

3.15 MAMQUAM WATERFRONT

OVERVIEW

GENERAL

Mamquam Waterfront is a standard (15 m/ 49.21 ft) building setback and public right of way area required by the District of Squamish's Integrated Flood Hazard Management Plan (IFHMP). The intention of this standard is to provide general design considerations and specify where consistency (surface, furnishings, dimensions) is needed to help guide the unique and varied application for each development site along the Mamquam Blind Channel. It includes general design considerations for a major access versus a mid-block access; and pedestrian and cycling pathways that are side by side, separated with large landscape planting area or separated by minor furnishings. It also includes design guidance for articulation/variation along the dike edge, habitat benches, and ways in which the area can be activated (patios, play areas, seatings, wayfinding, water access etc.). Residential private property should be outside of this public right of way. Waterfront design is subject to provincial and federal senior authority approvals.

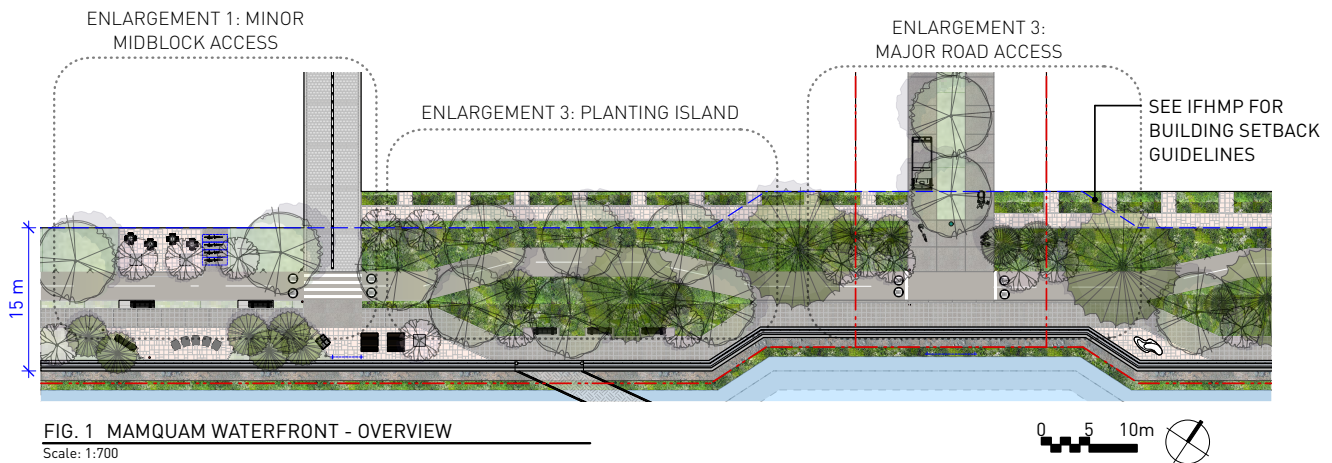


FIG. 1 MAMQUAM WATERFRONT - OVERVIEW

Scale: 1:700



Photo: Nicole Gurney

WATERFRONT PATHWAY

OVERVIEW

USE

Mamquam Waterfront primary use is for safe, separated, accessible and pleasant pedestrian, cycling and marine use. Secondary uses include vibrant public plaza spaces and parks, commercial patio spaces and marine activation with water access opportunities in various forms. The required setbacks are limited in space to achieve all of these objectives recommending further building setbacks should be explored where appropriate. Coastal resiliency, habitat protection, green shores, habitat benching, and acknowledgement of the cultural and ecological importance of waterways for Squamish Nation should be considered in the design. Sufficient space for maintenance vehicles and snow clearing storage areas should be considered in the design. Emergency vehicle access to waterfront buildings should be designed to the street and street ends and should not be required along the waterfront. Exceptions may be required for float home purposes where minimum clearance width of 4 m can be approved at the discretion of the District's Fire Chief.

