little piece of land and it should be protected for use by nesting birds and other animals - not perceived as part of extended park infrastructure - no matter how lovely the notion.

There will be precious little habitat left in the Blind Channel once development is completed and this little "island" should be considered as partial compensation.

We would respectfully request that if it is not already so, this peninsula should be protected as a conservation area (or the strongest designation possible) and would support any works or proposals that would isolated this portion of the channel from human impact. There are probably lots of ideas for further compensation - a large bat colony structure on the "island" comes to mind along with other nesting infrastructure?

Is there anything that we could do to move this notion forward?

thanks,

Carl Halvorson  
Chair, Squamish Environment Society  
Secretary, Squamish Trails Society



February 6, 2018

Mayor Patricia Heintzman and Council  
PO BOX 310  
Squamish, BC  
V8B 0A3

Via email: [pheintzman@squamish.ca](mailto:pheintzman@squamish.ca)  
[council@squamish.ca](mailto:council@squamish.ca)

Dear Mayor Heintzman and Council,

**RE: Squamish 2040 – Official Community Plan Bylaw 2500, 2016**

Over the past three years, Vancouver Coastal Health (VCH) has worked closely with the District of Squamish (DOS) to add a health lens to the Official Community Plan (OCP), helping establish a vision for how the DOS will guide decisions on planning, land use and community services in order to create a healthier community. Local governments provide much of the essential social and physical infrastructure to support individual and community health and well-being. With the growing rates of preventable chronic diseases such as diabetes and obesity, our health care system and governments have a shared interest in improving community health.

As per the letter dated June 9, 2017, VCH continues to appreciate the efforts DOS has taken to include health throughout the development process of the OCP. The partnership between DOS and VCH sets the groundwork for continued collaboration and demonstrates the commitment that DOS has made to work on community health issues. This partnership promotes the health and wellness of the community and identifies priority areas of mutual concern.

In June 2015, DOS and VCH held a Learning Lab to identify vulnerabilities in health and well-being and collaborate on potential actions. From this workshop, three focus areas were identified for the OCP, resulting in focused goal statements, deep dive sessions and particular policy levers:

**Early Childhood Development:** The OCP incorporates a child development lens into the municipal policy process at the neighbourhood level by using the “Early Development Instrument” as a performance indicator. In January 2017, Council endorsed its “Children’s Charter” which prioritizes investments and partnerships to promote healthy growth and development of children.

**Active Transportation:** My Health My Community (MHMC) data reveals that DOS fares well as a physically active community, however it relies heavily on vehicles for commuting which impacts health in terms of air quality, sedentary behaviour, and mental health. Under the Climate Action goal, the DOS has identified indicators on compact land uses and transit-supportive densities. Efforts to support active transportation by reducing personal vehicle ownership will be made through mode shifts, which will further reduce transportation related greenhouse gas emissions and congestion.

**Food Systems:** DOS has committed to increasing access to healthy, affordable food by supporting local food production and agriculture by partnering with local groups like the Squamish Food Policy Council and Squamish CAN. Healthy eating and food security promote social, physical, and mental well-being at

all ages and stages of life and contribute to the overall health of individuals, families, and communities. Within the OCP, baselines were established with an Agricultural Land Use inventory, which increases farm activity and the Squamish Lillooet Regional District Food Asset Map, which promotes accessibility to healthy foods for vulnerable populations.

In addition to these focus areas, the following issues have also been identified by VCH:

#### *Equity*

The OCP addresses health inequities throughout the document by supporting the physically, visually, cognitively and mentally impaired; the needs of the young and elderly; and a diversity of cultural groups. With the Community Health and Wellbeing goal, DOS recognized the needs of the entire population, by concentrating on these vulnerable and high risk groups. These policies highlight the social determinants and health inequities linked to social and economic conditions.

#### *Drinking Water*

VCH commends the DOS on having a robust water supply system with multiple protective barriers and a professional operations staff. The Powerhouse Springs aquifer (PHS) produces exceptional water quality without the need for filtration or disinfection. However, the surficial area of the aquifer is permeable and vulnerable to contamination. VCH encourages DOS to acquire ownership or governance over the area of greatest sensitivity and regulate the water system to preserve its highest value of water supply. The current light non-motorized recreation is thought to be an ideal balance of protection and recreational access.

With regards to the extension of servicing, VCH recommends supplying all development with high quality municipal water. The alternative would result in a proliferation of small systems that are not economically viable and vulnerable to unexpected failure. These systems present the greatest risk and account for the largest proportion of boil water notices, which can negatively impact the DOS. VCH is happy to continue working with the DOS on these issues during the implementation of the OCP.

#### *Sewerage*

The existing PHS aquifer and proposed Mamquam aquifers are vulnerable to contamination. Consequently, VCH would not wish to see any on-site wastewater disposal options or development within the capture zone of these sources that are strategic to the long term development of the DOS. VCH is pleased to note the OCP has identified the need to address marine discharges and supports all recommendations and actions of the 2016 DOS Liquid Waste Management Plan.

#### *Air Quality*

Land use designations where sensitive land uses are planned should be carefully evaluated to prevent or mitigate adverse effects from odour, noise, and other irritants, and to minimize risk to public health and safety. VCH recommends the DOS works with the Ministry of Environment to identify areas of air quality concern and in order for better, more informed decision-making to improve air quality and health in communities.

#### *Emergency Preparedness*

As the effects of climate change increase, the risk and severity of extreme weather may increase impacts on air and water quality, limit availability and accessibility to safe and potable water, increase the incidence of infectious disease, and damage essential community infrastructure. DOS has incorporated sustainability policies into the OCP, supporting community resiliency to extreme weather.

#### *Health Data*

VCH can further support the implementation of the OCP with health-related data from the MHMC survey. The performance of policies that affect community health are more accurately evaluated when health data are combined with municipal data such as those relating to the built environment and travel mode (e.g. length of park trails, quantity of rental housing, and number of single occupancy vehicles). Data aggregation and evaluation is a critical step in identifying how health has changed and for conveying the various factors that contribute to good health beyond healthcare and individual behaviours and choices. VCH will be undertaking a new cycle of the MHMC survey in fall 2018. Community profiles will

summarize results in five areas; health status, lifestyle behaviors that impact health, primary care access, the built environment and community resiliency.

The *District of Squamish Official Community Plan Schedule "A"* was reviewed by the Medical Health Officer, Population Health, Healthy Built Environment and Environmental Health teams. A document featuring additional and more specific comments on the OCP was sent to DOS Planner, Sarah McJannet.

VCH looks forward to continuing to work closely with the DOS in the final revision of *Squamish 2040* and its implementation. If you have any further questions regarding these comments, please contact Medical Health Officer, Mark Lysyshyn at [Mark.Lysyshyn@vch.ca](mailto:Mark.Lysyshyn@vch.ca) or 604-983-6701.

Sincerely,



Mark Lysyshyn, MD, MPH, FRCPC  
Medical Health Officer  
Vancouver Coastal Health, North Shore & Sea to Sky

CC: Ms. Sarah McJannet, Planner

## Matt Gunn

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**From:** Carly Simmons  
**Sent:** Monday, February 5, 2018 12:42 PM  
**To:** Sarah McJannet; Matt Gunn  
**Subject:** FW: General Inquiry

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**From:** website@squamish.ca [mailto:website@squamish.ca]  
**Sent:** Wednesday, January 31, 2018 3:33 PM  
**To:** Charlene Pawluk  
**Subject:** General Inquiry

**Full Name\***

Caroline Solonenko

**Email\***

[REDACTED]

**Address or area of concern\***

604

**Primary Phone\***

[REDACTED]

**Business Phone**

[REDACTED]

**In regards to\***

General Inquiry

**Respond to me by\***

Email

**Type your message here\***

As more money comes into Squamish, with the people who have it, wanting their own little park within our oasis IE, the huge home that is across from The Watershed Resturaunt.

Can we start to have developments that support the idea of 'minimal', 'balance', 'conservation', 'smaller footprints' that many of our younger generation is starting to demand?

I understand that the council has had proposals for a 'tiny home' development that did not gain support. Why not?

We need to change.

We can not sustain the demands, want and EGO's of the rich.

The people, the environment and every living thing must be protected.

If Cheema wants to develop his land that he invested in long ago.....to make money, to get rich on his vision, lets make it small apartment buildings - condos is the 'cool' term, so the footprint is small, and is in balance with nature. Or perhaps it is time to start having time share units built in Squamish.

The population of the world has doubled in the last 40 years. People want space, clean air and freedom

to do as they wish when they come here. As people pollute all the other metropolitan areas in this world, it will happen here as well. We must do our best to protect every living thing in Squamish and the corridor that WE are responsible for.

I personally have not seen much of the 'riches' that a bigger tax base has continued to promise with growth and development.

Please, let's not sell ourselves (and our mandate to protect), out for the almighty buck.

We lose the very reason why we all have chosen to come to Squamish. I don't want to stop the inevitable development but it all has to be sustainable and in balance.

