



# Welcome to a Development Drop-In

OPEN HOUSE

*An informative session  
where you can learn  
about the development  
and rezoning processes,  
and how developers can  
navigate them within  
your neighbourhood.*



Existing R-1 Zone	Proposed Townhouse Zone	What Does This Mean?
<p><b>Density</b></p> <ul style="list-style-type: none"> <li>• Set by lot coverage (50%) and height (3 storeys) = Max 1.0 FAR = 4475m<sup>2</sup></li> <li>• Maximum height = 11m</li> <li>• 24 strata units + 6 suites = 30 units</li> </ul>	<ul style="list-style-type: none"> <li>• Max: 1.0 FAR = 4475m<sup>2</sup></li> <li>• Proposed: 3938m<sup>2</sup> total</li> <li>• Maximum height = 11m</li> <li>• 29 units</li> </ul>	<p>Both the proposed townhouse development and development under the R-1 zone would allow for similar amounts and densities of housing.</p>
<p><b>Setbacks</b></p> <ul style="list-style-type: none"> <li>• 7.6m along all road-facing sides</li> <li>• 1.2m interior</li> </ul>	<ul style="list-style-type: none"> <li>• 3.0m along Madill (side setback)</li> <li>• 4.5m along Britannia (front setback)</li> <li>• 7.0m – 12.0m along Garibaldi Avenue (rear setback)</li> <li>• 3.0m interior</li> </ul>	<p>The proposed townhouse development has custom setbacks designed to retain existing trees and create a new park space. The R-1 zone requires a more central position for buildings and doesn't require tree preservation or park space creation.</p>
<p><b>Parking</b></p> <ul style="list-style-type: none"> <li>• Minimum one space per unit = 24 spaces total</li> <li>• Zero visitor spaces required</li> <li>• Six driveways required</li> <li>• 19 street parking spaces estimated</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum two spaces per unit = 58 spaces total</li> <li>• Three visitor spaces provided</li> <li>• One driveway required</li> <li>• 26 street parking spaces estimated</li> </ul>	<p>The proposed townhouse development is required to provide more than twice as much parking on-site than development under the R-1 zone, and reduces the number of driveways from six to one, preserving more street parking.</p>
<p><b>Trees</b></p> <ul style="list-style-type: none"> <li>• Required to plant two trees in front of each lot = twelve new trees</li> <li>• Exempt from Tree Bylaw</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation of four trees on site (two significant trees + two other trees)</li> <li>• Tree Bylaw applies = twenty-three trees required</li> </ul>	<p>The proposed townhouse development must follow the Tree Bylaw requirements. Four trees have been negotiated to be retained through the rezoning process. Development under the R-1 zone does not require tree preservation.</p>



Existing R-1 Zone	Proposed Townhouse Zone	What Does This Mean?
<p><b>Park Space</b></p> <ul style="list-style-type: none"> <li>• No park space required</li> </ul>	<ul style="list-style-type: none"> <li>• 560m<sup>2</sup> park space proposed (12.5% of site)</li> </ul>	<p>Park space for the community has been negotiated through the rezoning process. A covered picnic and gathering space is proposed, along with paths, seating and landscaping with additional trees and shrubs.</p>
<p><b>Neighbourhood Improvements</b></p> <ul style="list-style-type: none"> <li>• No neighbourhood improvements required</li> </ul>	<ul style="list-style-type: none"> <li>• Five-way intersection improvements proposed:</li> <li>• Traffic circle</li> <li>• Buildout of the five intersection corners</li> <li>• Sidewalk along Madill to connect to transit and school bus stops on Buckley</li> </ul>	<p>Intersection and pedestrian safety improvements have been negotiated through the rezoning process.</p> <p>Development under the R-1 zone does not require any neighbourhood improvements.</p>
<p><b>Community-Wide Benefits</b></p> <ul style="list-style-type: none"> <li>• No requirements currently</li> <li>• Amenity Cost Charges will apply, likely starting in mid 2025</li> </ul>	<ul style="list-style-type: none"> <li>• Cash in Lieu to critical amenities \$1,108,000</li> </ul>	<p>The proposed townhouse development will contribute money that will go towards critical amenities in Squamish, such as the recreation centre and affordable housing.</p>
<p><b>Form and Character</b></p> <ul style="list-style-type: none"> <li>• No Form and Character Development Permit required</li> <li>• No design review</li> </ul>	<ul style="list-style-type: none"> <li>• Form and Character Development Permit required</li> <li>• Design reviewed against Form and Character Guidelines</li> </ul>	<p>The proposed townhouse development must align the design with the character of the neighbourhood and address other design guidelines such as accessibility and landscaping.</p>