Major Access Use: These are waterfront access points from street ends and are typically standard (66 ft / 20.11 m) right of ways. They provide the major public connections to the waterfront and should be where commercial and public plaza activity is concentrated. These accesses should be graded to support wide and safe accessible connections to the elevated waterfront and should consider large enough ramp widths to support maintenance vehicle and emergency vehicle access route where required.

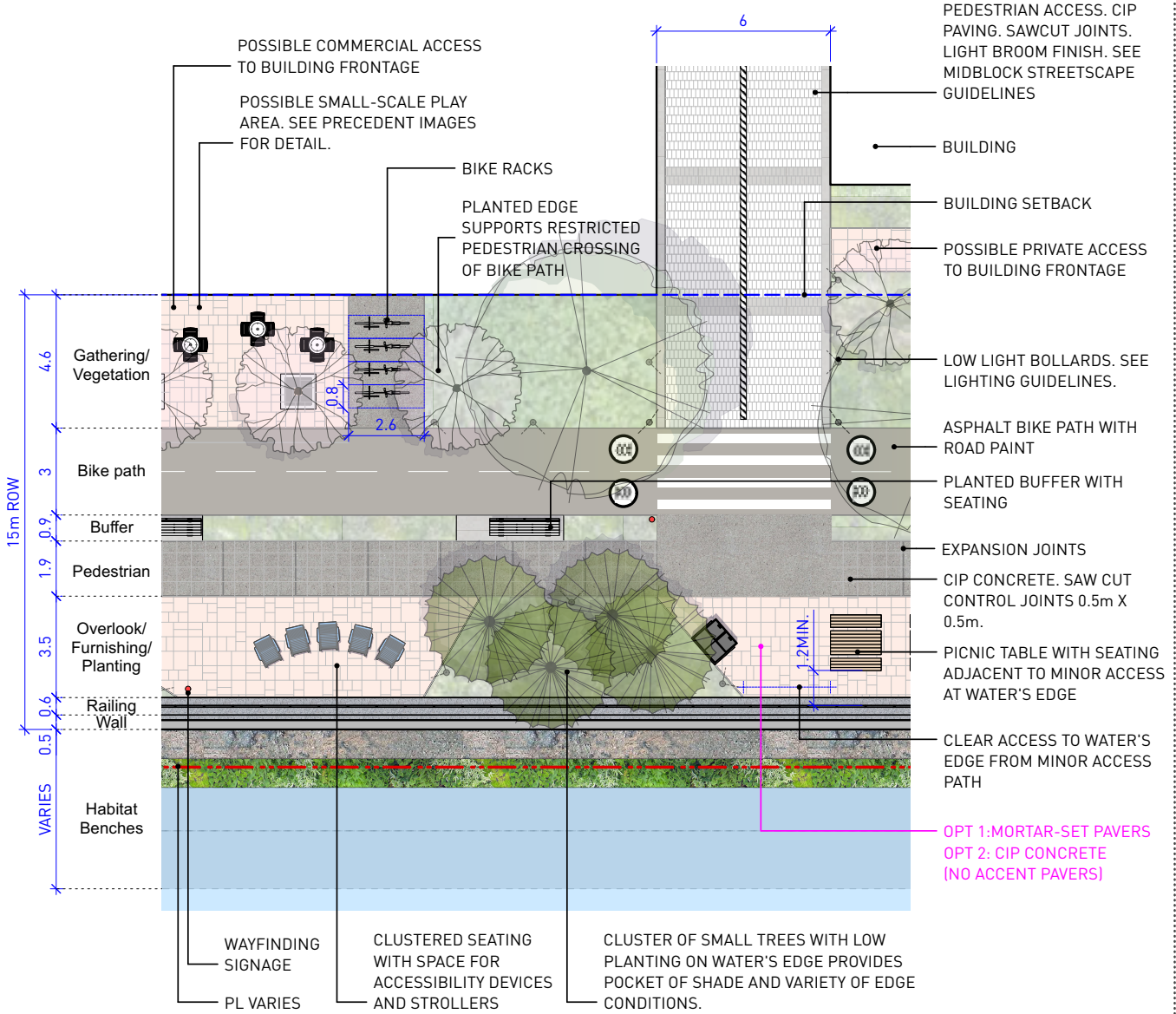
Minor Access Use: These are essentially mid-block connections between buildings and secondary accesses to the waterfront and should comply to the mid-block guidelines of (6 m/19.68 ft) right of way. If there are significant grade changes these secondary pathways may not all need to be accessible. Secondary accesses do not need to consider emergency vehicles but do need to accommodate trail snow clearing machines