Thanks

Caroline Solonenko

## Matt Gunn

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**From:** Rachel (personal) [REDACTED]  
**Sent:** Monday, February 5, 2018 8:20 AM  
**To:** Sarah McJannet; Matt Gunn  
**Cc:** Patricia Heintzman  
**Subject:** FW: questions about OCP

Hi Sarah and Matt,

Just following up on this email I sent a couple of weeks ago. I may have sent to the wrong email addresses?

Kind regards,  
rachel

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**From:** Rachel (personal) [REDACTED]  
**Sent:** January 24, 2018 3:06 PM  
**To:** [REDACTED]  
**Cc:** 'Patty Heintzman'  
**Subject:** questions about OCP

Hi Sarah and Matt,

Thank-you for hosting the OCP Q&A a couple of weeks ago. I have a couple of questions I hope you can answer:

1. Policy 11.10 c. requires a risk assessment for properties in zones 3 and 4 for 'major or minor repairs'.
  - What kind of repairs would require a risk assessment?
  - What is the rationale for requiring a risk assessment for repairs? I can understand requiring a risk assessment for subdivision, or a house addition. But repairs need to be done – and requiring a risk assessment just seems to put added burden on home owners and the planning department with little or no benefit to the community.
2. Policy 9.2f requires the adoption of a number of guiding policies (referenced in 9.2h) prior to development in areas designated a future residential areas. 9.2h includes 'brand asset inventory, recreational assets and trail connectivity'. It would be great if the list also included 'inventory of wildlife corridors and habitat connectivity'. We've been talking about wildlife corridors for years –and yet we never seem to get around to identifying where they are. Perhaps this would provide some impetus as well as potential for developer funding. Any thoughts on this?
3. Policy 10.10 d) regarding the transportation corridor in the estuary. Some questions and a few comments.

'Recognize the Estuary transportation corridor (Schedule B and Figure 10-1) as a regionally and provincially significant access route linking Squamish Terminals Ltd. To the Highway 99, and as being designated for future road and rail infrastructure as needed. For all future transportation proposals, review, consult and consider the ecological, economic and social impacts of the transportation corridor.'

I believe council directed staff to make sure that the OCP is aligned with SEMP 1999. But policy 10.10 d) contains some subtle additions and deletions that seem biased toward industry, when compared to the language in SEMP. I'm wondering why the wording was changed?



- Who identified the transportation corridor as being regionally and provincially significant? And why is it mentioned in the OCP? This is the only place in the 245 page document where ‘significance’ is called out. The Squamish River IBA is internationally significant for seasonal bird congregations and this isn’t mentioned...
  - Nowhere does SEMP call out the significance of this corridor, nor does it specify that this is an important access route between the Terminals and Highway 99. There are a number of potential access routes between Highway 99 and downtown/Squamish Terminals. It would be more appropriate to keep the wording around the transportation corridor neutral in this section. In the section on economic health/business/industry, recognize the need for effective transportation routes that connect Squamish Terminals, as well as other industry and businesses in the downtown core, to Highway 99 (rather than specifying a preference for one route).
  - While SEMP sets aside this area for possible future transportation, the word ‘if’ has been omitted from this policy. SEMP states: ‘The Transportation corridor is for future road and rail transportation if and when needed.’
  - The fact that the area is to be kept in its natural state has been omitted from this policy. SEMP states: ‘This corridor will be kept in its natural state and protected under the Fisheries Act.’
  - The language around stakeholders within the project review process is vague, whereas SEMP identifies SEMC – a multi-stakeholder group as the body that would oversee the project review process and requires input from DFO, MOE, and other government agencies.
  - Required compensation for habitat loss has been omitted from the policy. SEMP states: ‘...this development may require that some of the existing channel area in the central basin or at the southern end of the transportation corridor be filled in which case compensation will be required for habitat losses.’
4. 10.10f) ‘Recognize industrial access need to the west side of the Squamish River to support existing resource tenures...’
- Again – I question why the policy has been worded this way and urge you to align the OCP with SEMP. The wording from SEMP is: ‘Industrial access to the west side of the Squamish River for forest extraction using current infrastructure is not precluded by the plan but care must be taken to conserve and protect the environmental values of the conservation area.’

Many thanks for your hard work on this document!

rachel

## Matt Gunn

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**From:** Linda Glenday  
**Sent:** Tuesday, February 6, 2018 2:57 PM  
**To:** Sarah McJannet; Matt Gunn  
**Cc:** Gary Buxton  
**Subject:** FW: Wildlife corridors

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**From:** Patricia Heintzman  
**Sent:** February 6, 2018 9:58 AM  
**To:** Rachel (personal)  
**Cc:** budgetfeedback ; Council  
**Subject:** Re: Wildlife corridors

Thanks Rachel.

I will forward this to the OCP planning staff.

Cheers  
Patty

Sent from my iPhone

On Feb 2, 2018, at 10:01 PM, Rachel (personal) [REDACTED] wrote:

Hi there,

I'm really pleased to see a budget item for an environmental technician. Support for our environmental coordinator is long overdue.

I'm disappointed however, that once again there don't appear to be any funds allocated to the identification and designation of wildlife corridors in, and around, Squamish.

Provision of wildlife corridors has been an OCP policy for as long as I can remember (I've been here for 28 years) and the new OCP carries this forward. But there is never any money allocated in the budget to do anything. With the pace of development in Squamish, the issue is becoming critical. If we don't identify and protect wildlife corridors now, they will be gone.

I know it's a challenge to balance priorities – but if we can afford to spend \$44,000 on bleacher heaters for Brennan Park, then surely we can find some funds to maintain habitat connectivity, so that wildlife can move safely through our community and avoid human-wildlife conflicts.

Thank-you for considering.

Rachel Shephard

## Matt Gunn

---

**From:** Matt Gunn  
**Sent:** Friday, February 2, 2018 3:39 PM  
**To:** Sarah McJannet  
**Subject:** FW: District of Squamish Official Community Plan Bylaw No. 2500, 2017 Referral

FYI

---

**From:** Barker, Amy TRAN:EX [REDACTED]  
**Sent:** Friday, February 2, 2018 12:42 PM  
**To:** Matt Gunn  
**Subject:** RE: District of Squamish Official Community Plan Bylaw No. 2500, 2017 Referral

Hello Matt,

Requesting an extension on this referral response, I will provide a response by February 19<sup>th</sup>. Michael Braun has left the Ministry of Transportation and we are short-staffed at the moment.

Thanks,

**Amy Barker**

A/Senior District Development Technician | North Shore, Sea to Sky & Sunshine Coast  
Ministry of Transportation and Infrastructure  
[REDACTED]

---

**From:** Matt Gunn [REDACTED]  
**Sent:** Tuesday, January 9, 2018 11:16 AM  
**Subject:** District of Squamish Official Community Plan Bylaw No. 2500, 2017 Referral

Referral agencies and government partners,

At the December 12, 2017 District of Squamish Council meeting, Council gave 1<sup>st</sup> reading to District of Squamish Official Community Plan Bylaw No. 2500, 2017.

The 2040 OCP sets the vision and goals for future growth in Squamish and includes tools and policies that will guide planning decisions on new developments, jobs, housing and the environment for years to come. The OCP is a major rewrite of the current OCP which was adopted in 2010 and represents ongoing contributions made by local community members, stakeholders, government agencies and partners throughout the planning process. The District would like to provide you with the Official Community Plan Bylaw No. 2500, 2017 as a referral in order to solicit your comments or concerns regarding the plan.

Due to the size of the document, links for the various sections are provided below rather than the actual document. Please contact me if you have any challenges downloading the files.

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Please review the draft OCP policies and map schedules relevant to your interests, and provide written comments via email to Matt Gunn [REDACTED] by February 6, 2018.

Should you have any questions we would be happy to talk with you either in person or over the phone.

We look forward to hearing from you.

Sincerely,

**Matt Gunn** MRM (Planning), RPP | Planner

**District of Squamish** | *Hardwired for Adventure*

[REDACTED] 7 | [mgunn@squamish.ca](mailto:mgunn@squamish.ca) | [www.squamish.ca](http://www.squamish.ca)



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**Agricultural Land Commission**  
133–4940 Canada Way  
Burnaby, British Columbia V5G 4K6  
Tel: 604 660-7000  
Fax: 604 660-7033  
www.alc.gov.bc.ca

February 2, 2018

Reply to the attention of Kamelli Mark  
ALC Planning Review File: 46622

District of Squamish  
37955 Second Avenue  
P.O. Box 310  
Squamish, BC V8B 0A3

**Re: District of Squamish Official Community Plan Bylaw No. 2500, 2017**

Thank you for forwarding a copy of the District of Squamish's (the "District") Official Community Plan Bylaw No. 2500, 2017 (the "Bylaw") for review and comment by the Agricultural Land Commission (the "ALC"). The following comments are provided to help ensure that the Bylaw is consistent with the purposes of the *Agricultural Land Commission Act* (the "ALCA") and Regulation, and any decisions of the ALC.