## Understanding Development and Rezoning Applications

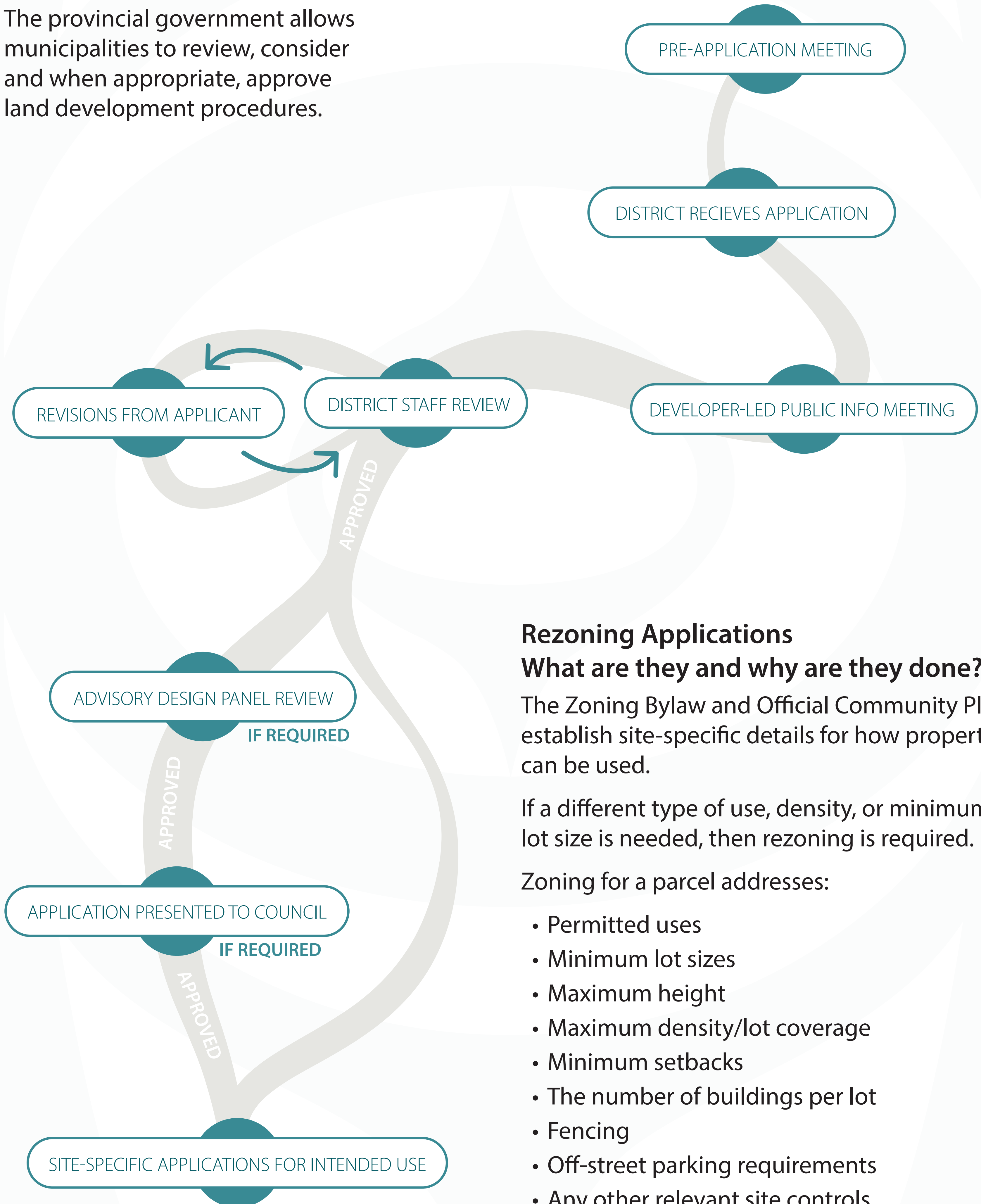
### Development Applications in the District of Squamish