LANDSCAPING

Waterfront landscaping should consider a variety of planting and tree options to create opportunities for large open spaces that preserve views identified in the Downtown Viewscape Study while also providing areas for shade and integration of the waterfront into the surrounding landscape. To preserve views and avoid dike slope conflicts, large trees should primarily be concentrated along the building edge, or mid right of way planters, where some small trees could be considered along the waterfront edge where space allows. A mixture of native large canopy coniferous and deciduous trees should be varied along this waterfront area. Planting should consider 50% evergreens, native shrubs and tall grasses and pollinators that play with the waterfront wind. See Street Tree and Planting Guidelines for more details.

WATERFRONT PATHWAY

MINOR MID-BLOCK ACCESS



NOTES:

1. OVERLOOK/FURNISHING/PLANTING WIDTH TO VARY BETWEEN 2.5-4M.
2. BUFFER BETWEEN BIKE PATH AND PEDESTRIAN PATH CAN VARY BETWEEN 300MM AND 1000MM. IF BUFFER IS 1000MM WIDE, LOW SHRUBS, GRASSES, AND GROUNDCOVERS MAY BE USED INSTEAD OF PAVING. DESIGN TO SUPPORT FIRE TRUCK ACCESS, IF REQUIRED.
3. FURNISHINGS TO FEATURE CORTEN WALLS, TIMBER BENCHES, BLACK METAL ACCENTS, AND UNDERLIT BENCHES.
4. LIGHT SPACING SHOULD MEET DISTRICT OF SQUAMISH STREET LIGHTING DESIGN CRITERIA.
5. REFER TO RAILING GUIDELINES FOR DESIGN INTENT.