**2016 Community Snapshot**

The ALC appreciates the inclusion of data regarding Squamish's agricultural land base as previously suggested in our Oct. 13, 2017 letter.

**7.2.1 OCP Alignment – Regional Context Statement**

The ALC notes that the Table of Concordance included in Appendix II – Regional Growth Strategy, identifies that RGS Goal 4(f) Implement adopted Agricultural Plans is not applicable to the Bylaw. If the District decides to adopt an Agricultural Plan in future, the ALC requests the opportunity to be involved in its development early on in the process and that it be forwarded to the ALC for review and comment prior to first reading.

**9.1 and 9.2 Growth Management Boundary**

As per our Oct. 13, 2017 letter and subsequent email correspondence on October 27, 2017, the ALC does not support the unqualified inclusion of ALR lands within the Growth Management Boundary (GMB), identified in the previous draft document as the Urban Containment Boundary, given that one of its objectives is to "[e]nable development to accommodate anticipated community growth" and that this objective conflicts with the ALC's mandate to preserve agricultural land and to encourage farming. The ALC notes that 57.4 ha of ALR land has been included in the GMB (reference ALC Context Map, attached), and that approximately 16 ha of that ALR land overlaps with Indian reserve lands (note: the ALC does not have jurisdiction over Indian reserve lands).

The ALC appreciates that there is a history of residential use occurring in the portion of the ALR included within the GMB and that this is coupled with a low level of agricultural activity at the present time. The ALC also appreciates that the Bylaw includes language

supportive of agriculture and the preservation of the ALR's integrity in other sections of the Bylaw; however, the inclusion of ALR lands within the GMB results in conflicting policies regarding the future use of this area. To address this, the ALC requests that the District either:

- Adjust the GMB boundary so that ALR lands (with the exception of those lands where the ALR overlaps with Indian reserve lands) are not included within it; or,
- Amend Policy 9.2a to specifically clarify that infill development and anticipated community growth shall be directed to non-ALR lands, with the exception of those lands where the ALR overlaps with Indian reserve lands. Suggested wording:
  - *Direct all residential development and associated commercial, industrial and institutional development to occur within the District's Growth Management boundary, shown on **Schedule C**, **with the exception of ALR lands. ALR lands outside of Indian reserve lands are intended for agriculture and related uses in accordance with the ALCA and Regulation.***
- Or, include an additional standalone policy in this section specifying that any ALR lands (with the exception of those lands where the ALR overlaps with Indian reserve lands) are intended for agriculture and related uses in accordance with the ALCA and Regulation, regardless of their inclusion within the GMB.

## **26. Food Systems**

- **Agriculture / Food Lands**
  - The ALC notes that this section appears to include a typo, referencing s. 23 instead of s. 26.
  - The ALC appreciates the District's incorporation of the comments made in our October 13, 2017 into this section (previously identified as s. 22 in the discussion draft).
  - The ALC is supportive of the Objectives outlined in this section.
  - The ALC is supportive of the Policies outlined in this section and looks forward to collaborating with the District in future on agriculture-specific zoning for ALR lands.
- **Food Processing, Distribution + Storage**
  - The ALC appreciates the inclusion of Policy 26.8b which provides clarity for plan readers regarding food processing, distribution, and storage uses/activities being subject to the ALCA and Regulation when located on ALR lands.
  - The ALC notes that Policy 26.8b appears to contain a typo:

- *In the case of ALR lands, for certainty, food processing, distribution and storage uses and activities are subject to **the** ALCA and Regulation and will be referred to the ALC for review.*

**29. Land Use Plan - Land Use Designations**

- **29.20 – Agriculture**
  - The ALC appreciates the District’s revisions to this section, as per our comments provided on October 13, 2017.

**Part 5: Development Permit Areas (DPAs)**

- **32.2 – Development Permits + Farming Activities**
  - The ALC appreciates the inclusion of this section and looks forward to the opportunity to work with the District on the future proposed OCP amendment to establish a DPA for the protection of farming.

**Conclusion**

The ALC strives to provide a detailed response to all bylaw referrals affecting the ALR; however, you are advised that the lack of a specific response by the ALC to any draft bylaw provisions cannot in any way be construed as confirmation regarding the consistency of the submission with the ALCA, the Regulation, or any Orders of the Commission.

If you have any questions about the above comments, please contact the undersigned at [REDACTED] or by e-mail [REDACTED]

Yours truly,

PROVINCIAL AGRICULTURAL LAND COMMISSION

[REDACTED]  
[REDACTED]

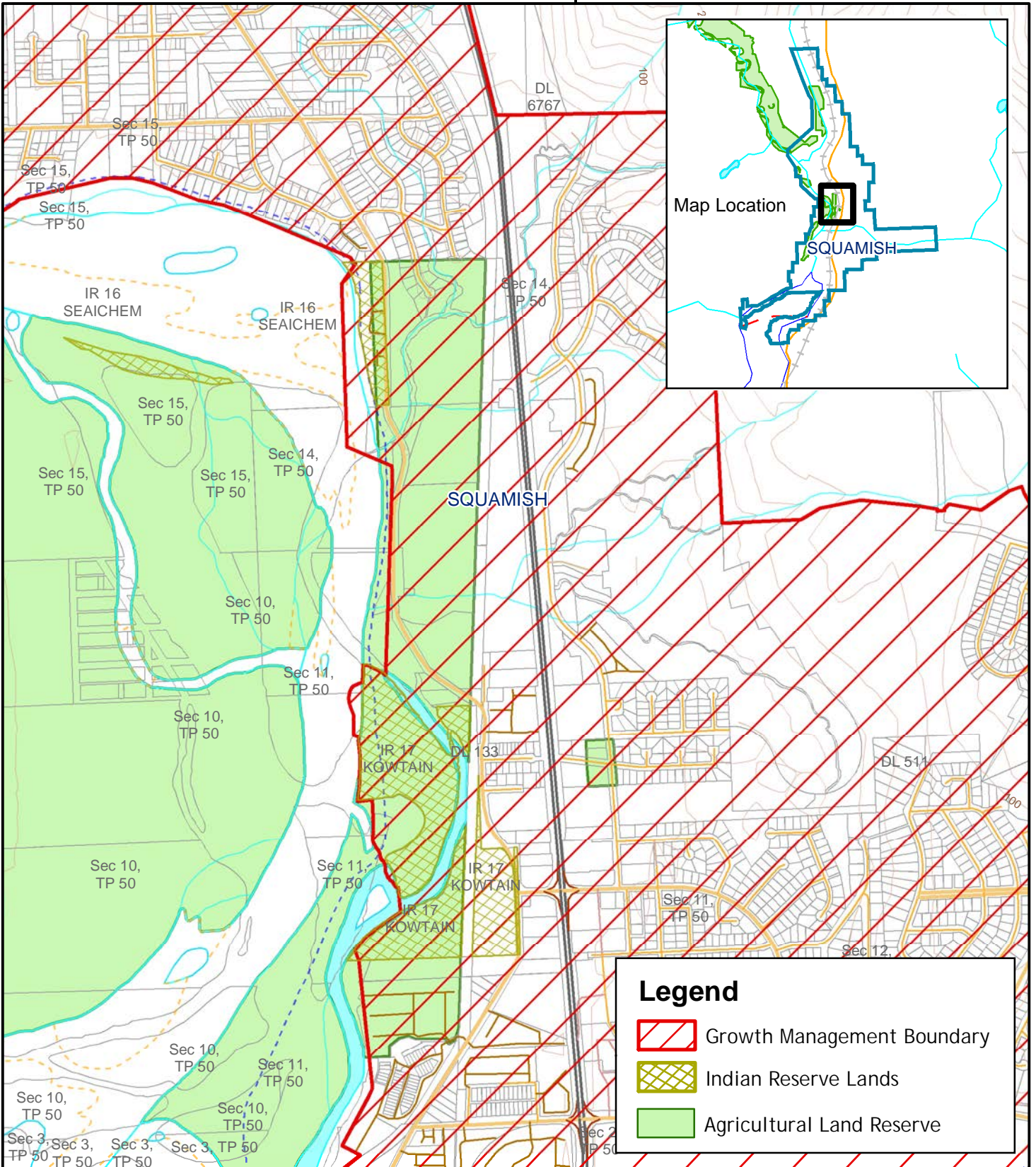
Kamelli Mark, Regional Planner

Enclosures: District of Squamish OCP Discussion Draft  
ALC Context Map

cc: Ministry of Agriculture

46622m1



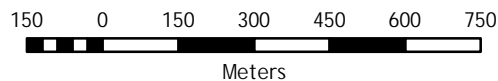


\*Note- Amount of ALR within the Growth Management Boundary: 57.4 ha  
 Of the 57.4 ha, ~16 ha is IR






District of Squamish OCP

Map Scale: 1:15,000



**Legend**

-  Growth Management Boundary
-  Indian Reserve Lands
-  Agricultural Land Reserve

ALC File #:	46622 (District of Squamish OCP)
Mapsheet #:	92G.075
Map Produced:	January 26, 2018
Regional District:	Squamish-Lillooet



## Matt Gunn

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**From:** Myhill-Jones, Richard TRAN:EX [REDACTED]  
**Sent:** Tuesday, January 30, 2018 2:35 PM  
**To:** Matt Gunn  
**Subject:** RE: District of Squamish Official Community Plan Bylaw No. 2500, 2017 Referral

Matt,

I have taken a cursory look at this and it appears that our property (private property owned by BCR properties Ltd.) is integral to your downtown flood management issues. As such, I thought it would have been prudent on your part if you had arranged a meeting with BCR Properties Ltd. to discuss this matter and certainly before Council gave it 1<sup>st</sup> Reading on December 12, 2017. To date, we have not been consulted; there have been no meetings and no telephone discussions have taken place and I am just astounded that you forwarded me this e-mail after the fact.