Development applications are required for:

- Change of use or buildings
- Subdivisions

The provincial government allows municipalities to review, consider and when appropriate, approve land development procedures.

### DEVELOPMENT PERMIT PROCESS 101



### Rezoning Applications

#### What are they and why are they done?

The Zoning Bylaw and Official Community Plan establish site-specific details for how property can be used.

If a different type of use, density, or minimum lot size is needed, then rezoning is required.

Zoning for a parcel addresses:

- Permitted uses
- Minimum lot sizes
- Maximum height
- Maximum density/lot coverage
- Minimum setbacks
- The number of buildings per lot
- Fencing
- Off-street parking requirements
- Any other relevant site controls



## Development in the New R-1 Zone

### What can residents build in Dentville without rezoning?

- Single unit dwellings
- Two-unit dwellings
- Multiple dwelling residential (triplexes and fourplexes)

### What is the R-1 zone?

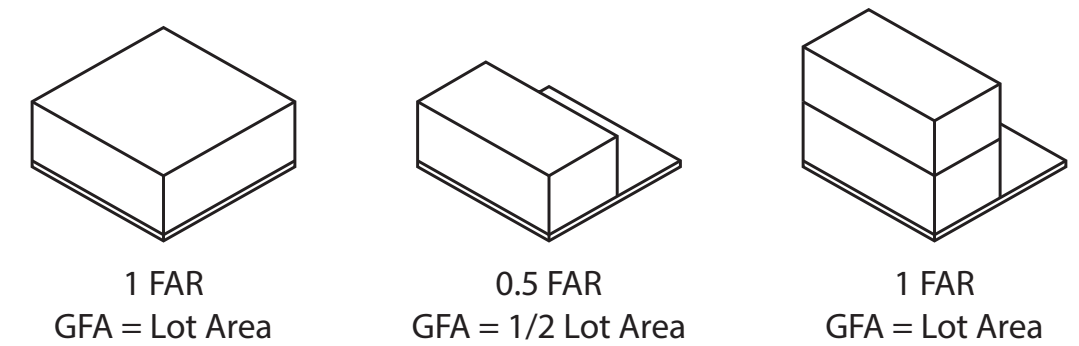
The new zone R-1 zone allows the development of small-scale homes like triplexes and fourplexes.

The zoning updates were required in order to align with new provincial legislation (Bill 44) and the District's commitments for receiving Federal Housing Accelerator Funding, delivered through the Canadian Mortgage and Housing Corporation (CMHC).