FIG. 2 ENLARGEMENT 1 - MINOR ACCESS

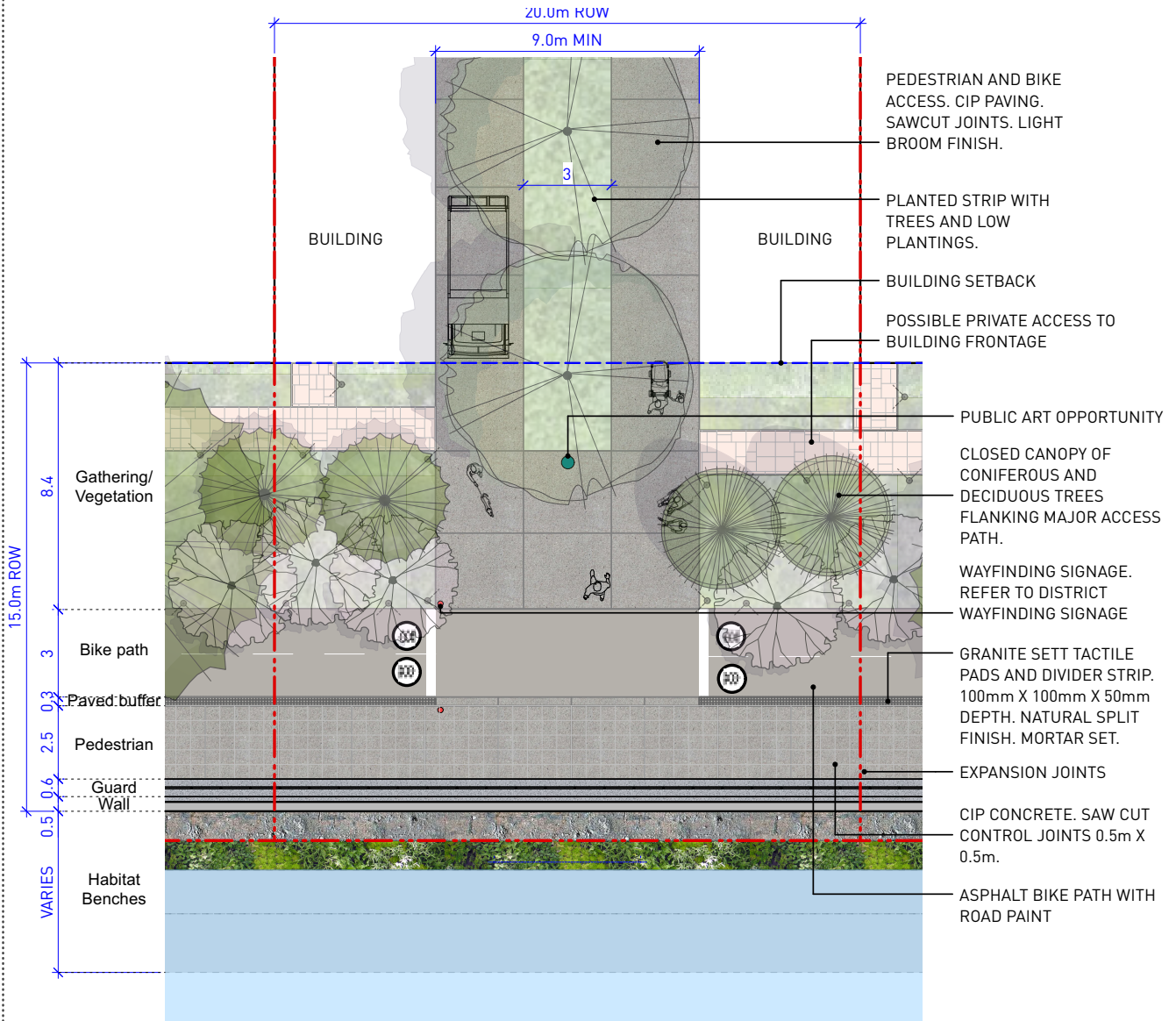
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ORIENTATION VARIES

WATERFRONT PATHWAY

MAJOR ACCESS



NOTES:

1. OVERLOOK/FURNISHING/PLANTING WIDTH TO VARY BETWEEN 2.5-4M.
2. BUFFER BETWEEN BIKE PATH AND PEDESTRIAN PATH CAN VARY BETWEEN 300MM AND 1000MM. IF BUFFER IS 1000MM WIDE, LOW SHRUBS, GRASSES, AND GROUNDCOVERS MAY BE USED INSTEAD OF PAVING. PLANTING SELECTION TO SUPPORT FIRE TRUCK ACCESS, IF REQUIRED.
3. FURNISHINGS TO FEATURE CORTEN WALLS, TIMBER BENCHES, BLACK METAL ACCENTS, AND UNDERLIT BENCHES.
4. LIGHT SPACING SHOULD MEETING LIGHTING DESIGN GUIDELINES AND DESIGN INTENT.