Richard K. Myhill-Jones  
Director, Real Estate  
[REDACTED]

---

**From:** Matt Gunn [REDACTED]  
**Sent:** January 9, 2018 11:16 AM  
**Subject:** District of Squamish Official Community Plan Bylaw No. 2500, 2017 Referral

Referral agencies and government partners,

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Should you have any questions we would be happy to talk with you either in person or over the phone.

We look forward to hearing from you.

Sincerely,

**Matt Gunn** MRM (Planning), RPP | Planner

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## Matt Gunn

---

**From:** DeGagne, Frank FLNR:EX [REDACTED]  
**Sent:** Monday, January 22, 2018 4:48 PM  
**To:** Matt Gunn  
**Cc:** Scott Maclaren Contact  
**Subject:** RE: District of Squamish Official Community Plan Bylaw No. 2500, 2017 Referral

Hi Matt,

Thanks for the opportunity to comment on the draft DOS OCP. It appears to be very comprehensive.

On behalf of the FLNRORD Sea to Sky Natural Resource District I have examined the documents provided from the context of considering Provincial jurisdiction over Crown lands and forests, including legally designated protected areas. Note a few hyperlinks to online resources in my comments.

The following observations are provided for consideration in review of the District of Squamish draft OCP Schedule A:

Section reference	Comment
General comment	If necessary when referring to issues and responsibilities related to Crown land in the 'District' please clarify whether you mean DOS or the Sea to Sky Natural Resource District (NRD) rather than the 'Squamish Forest District'. Note also that the ministry now includes 'rural development', with an even longer acronym= <a href="#">FLNRORD</a> .
DOS Schedule A OCP S. 19 Climate change mitigation and adaptation	Consider including a policy to improve reforestation within areas currently poorly stocked by appropriate tree species. This will increase carbon sequestration opportunity and further stabilize land in riparian areas. Examples include some park areas logged prior to reforestation requirements that are now mainly deciduous/brushy and not typical of coastal floodplain ecosystems (low densities of Sitka spruce or western red-cedar). Reforestation activity could qualify for funding from the Forest Enhancement Society of BC. Contact the NRD for more information.
DOS Schedule A OCP S. 11.17 Wildfire Interface Hazard	The NRD supports the objective and policies in this section, and will participate in further discussion with DOS and SLRD to develop and implement direction to develop a strategy to mitigate fire risk.
OCP S. 18.6 Policies - Trail Network	Recommend engaging with the Sea to Sky NRD Recreation Officer on issues related to trails on Crown land. Any proposal to access to the west side of the Squamish River should consider all current land designations, including the Squamish Nation cultural sites (see the LRMP legal layer) in

	<p>addition to the estuary wildlife management area plan. The area is highly constrained with a number of Crown land designations, which reflect significant environmental values and First Nations sensitivities.</p>
OCP S. 23 Natural Resources	<p>For context, TFL 38 is a relatively small TFL that is a distance away from DOS (in the SLRD), with an AAC about 109,000m<sup>3</sup> (actual harvest amounts may vary from year to year). Other area-based tenures (woodlots) are smaller in size and harvest modest amounts. Crown forest within and around DOS is part of the 'Soo Timber Supply Area', with productive forest harvested by a number of other licensees, including BC Timber Sales and a number of other local volume-based forestry companies. AAC for the TSA is 480,000 m<sup>3</sup>. Doubtful this level of detail is wanted in your OCP, but mentioning the TFL without all the other licensees seems arbitrarily selective considering that they (and a number of supporting contractors) do contribute to local employment/economics.</p>
OCP S. 23.1 Objectives a.	<p>Not sure what is meant by '<u>protect</u> and promote stewardship...'. Protection implies management restrictions, while the purpose of stewardship is to guide management.</p>
OCP S. 23.2 Policies b.	<p>'Squamish District Forest' – is this intended to mean Sea to Sky Natural Resource District? Any changes to Crown land designations in the development of a Forestry Land Strategy will necessarily include FLNRORD (in addition to licensees if they are impacted).</p>
OCP S. 29.1 Conservation + Ecological Reserves	<p>Includes old-growth management areas, wildlife habitat areas, ungulate winter ranges, etc.</p>
OCP S. 29.19 Resource	<p>The term 'silviculture' typically refers to the practice of harvesting, establishing or managing trees in support of forestry operations. Unclear if this meaning is intended in this section. Not mentioned in section 29 is the visual resource inventory established in the front country over the Crown forest land base that guides the extent of harvesting footprints seen from significant public viewpoints. In other OCP comments regarding managing for visuals (30.5), the context seems directed at housing development. If DOS wishes to provide guidance or feedback on the visual quality objectives for forestry operations, this should be specifically stated. New developments may become significant public viewpoints; visual resource inventory may need to be updated to accommodate these (e.g. <a href="#">Sea to Sky Gondola in Shannon Ck</a>).</p>

OCP S. 34.3 Objectives and Justification	No development should occur in old-growth management areas and other wildlife habitat areas established by the Province, except where ministerial order allows for exemptions or where applicants have submitted an amendment request to the delegated decision maker (FLNRORD Sea to Sky NRD District Manager or South Coast Regional Executive Director).
OCP S. 34.4 DPA 1 Exemptions xix B. & D.	Recommend consulting with FLNRORD Sea to Sky NRD when proposing wildfire hazard reduction or other tree removal, as a permit may be required and other professional support may be available for consultation. Unclear if this direction is suitable in this section of the OCP, elsewhere mentioned is the <a href="#">BC Wildfire Service</a> . The BCWS has oversight for wildfire response decisions, but land use decisions for protection rest with appropriate NRD personnel in consultation with the BCWS.
OCP S. 34.6 Terrestrial Guidelines h.	Areas of old-growth forest that DOS deems worthy of <a href="#">legal protection</a> may be referred to FLNRORD Sea to Sky NRD for establishment consideration. Otherwise, if part of the operable and contributing Crown forest land base, it will continue as AAC and are assumed to be available for timber harvesting.
OCP Appendix II Glossary	Definition of 'FireSmart' is not accurate. FireSmart is a recognised national and <a href="#">provincial program</a> , rather than a 'common term'.

Please contact me if you would like further discussion on any of the above points.

Thanks,  
Frank

Frank DeGagne, RPF  
Land and Resource Specialist

Ministry of Forests, Lands, Natural Resource Operations and Rural Development  
<https://www.for.gov.bc.ca/dsq/>

---

**From:** Matt Gunn [REDACTED]  
**Sent:** Tuesday, January 9, 2018 11:16 AM  
**Subject:** District of Squamish Official Community Plan Bylaw No. 2500, 2017 Referral

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Should you have any questions we would be happy to talk with you either in person or over the phone.

We look forward to hearing from you.

Sincerely,

**Matt Gunn** MRM (Planning), RPP | Planner

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Dear Mayor and Council,

I know you are going to continue the discussion on the Growth Management piece of the OCP on Tuesday Jan. 23. Before making a final decision, I would like to bring to your attention once again the following:

- The Cheema lands are a vital piece of our community's mountain biking, trail running, and hiking infrastructure. Losing access to these lands for recreation and events would be a severe blow to our network, to the enjoyment of Squamish residents, and to the growing \$14,000,000 economic injection that Mountain bike tourism brings to our community every year.
- We have been in discussions with Mr. Cheema about the creation of Canada's First Mountain Bike purpose designed mountain bike community that would see:
- a significant portion of the Cheema's land become a permanent "Mountain Bike trail Reserve" ensuring permanent trail user and event access (bikers, hikers, and trail runners), a legacy permanent green space, and locked in connectivity from Alice Lake to Diamond Head to Valleycliffe trail zones.
- a residential community built amongst the trails (Similar to residences along the side of Whistler's ski runs) offering incredible lifestyle values for passionate mountain bikers and trail users.
- An expansion of much needed employment lands with the creation of a Rec Tech business hub built right on the edge of the trail network. This is where mountain bike companies want to be. It is where products can be easily tested, demo shops and rental outlets can be conveniently situated, and were employees and take a quick spin at lunch and also walk to and from work in this work/live/play integrated neighbourhood.
- a reinforcing of Squamish's image of being an innovator, Mountain Bike mecca, and Hardwired for Adventure.

