

DISTRICT OF SQUAMISH

BYLAW NO. 2267, 2013

A bylaw to amend the District of Squamish
Official Community Plan Bylaw No. 2100, 2009

WHEREAS the District of Squamish deems it necessary and appropriate to amend Official Community Plan Bylaw No. 2100, 2009;

NOW THEREFORE the Council of the District of Squamish, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as "District of Squamish Official Community Plan Bylaw No. 2100, 2009, Amendment Bylaw (General Amendments Omnibus) No. 2267, 2013".
2. **Part 3 Growth Management, Section 11 Area Planning** is amended as follows:
 - a) Policy 11-5 is amended to include the Oceanfront Peninsula Sub Area Plan (Bylaw No. 2157, 2010) Schedule N as follows:

11 – 5: The following existing area plans identified on Schedule I, form part of the Official Community Plan:

 - a. Business Park Sub Area Plan (Bylaw 1711, 2002) Schedule K
 - b. Sea to Sky University Sub Area Plan (Bylaw 1812, 2004) Schedule L
 - c. Waterfront Landing Neighbourhood Sub Area Plan (Bylaw 1925, 2006) Schedule M
 - d. Oceanfront Peninsula Sub Area Plan (Bylaw 2157, 2010) Schedule N
 - b) By deleting Policies 11-9 through 11-15 and replacing them as follows:

11 - 9: Locations identified as *Future Sub-Area Plan sites* on Schedule I require a Sub Area Plan:

 - District Lots 509 & 510
 - District Lot 511
 - District Lot 513
 - Centennial Way Corridor Employment and Industrial Area

11 – 10: The future Sub-Area Plan sites are designated Residential Neighbourhoods on Schedule B to reflect the future land demands to 2031 and

are to be the location of comprehensively planned and complete residential communities.

11 – 11: A Sub-Area Plan prepared in accordance with Smart Growth principles and other OCP objectives, directions and policies must be adopted by Council as a schedule of the OCP before any development approvals are issued for lands identified as future Sub-Area Plans on Schedule I.

11 – 12: The Sub-Area Plan shall at a minimum identify, address and include the following components:

- a. natural hazard areas;
- b. environmentally sensitive areas and environmental impact assessment;
- c. detailed land use plan, including total developable land area and maximum dwelling units;
- d. parks and open space, greenway corridors and neighbourhood connectivity;
- e. multi-modal transportation network and circulation system, including pedestrian and cycling trails and linkages as well as transit;
- f. socio-economic impact assessment;
- g. phasing and sequencing of the proposed development, with integrated consideration of Sub-Area servicing, municipal infrastructure planning and provision and phasing of public services and amenities;
- h. wildfire interface areas and a pre-development fire assessment and fuels management strategy;
- i. natural resource interface;
- j. commercial land uses;
- k. provision of police and fire services;
- l. school sites and places of worship;
- m. public amenities;
- n. municipal services;
- o. opportunities for local food production;
- p. sustainable design and technologies, and
- q. design guidelines.

11 – 13: Development of future Sub Area Plan sites will ensure the efficient and fiscally responsible provision of municipal infrastructure, public facilities and transportation systems.

11 – 14: The provision of municipal infrastructure services to isolated sites or 'leapfrog' development will only be considered where the development is

consistent with the objectives of the OCP, the Growth Management Study, and demonstrates a net positive impact and benefit to the community.

3. **Part 4 Policies and Objectives Section 13 First Nations** is amended by adding the new policy 13-6

13 – 6: In partnership, the District will support and celebrate Squamish Nation Culture in a variety of forms and expressions. This includes on District of Squamish property, in municipal buildings, and during appropriate municipal events.

4. **Part 4 Policies and Objectives Section 17 Residential Neighbourhoods** is amended by adding the new policy 17-9, and 17-10 with the remainder of Section 17 renumbered accordingly:

17 - 9: Where densification occurs through infill development, responsible provision of related infrastructure supporting densification must be provided. Panhandle subdivision that allows for incremental densification without any ‘whole-street’ level net improvements to municipal roads, sidewalks and cycle lanes will not be supported.

17 - 10: Where existing lot patterns in established neighbourhoods exist, panhandle subdivision that requires a waiver of the minimum 10% lot frontage requirement will not be considered on a case-by-case basis. Panhandle subdivision will only be considered at a neighbourhood plan level as part of a comprehensive densification strategy.

5. **Part 4 Policies and Objectives Section 19 Commercial Lands** is amended
(a) by adding the new policy: 19-5

19 - 5: No new drive-through structures or businesses will be permitted in any zones.

- (b) by amending existing Policy 19-20 *Temporary Use Permits* to include reference to *Civic and Institutional* Land Use Designation as follows:

19 - 20: Notwithstanding the existing zoning, the issuance of Temporary Use Permits may be considered by Council only in areas designated as *Highway and Tourist Commercial, Mixed Use Commercial, Employment and Industrial, Limited Use, Downtown* or *Civic and Institutional* on Schedule B of the Official Community Plan, subject to the conditions contained in the Local Government Act.

6. **Part 5, Development Permit Areas** is amended by adding the following subsection after the subsection titled Exemptions:

Shipping Containers

1. All Development Permit Areas:

Where a shipping container is used as a permanent structure on a property in a designated Development Permit Area, the following guidelines apply:

- The shipping container(s) should generally conform to the guidelines of the Development Permit Area where it is located;
- Where safety and/or security is an issue, the shipping containers must be fitted with motion-sensor safety lighting.
- The shipping container(s) should generally be placed at the rear of the site and away from residential areas;

2. Development Permit Areas 2 through 10, and Development Permit Area 12

- The shipping container(s) must be screened with attractive fencing or landscape from any high visibility street or intersection;
- The shipping container(s) must be re-clad with materials and/or painted with colors that are indigenous to Squamish. Building materials should convey a feeling of quality or permanence or that will withstand extensive rain and wind. Paint colors should be selected to allow for maximum integration into the surrounding environment.

6. The bylaw is amended so that the numerical and alphabetical ordering of its provisions, and any and all references to those numbers and letters that appear in any provisions of the bylaw, are revised to be consistent with the amendments of this bylaw.

READ A FIRST AND SECOND TIME this 3rd day of December, 2013.

PURSUANT TO THE LOCAL GOVERNMENT ACT, NOTICE WAS ADVERTISED ON 2014 AND 2014.

PUBLIC HEARING HELD on the day of 2014.

READ A THIRD TIME this day of 2014.

ADOPTED this day of 2014.

Rob Kirkham, Mayor

R. Arthurs, General Manager, Corporate Services