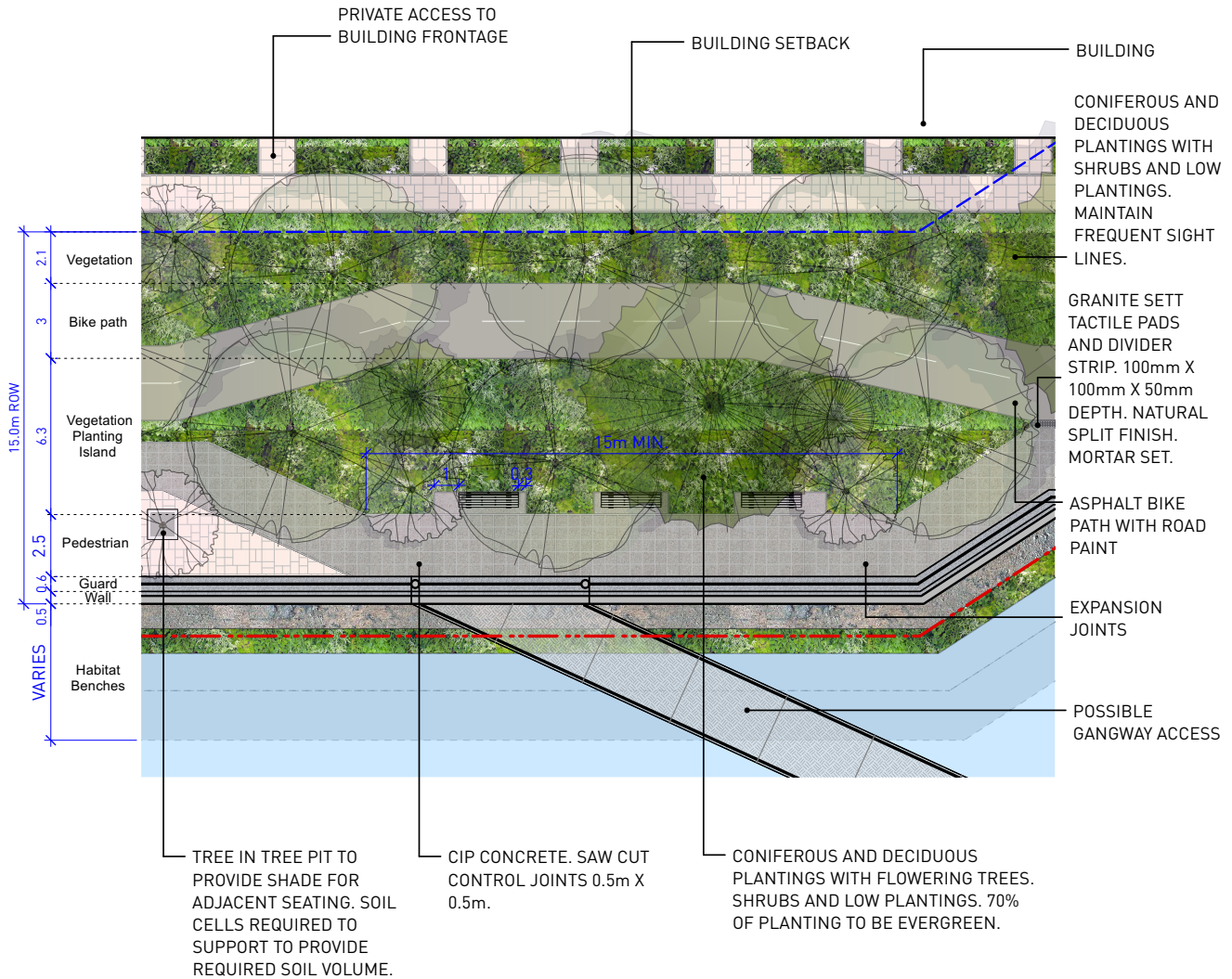
FIG. 3 ENLARGEMENT 2 - MAJOR ACCESS
Scale: 1:200



ORIENTATION
VARIES

WATERFRONT PATHWAY

PLANTING ISLAND



NOTES:

1. PLANTING ISLANDS APPROPRIATE WHERE NO FIRE TRUCK ACCESS REQUIRED.
2. FURNISHINGS TO FEATURE CORTEN WALLS, TIMBER BENCHES, BLACK METAL ACCENTS, AND UNDERLIT BENCHES.
3. LIGHT SPACING SHOULD MEET LIGHTING DESIGN GUIDELINES AND DESIGN INTENT.

FIG. 4 ENLARGEMENT 3 - PLANTING ISLAND

Scale: 1:250



ORIENTATION VARIES

WATERFRONT PATHWAY

CONSIDERATIONS AND PRECEDENTS

WATERFRONT SMALL-SCALE PLAY AREAS



WATERFRONT CONDITIONS: NATURAL AND ACTIVATED