My request is that, in drafting the OCP policy, that you do not create undue, unfair, unclear or unspecific policy barriers to Mr. Cheema (and other land owners in his situation) coming forward with a proposal that could potentially deliver significant benefit to our community. If the hurdles are too many, too high, too objective, or always moving, we could miss out on a great opportunity. I ask that you develop policy language that maintains the same fairness, flexibility and open approach as you have with other developers. Of course any proposal will have to be fully evaluated, make financial sense, and stand on their own merit, but we need to ensure we have a process where such proposals could be considered in a timely and fair way. Mr. Cheema has been, on the whole, quite fair and reasonable with the Mountain Biking and trail user community over the years, granting access to his land and asking little in return. I am hoping we can approach the OCP policy formation with the same fair and reasonable approach.

Sincerely,

Jeff Cooke  
President, Squamish Off Road Cycling Association

## Matt Gunn

---

**From:** Megenbir, Levi [REDACTED]  
**Sent:** Monday, January 15, 2018 12:05 PM  
**To:** Matt Gunn  
**Cc:** McMullen, Adriana; Trotter, Lisa  
**Subject:** RE: District of Squamish Official Community Plan Bylaw No. 2500, 2017 Referral

Hey Matt, thanks again for involving us in your Official Community Plan revision process.

As we discussed in person previously, this new iteration provides a number of improvements that could help better integrate land use and transit in the future. In particular, the Neighbourhood Nodes and Neighbourhood Planning Areas are a nice addition since the last draft. These changes allow the opportunity to consider higher-density development in the future along the Core Transit Network within the context of a neighbourhood engagement and feedback process. This can help better integrate future development in a way that is supportive of improved transit service.

The one thing I noticed was an error in the Waterfront Landing Sub Area Plan:

On page 24, there is a reference to the "Pedestrian + Bicycle + Transit Plan", which is identified on that page as being Schedule D. Unfortunately, there are no schedules that identify transit in the appendix that I could see, and the "Pedestrian and Bicycle Plan" is also not Schedule D.

Thanks again Matt, and all the best!

**Levi Megenbir** BA, MPLAN  
*Senior Transit Planner*  
**BC Transit**  
[REDACTED]

---

**From:** Matt Gunn [REDACTED]  
**Sent:** Tuesday, January 9, 2018 11:16 AM  
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**Matt Gunn** MRM (Planning), RPP | Planner

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201 – 40147 Glenalder Place TEL 604 892 8222  
Squamish, BC V8B 0G2 FAX 604 892 8225  
www.binnie.com

January 14, 2018  
Binnie File No. 16-0252-03

District of Squamish  
Planning Department  
37955 Second Ave.  
Squamish, BC, V8B 0A3

Attention: Matt Gunn and Sarah McJannet  
Subject: Official Community Plan(OCP) Review and Comment

Dear Matt and Sarah,

Please let me take this opportunity to thank you for the efforts that have been put into the extensive OCP revision works.

The purpose of this letter is to express concern and comments related to a couple OCP initiatives. The is in regards to Extension of Services, section 9.6.c *"Do not extend municipal water and sewer servicing to areas located above an elevation of 200 metres, unless for public health reasons to limit the need for new servicing infrastructure and to reduce energy and cost demands for water delivery."* The threshold of the services should not be limited to an elevation but to engineering. As you know there are many means to service developable lands and the developer should prove to the District engineers that developable lands above 200m elevation can be serviced in a matter that meets the District's bylaws and meets the principles of good engineering practise as defined by the Association of Professional Engineers. This would then not limit the District to future development of all lands within the District boundaries and would put the responsibility in the municipal and development engineers. This would apply to all of the essential services that are outlined in the District's bylaw.

Respectfully,

R.F. BINNIE & ASSOCIATES LTD.

Rob Dos Santos, ASCT, LEED Green Associate  
Manager, Development & Infrastructure, Squamish, Associate

## **Matt Gunn**

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**From:** Pierre Friele [REDACTED]  
**Sent:** Thursday, January 11, 2018 9:12 AM  
**To:** Matt Gunn  
**Cc:** Patricia Heintzman  
**Subject:** Footbridge over Squamish

I worked for Frank Baumann when this idea first floated, sometime in the late 1990s I think. Frank was the first proponent and he went as far as getting the bridge design commissioned. His report is still floating around I am sure.

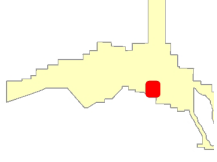
I am totally against this idea and feel it should be dropped from the OCP. Build it and they will come - hoards that is.

There are other things on this planet besides people. I go to the other side often, by canoe or kayak, and take advantage of the hikes and the quiet. So do elk, deer, bear, wolves; its amazing how wild it is just over the river. Leave it that way.

p



# Mamquam River Access Society: Proposed campground location



## Legend

- Contour\_8k
- Index (50m)
- Interval (10m)

## Notes

This map is a user generated static output from an internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION

250.0 Meters

125.00

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NAD\_1983\_UTM\_Zone\_10N  
© District of Squamish

## Matt Gunn

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**From:** Pierre Friele [REDACTED]  
**Sent:** Tuesday, January 9, 2018 11:49 AM  
**To:** Matt Gunn  
**Cc:** John Harvey; Patricia Heintzman  
**Subject:** Potential not-for-profit campground

Matt,

Dave McRae pointed out this possibility, Patty suggested it be identified in the OCP, herein Mamquam River Access Society identifies the general location on the map.

Thanks

p

> On Jan 9, 2018, at 11:33 AM, Pierre Friele wrote:

>

>



## Matt Gunn

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**From:** Haberl, Vicki ENV:EX [REDACTED]  
**Sent:** Tuesday, January 9, 2018 4:19 PM  
**To:** Matt Gunn  
**Subject:** RE: District of Squamish Official Community Plan Bylaw No. 2500, 2017 Referral

Hello Matt. Thanks for sending this referral. It is certainly my hope to review the plan and provide comments. I am absolutely slammed with work to be delivered by the end of our fiscal (March 31) but I'll do my best!

On a related note, I was wondering about whether you or Sarah would be willing/available to do an OCP presentation to the Squamish Rotary Club. I am the coordinator of the guest speakers that present topics of interest at our weekly meetings, and I think it would be great to have an overview of what is in the OCP. I know you are planning public engagement events but would you be willing to do something additional for Rotarians? Is there a deadline/date for which it would be useful to you as planners to do a session like this? We meet on Thursdays at noon (except the 3<sup>rd</sup> Thursday of the month is in the evening). The speakers for most of our upcoming meetings are booked, but I would see what we could do, if you are available.

Let me know what you think. Thanks!

Sincerely,

Vicki Haberl

Vicki Haberl  
Planning Section Head  
BC Parks, South Coast Region  
Ministry of Environment and Climate Change Strategy  
[REDACTED]  
[REDACTED]

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**From:** Matt Gunn [REDACTED]  
**Sent:** Tuesday, January 9, 2018 11:16 AM  
**Subject:** District of Squamish Official Community Plan Bylaw No. 2500, 2017 Referral

Referral agencies and government partners,

At the December 12, 2017 District of Squamish Council meeting, Council gave 1<sup>st</sup> reading to District of Squamish Official Community Plan Bylaw No. 2500, 2017.

The 2040 OCP sets the vision and goals for future growth in Squamish and includes tools and policies that will guide planning decisions on new developments, jobs, housing and the environment for years to come. The OCP is a major rewrite of the current OCP which was adopted in 2010 and represents ongoing contributions made by local community members, stakeholders, government agencies and partners throughout the planning process. The District would like to provide you with the Official Community Plan Bylaw No. 2500, 2017 as a referral in order to solicit your comments or concerns regarding the plan.

Due to the size of the document, links for the various sections are provided below rather than the actual document. Please contact me if you have any challenges downloading the files.

[The staff report for 1<sup>st</sup> reading of the OCP can be found at this link.](#)

[Bylaw 2500, 2017 can be found at this link.](#)

[SCHEDULE A - The 2040 Official Community Plan can be found at this link.](#)

[Map Schedules B-M OCP 2040 can be found at this link.](#)

[SCHEDULE N - Squamish-Oceanfront-Peninsula-Sub-Area-Plan can be found at this link.](#)

[SCHEDULE O - Waterfront Landing Sub Area Plan can be found at this link.](#)

[SCHEDULE P - Sea to Sky University Sub Area Plan can be found at this link.](#)

Please review the draft OCP policies and map schedules relevant to your interests, and provide written comments via email to Matt Gunn [REDACTED] by February 6, 2018.

Should you have any questions we would be happy to talk with you either in person or over the phone.

We look forward to hearing from you.

Sincerely,

**Matt Gunn** MRM (Planning), RPP | Planner

**District of Squamish** | *Hardwired for Adventure*

[REDACTED] a | [www.squamish.ca](http://www.squamish.ca)



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## **Matt Gunn**

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**From:** John Harvey [REDACTED]  
**Sent:** Monday, January 8, 2018 2:33 PM  
**To:** Matt Gunn  
**Cc:** Pierre Friele  
**Subject:** OCP inclusion

To Matt,

I just had a meeting with the Mayor today about campground developments and she asked if I could write you (OCP) to remind/recommend inclusion of another site for a campground as I know ours will be over-run in just a few years.

Without any marketing, advertisement or even directional signage, our campground sold out on three weekends in its first year.

The location suggested to me by Dave McRae was just north of the road that accesses the Windsurfing dike road. There is about 7 - 10 acres of Crown land here that could suffice for another cheap campground .. with little services.

It would be nice if this was allocated to "Recreation" in the future planning document.

Thanks for your considerations,

John



## Matt Gunn

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**From:** Mike Schaber [REDACTED]  
**Sent:** Friday, January 5, 2018 4:03 PM  
**To:** Planning  
**Subject:** Question for OCP Q & A - Strata title conversions of previously occupied buildings

Page 73 of the OCP, item e. "Closely consider the priority of rental accommodation, affordable housing availability, rental vacancies, proposals to relocate persons occupying the residential building, and any other potential impacts or relevant matters, prior to authorizing any residential strata title conversion of previously occupied buildings."

My family currently owns a purpose-built duplex which meets the requirements to be a stratified building, however we are being told the District of Squamish is not even accepting applications of this type. We have offered to have covenant put on to our property to ensure the one side that is a rental would remain within the rental market, as one side is owner occupied, however we are being told this does not meet the requirements for the policy as per the above statement.

When is the District of Squamish going to begin to consider applications regarding previously occupied buildings again?

**Mike Schaber**  
**Quality Assurance Manager**  
**Blackcomb Helicopters**  
46011 Government Road, Brackendale, B.C., V0N1H0  
[REDACTED]  
Toll Free: (800) 330-4354 - Fax: (604) 938-1706  
Email: [REDACTED]  
Web: [www.blackcombhelicopters.com](http://www.blackcombhelicopters.com)  
SAFETY ● RESPECT ● VALUE

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# OCP 2040

The proposal delivered 12 December 2017 and posted on the municipal website is comprehensive. There are many small points that should be corrected, and I will list them in the following paragraphs. I do have five issues that merit more attention.

1. A trail advisory council is not robust enough. The Trails Master Plan calls for a management committee which would have oversight powers.
2. Funding for trail maintenance and construction should be a budget line item.
3. Access to the west side of the Squamish river needs to be severely curtailed. Human activity will have a serious negative impact on wintering bald eagles.
4. Land title should be acquired for all trails on the municipal dikes.
5. Protection from wildfires should mandate the removal of fire fuel.

## OCP item

- 9.2 m - use same words as in Brackendale Eagles Provincial park.
- 9.5 -municipal services include trail building and maintenance.
- 10.2 b - strongly support and add more signs.
- 10.4 c - important wildlife corridors need early identification.
- 10.4 f - should not be linked to peopled areas.
- 10.5 -ecosystem integrity relies upon streamside and riparian protection.
- 10.10 f - No access should be allowed as it attracts misuse.
- 10.10 m - estuary management include trails organizations.
- 10.14 b - preserve existing wildlife corridors especially into the estuary.
- 10.22 b - stronger wording needed; actively discourage.
- 11.18 c - mandate the removal of fire fuel.
- 11.2 j - acquire land title to trail lanes on municipal dikes.
- 12. e -ensure trail connectivity.
- 12.6 c - contributions to trails and parks.
- 13.4 a - strong support for at least five nodes.
- 14.4 b - add screened trails.

- 15.4 e - add links between schools and nodes.
- 16.2 e -add trails.
- 16.6 h -trails leading to downtown.
- 17.2 b - allow recreational trails along western boundary.
- 17.4 e - buffer zones are ideal for trails.
- 18.1 c - trail connectivity.
- 18.2 b - incompatibility of recreation in sensitive environmental areas.
- 18.2 g - need to designate off leash areas.
- 18.5 -funding for trails needs to be a budget line item.
- 18.6 c -advisory council is not robust enough.
- 18.6 d -Trails Master plan needs updating.
- 18.6 g -WMA may be incompatible with greater number of people.
- 18.6 h - acquire land title to trail lanes on municipal dikes.
- 18.6 i - strong opposition because of negative effect on eagles.
- 18.6 l - trail funding needs a dedicated line item in the municipal budget.
- 18.12 b - clean up costs of illegal camping/squatters. Post time limits.
- 19.3 c - certainly more trail users coming.
- 19.7 - less salmon means less eagles.
- 20.2 g - early access from planed growth areas, especially from the highlands.
- 20.2 h - trail crossings on roads linking to hwy99 need greater visibility.
- 20.4 f - continue corridor trail north as agreed with SLRD.
- 20.17 b - add bike storage and shelters on trails.
- 20.18 c - funding should be a budget line item.
- 20.20 e -storage racks.
- 20.22 - more parking at sites and bike storage.
- 21.4 - storm water management is critical for safe trails.
- 21.6 b - signage to prevent litter.
- 21.9 b - more active about banning plastic.
- 22.2 - more use of volunteers to reduce costs.

- 27.2 b - need more non-aboriginal sites such as remnants of pemberton trail.
- 34.4 xvi - add approved trails.
- 34.7 -link ESA's.
- 35.5 a - add approved trails.
- 36.5 c -and avoiding high vehicular traffic.
- 36.13 h - or a solid wooden fence.
- 39.7 e - will screening be a private owner's choice.
- 41.5 c - crosswalks at busy intersections.
- 42.9 c - be lit in an industrial area.
- 47.1 (14) - ESA target will be large part of municipal area.
- 47.1 (18) - include trails.
- 47.1 (19) - baseline should separate exercise means.
- Glossary - define trails as recreational commuter non-mechanized.
- RGS 2 d - actively encourage trail development.
- RGS 6 d - allocate funds.
- RGS 6 f - trails master plan and management committee.
- RGS 7 e - allocate funds.
- App III - Trail standards.

## Carly Simmons

---

**From:** Neil Brannen  
**Sent:** Thursday, December 14, 2017 12:20 PM  
**To:** Sarah McJannet; Matt Gunn  
**Cc:** Christina Moore; Rick Farina  
**Subject:** FW: Report a Bylaw Related Issue

Hello Sarah and Matt,

Bylaw has received this complaint and I will contact the complainant to address her concerns with regards to enforcement.

There is a part directed at those working on the Official Community Plan, which is why I have forwarded the complaint your way.

If you have any questions please let me know.

Thank you,

Neil

---

**From:** Charlene Pawluk  
**Sent:** Wednesday, December 13, 2017 4:51 PM  
**To:** Bylaw  
**Subject:** FW: Report a Bylaw Related Issue

Hi – can Bylaw please look into and respond?

Thanks, Char

---

**From:** [website@squamish.ca](mailto:website@squamish.ca) [<mailto:website@squamish.ca>]  
**Sent:** Wednesday, December 13, 2017 3:44 PM  
**To:** Charlene Pawluk [REDACTED]  
**Subject:** Report a Bylaw Related Issue

**Full Name\***

Christine Endicott

**Email\***

[REDACTED]

[REDACTED]

Eaglewind - Summits View, Nature's Gate, Village Green Way

**Primary Phone\***

[REDACTED]

**Business Phone**

[REDACTED]

**In regards to\***

Report a Bylaw Related Issue

**Respond to me by\***

Email

**Type your message here\***

Hello,

We are very concerned about the cars that park on sidewalks and ask that you please address this issue. One car is always parked on the sidewalk on Summits View Drive at the corner of Village Green Way. Another is regularly parked on the sidewalk on Nature's Gate near Summits View. Throughout the neighbourhood, people are often parked on sidewalks or have their vehicles partly in their driveway and partly blocking the sidewalk. This is a safety issue as it means all pedestrians, including the elderly, children and those with strollers or in wheelchairs, are forced out onto the road. This neighbourhood is becoming much busier as the newest townhouses are opening up and so violators should be ticketed or towed. The sidewalks are not owned by the home nearby but rather by the entire community and should be free and clear for pedestrians for their safety.

Can you kindly deal with this issue by ticketing/towing over several weeks, to deal with this once and for all, and also copy this to council as they are seeking input into their OCP and this relates directly to their chapter regarding Active Transportation. If the sidewalks are not clear and safe, how can we walk safely? Keeping sidewalks clear is not a huge expense; it simply needs to be made a priority if council truly believes in promoting active, pollution-free transportation such as walking and cycling.

Also, sidewalks will need to be cleared of snow when the snow comes if you do believe in Active Transportation and keeping walkers safe. Last year, we could not walk safely as the sidewalks on the busy stretch of Cleveland near the Nesters Mall was not kept clear of snow, and neither was the stretch of sidewalk between the Highway 99 corner at Cleveland and the Adventure Centre, running beside the busy highway. The snow was left there for many weeks, dangerously forcing pedestrians onto the highway or busy road.

One more issue: Since Parkhouse opened, Bailey St. has become a giant parking lot with cars and big trucks jutting out right onto the road, partially blocking it. This is a traffic hazard for cyclists and drivers as well as walkers. Why are vehicles allowed to park in a way that they are partly on the road?

Thanks very much for your attention to this. If you can address only one issue right away, the issue of people parking on sidewalks is the most pressing, in our view. We realize not all streets have sidewalks, but where you have had developers provide them through your good planning process, please let walkers use them and stay safe by ensuring no one is permitted to block them. Even on Halloween night, people parked on the sidewalks and forced children onto the road. This happens every day, year round, in this neighbourhood and the problem is getting worse, not better.

*Hans Schaefer*

1014 Finch

## We all object to an arbitrary reclassification as residential

In the absence of any so called "Goodwill OCP Ambassadors, asking for input to the process, roaming to and from, as promised to possible asking Residents about the OCP preferred changes under negotiation by the planing committee at the time, having not spoken to anybody in our neighborhood about the planed Changes from Rural/Residential present land use classification, to Residential only, mainly around Finch etc. Several land owners considering there property falling more into a Employment land category, rather than high density housing development, especially as some are restricted by Hydro right of way and creek restrictions, not very suitable anyway for housing developments.

As started with the DOS promising an Employment Land category and zoning strategy, to be embarked on, but never properly advertised for input and consideration, by several owners now operating under the old OCP zoning specifications, there own home Enterprise and light industry classification and as non so far having been invited to the process of proper identification and classification of the most suitable land use that would be highly needed, for integration into such a category and with it, creating additional local employment, by attracting start-ups on such lands, to be growing into future enterprises that when expanding when feasible, then able to move into a Business park environment, with additional potential employment contributions for locals.

Rather than building up the flat and most productive land into Row houses to Maximize the developers profits, without any contributions to also in offset, help creating local employment other than a temporary building boom. Rather than bringing more people into this valley that have to commute daily to pay for there new high priced housing being created now, it is possible time to asses the maximum infill of more residential housing (Some call it urban sprawl) without the creation of permanent employment for such new residents.

By promoting more Row house high density living flats, depriving there children of real community building, Back Yard and Street hokey type of neighborhood of the most desirable kind of living spaces.

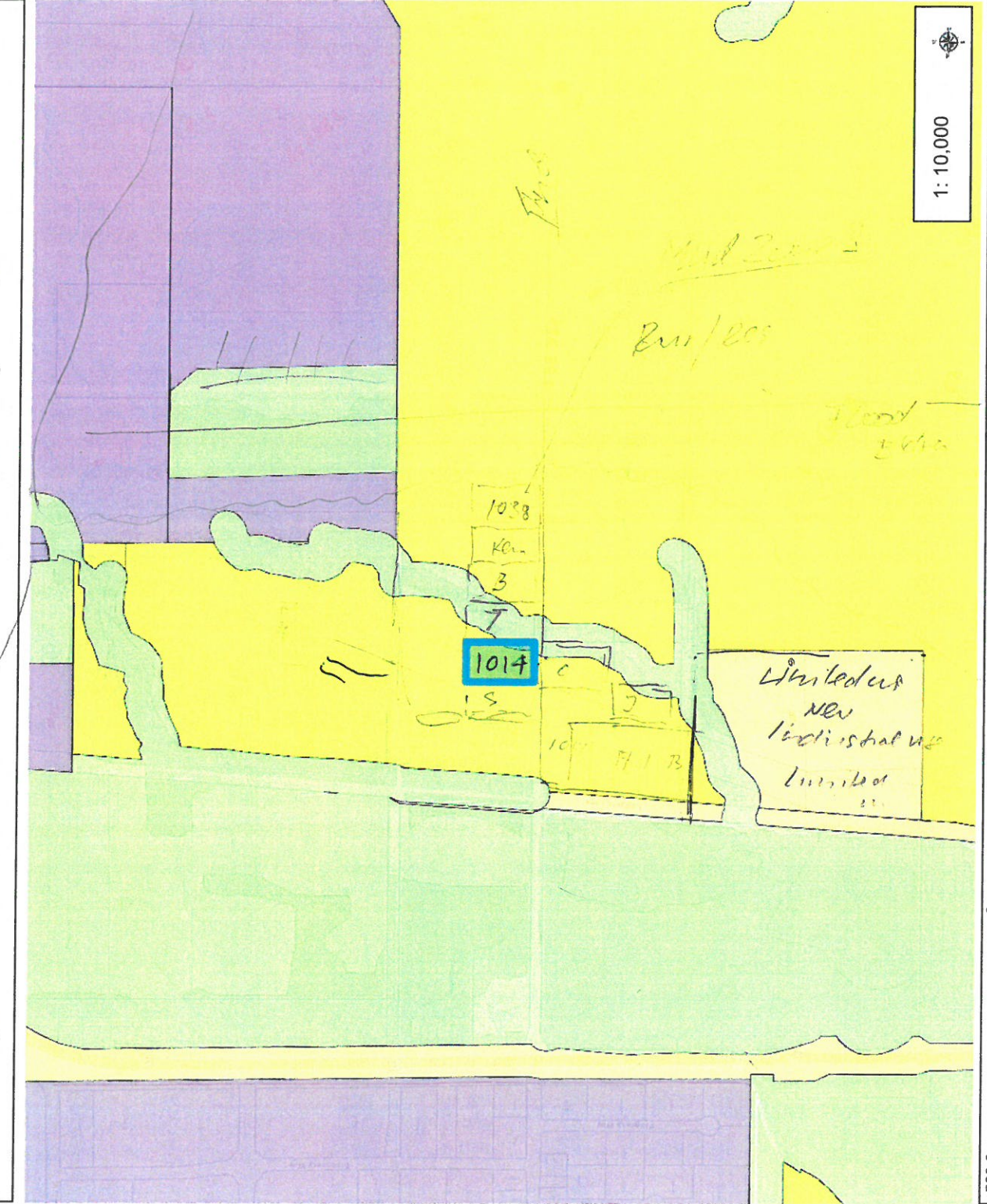
We the old timers here, having bought into the Rural/Residential way of life, mainly the privileges of up to 12 horses per 2 acres of land base and other agricultural/ enterprise privilege etc. as per Rural Residential classifications. **We all object to an arbitrary reclassification as residential** only and we rather have the guarantee, that our Rural/Residential privileges are grand fathered in the new OCP, subject to possible revision as to Employment land, that would have to be negotiated and approved of by all concerned in the future.

If at any time the old zoning classification is not possible to be kept affordable at any time, a potential developer might be asked to do then the re-zoning to residential status, if not interfering with neighbors by doing so.

This Ex Mamquam land in this specific area anyway, is not suitable for high density with potential **Earthquake**, **LNG 24** inch highly volatile explosion potential and a very **High Ground water** table, with a very **thin earth crust** that at many times on Finch especially, if a heavy equipment moves, all houses experiencing vibration from that heavy load traveling through the area.

Between all these planed potential Row hoses if eventually being build, by those other properties not qualifying for an Employment Land category being proposed..... Aesthetically, a bit bigger parcels of land mass from "Employment lands" with horses for instance, would be a nice mix and more relaxing landscape.

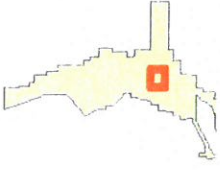



















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THIS MAP IS NOT TO BE USED FOR NAVIGATION

NAD\_1983\_UTM\_Zone\_10N  
© District of Squamish



**Legend**

- Land Use Designations (B)
-  Mixed Use Commercial
  -  Tourist and Highway Commercial
  -  Downtown
  -  Employment and Industrial
  -  Civic and Institutional
  -  Limited Use
  -  Greenway Corridors and Recreation
  -  Parks and Ecological Reserves
  -  Residential Neighbourhoods
  -  Restricted Industrial
  -  Facilities and Utilities
  -  University Neighbourhood
  -  Properties
  -  Provincial Park
  -  District Park

current ocp

**Notes**

1: 10,000





# Feedback on Draft Official Community Plan

Name (optional) Eric Andersen

8.4 (a) IAP2 framework (formally adopted by Council) should not be listed as example "e.g." but as explicit policy.

8.6 Policies - Add: Squamish Estuary Management Plan - as similar agreement - i.e. a formal cooperation, co-management agreement signed off by the District

Part 3 1-9. Growth Management - Preamble should refer to avoiding long distance highway commuting, through fostering increased local employment

9.4 Policies - (a) Add: xx. heritage assets reference to Commit re: 10.8 (a): Heritage assets should also be included in the District's Asset Management Plan = suggestion

10.20 (a) Reference to the importance of local jobs, and reducing the need to commute long distance to employment should be included  
Commit re: 14.2 (a): A jobs-to-housing ratio is less relevant for a sub-area plan than for the community as a whole.

16.4 (c) - Add reference to Squamish Arts Council (SAC)

17.2 (c) - Re: "former BC Rail North Yards": "Former" should be omitted. The yards are still and will always be used as a railway marshalling yard to some extent. Also: the land is still owned by BCR Properties Ltd.

19.4 Community GHG Reductions Policies - There is a lacking reference to jobs-to-housing ratio balance - i.e. more local jobs to alleviate the need for long distance commuting, to work.

20.2 (h) These are not really "options" to evaluate - as there is only one route possible due to very difficult, costly terrain - the route identified in the 1998 OCP.





# Feedback on Draft Official Community Plan



Name (optional) Eric Andersen

14.4 (b) Typo: "incorporate" should read "incorporating"

27. Arts Culture + Heritage preamble:  
- "historical" should read "heritage organizations"  
(of which there are seven in the community)

12.6 Policies (a): "Residential infill is supported in all Squamish neighbourhoods"

Comments: With no consideration of neighbourhood character?

Does then the District have a policy of not supporting Building Schemes which discourage or prohibit subdivision of lots?  
Example: Northridge.

affordability  
- 2nd day  
Smile

Page 12, "Early Settlements + Incorporation":

The highway link was established by 1958, not "1956".

Note: The photograph belongs to the Squamish Public Library. (The Historical Society does not give the Library credit as the photo source; but it should.)



June 10, 2017

Attention:

**Squamish 2040/ Official Community Plan Update**

c/o Planning Department  
District of Squamish  
37955 Second Avenue/ P.O. Box 310  
Squamish B.C. V8B 0A3

We are manufacturing companies and leaseholders in the BCR Squamish Yards. This letter is copied to business participants in the December 19, 2016 meeting with Mayor Patricia Heintzman and MLA Jordan Sturdy concerning issues of the BCR Yards.

We wish to comment on two key policy and land use designation changes proposed in the May 2017 OCP Discussion Draft:

(1) NEW LAND USE DESIGNATION FOR BCR YARDS:

**16.1.2 Policies**

**3) The former BCR North Yards property** (District Lot 4262, Group 1 New Westminster District, Except Portions In: (1) Reference Plans 2511, 2518, 2530, 2651 and 19103 (2) Plan 4820) identified in Figure XXX **is intended for Intensive Industrial uses. Light industrial uses and commercial uses are not supported in this area to ensure that the land remains suitable for medium to heavy industrial activity that produces acoustic, visual or other nuisance disturbances and to ensure land uses do not develop on this property that are incompatible with medium and heavy industrial activity.**

<https://squamish.ca/assets/OCP-Review/OCP-Discussion-Draft.pdf>

We strongly support this Intensive Industrial designation initiative and very much appreciate the considerations reflected in this proposed policy.

## (2) PROPOSED INCLUSION OF BCR YARDS IN BUSINESS PARK SUB AREA PLAN:

**16. Squamish Business Park**

The Squamish Business Park area is approximately 80 hectares and represents one of the District's central employment lands hubs.... . **For clarity, to comprehensively plan for this area, the BCR lands west of the railway line and partially bordering Squamish Nation's Yekw'ápssem reserve, are now considered inclusive of the larger Business Park area.**

The suggested rationale for this amalgamation is not convincing. It is not obvious there would be an increased opportunity for comprehensive planning "clarity".

There are some very significant differences in land use and development circumstances to take into account between the two areas, separated by the railway corridor and with different road access issues.

The Employment Lands Strategy included a recommendation that *"Revised plan area should be expanded to include former BC Rail lands."* However, this proposal came only from the visiting consulting firm (EcoPlan) and received no discussion or stakeholder review or support during the 2014 Employment Lands Strategy stakeholder focus group sessions and soliciting of input.

Today's District Planning staff may not be aware of these circumstances of three years ago.

We recommend against pursuing this proposed inclusion of the BCR Squamish Yards in a Business Park Sub Area Plan.

Thank you for your consideration of this input.

**Peter Dickson**

**Fraserwood Industries Ltd.**

PO Box 1782, 39500 Government Road  
Squamish, BC Canada V8B 0B3  
Office: (604) 898-1385

[REDACTED]

**Kelvin Mooney**

**British Columbia Timberframe Co. Ltd**

P.O. Box 2241 39500 Government Road  
Squamish, B.C. Canada V8B 0B5

[REDACTED]  
[Kelvin@bctimberframe.ca](mailto:Kelvin@bctimberframe.ca)

**Kelvin Mooney**

**Eric Andersen**

**Factor Building Panels**

P.O. Box 2241 39500 Government Road  
Squamish, B.C. Canada V8B 0B5  
Office: (604) 892-1088

[REDACTED]

## Matt Gunn

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**From:** Gravelle, Kristin [REDACTED]  
**Sent:** Thursday, December 14, 2017 1:57 PM  
**To:** Matt Gunn  
**Subject:** RE: 2040 Official Community Plan Stakeholder Engagement - Council Consideration December 12

Hello Matt,

The role of the DFO's Fisheries Protection Program (FPP) is to protect and conserve fish and fish habitat in support of Canada's coastal and inland fisheries resources, and to make regulatory decisions under the fisheries protection provisions of the Fisheries Act. The FPP is specifically responsible for reviewing projects for which a s.35(2) *Fisheries Act* Authorization is required.

DFO does not have a regulatory role related to '2040 Official Community Plan Stakeholder Engagement - Council Consideration December 12' received December 11, 2017 because it does not directly propose works, undertakings or activities that may result in serious harm to fish.

Ultimately, the proponent is responsible for being in compliance with the *Fisheries Act*. If, after considering all project planning options, they are uncertain whether the project is in compliance with the Act (i.e., if the project meets the self-assessment criteria), then the best option is to engage DFO via the project review process via a [Request for Review](#). DFO's Projects Near Water website (<http://www.dfo-mpo.gc.ca/pnw-ppe/index-eng.html>) contains self-assessment guidance that may help you decide whether to submit your project for DFO review.

Feel free to contact me if you need further clarification.

Thank you,

**Kristin Gravelle**

Fisheries Protection Biologist, Fisheries Protection Program  
Fisheries and Oceans Canada/Government of Canada

[REDACTED]  
Biologiste de la protection des pêches, La protection des pêches Programme  
Pêches et Océans Canada | Gouvernement du Canada

---

**From:** Matt Gunn [REDACTED]  
**Sent:** December-11-17 3:19 PM  
**Subject:** 2040 Official Community Plan Stakeholder Engagement - Council Consideration December 12  
Squamish Stakeholders,

[The District of Squamish has released a draft of the 2040 Official Community Plan \(OCP\) online \(click for link\).](#)

The 2040 OCP sets the vision and goals for future growth in Squamish and includes tools and policies that will guide future planning decisions on new developments, jobs, housing and the environment for years to come. The OCP is a major rewrite of the current OCP which was adopted in 2010 and represents ongoing contributions made by local stakeholders throughout the planning process.

[Stakeholders are encouraged to share feedback about any aspect the plan through the online OCP comment form \(click for link\).](#)

In addition, stakeholders are encouraged to come and learn about the final draft plan at the **District of Squamish Council Meeting on Tuesday, December 12, 2017 at 6 p.m. at The 55 Activity Centre, 1201 Village Green Way**. The meeting will include a presentation from staff outlining the major elements of the new OCP after which Council members will have an opportunity to discuss the plan and consider First Reading. Following the Council meeting, the community is invited to stay and discuss specific aspects of the plan with staff during an OCP open house. The 2040 OCP includes a complete update of the Development Permit Areas (DPAs) for hazards, environmentally sensitive areas and form and character. Stakeholders are encouraged to read the DPAs (starting on page 154) at the link above and consider attending an informal **Development Permit Areas Drop In session on December 15, 2017 at**

**Municipal Hall.** Staff will be available to answer questions and hear your feedback on the DPA guidelines. There will be two back-to-back sessions focused on specific DPA topic areas:

Session 1: 1–3 p.m. New Environmental DPA Guidelines

Session 2: 3 -5 p.m. New DPA Guidelines for Multi-Family, Commercial and Industrial Form and Character

We look forward to hearing from you.

Sincerely,

**Matt Gunn** MRM (Planning), RPP | Planner

**District of Squamish** | *Hardwired for Adventure*

[REDACTED] | [www.squamish.ca](http://www.squamish.ca)



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## Matt Gunn

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**From:** Bianca Peters [REDACTED]  
**Sent:** Monday, December 11, 2017 12:44 PM  
**To:** Matt Gunn  
**Subject:** Re: 2040 Official Community Plan Stakeholder Engagement - Council Consideration December 12

Hi,

From what I've read so far, great work!!! Congratulations to you and your team on this important community document. Thank you!

Bianca Peters  
BP Communications  
[REDACTED]

On Dec 11, 2017, at 12:18 PM, Matt Gunn [REDACTED] wrote:

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