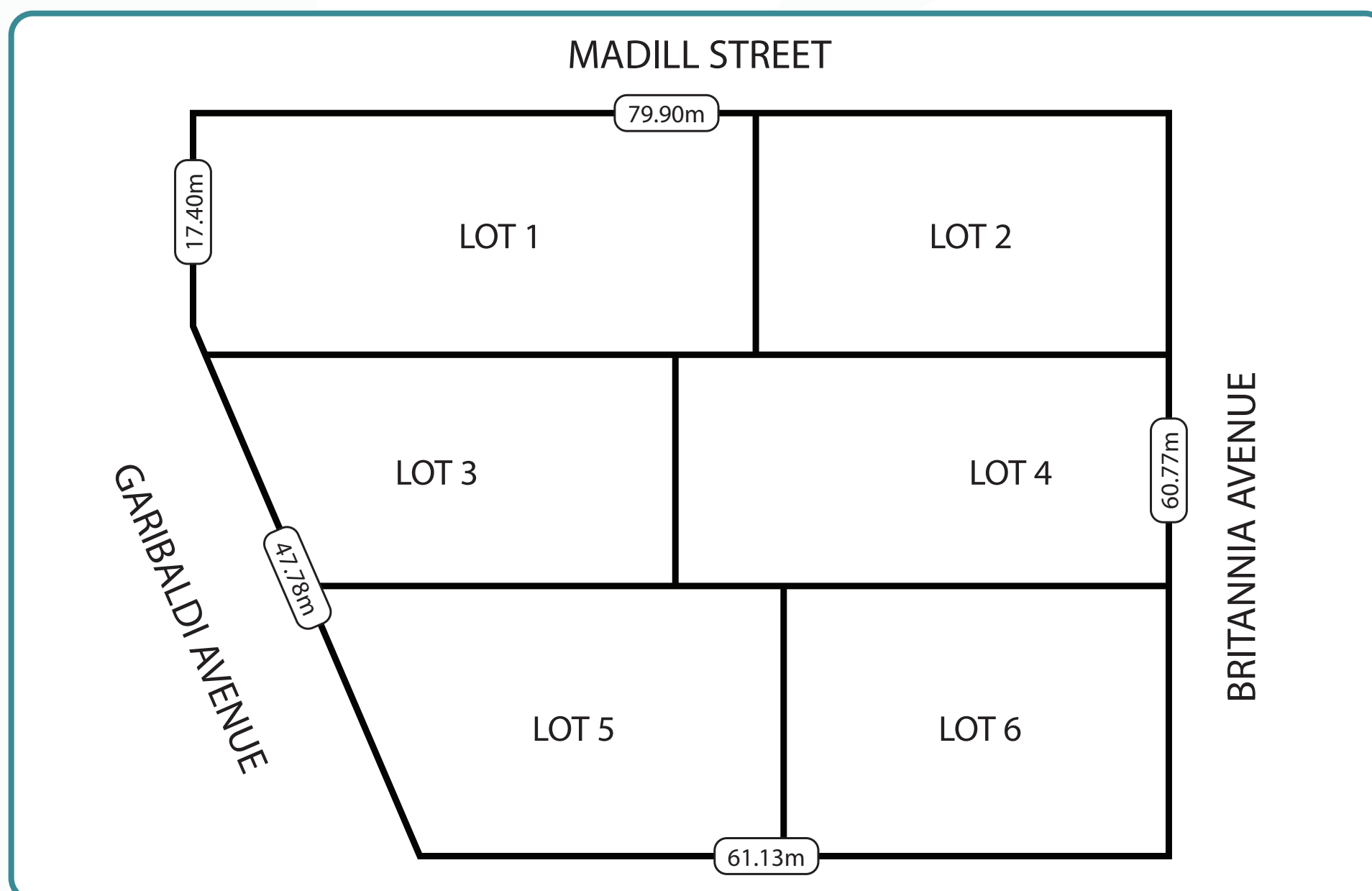
### Floor Area Ratio

#### What is it, and why does it matter?

Floor Area Ratio (FAR) considers the entire building's floor area and is obtained when the Gross Floor Area (GFA) of all buildings is divided by the area of the lot.



The larger the FAR, the more interior space will be available in a building's design.



Under the R-1 zone, 38779/38795 Britannia Avenue meets the minimum lot requirements to be subdivided into six lots.

This would allow construction of a fourplex on each lot. (24 strata units + 6 suites = 30 units).

Examples of fourplexes possible in the R-1 Zone:



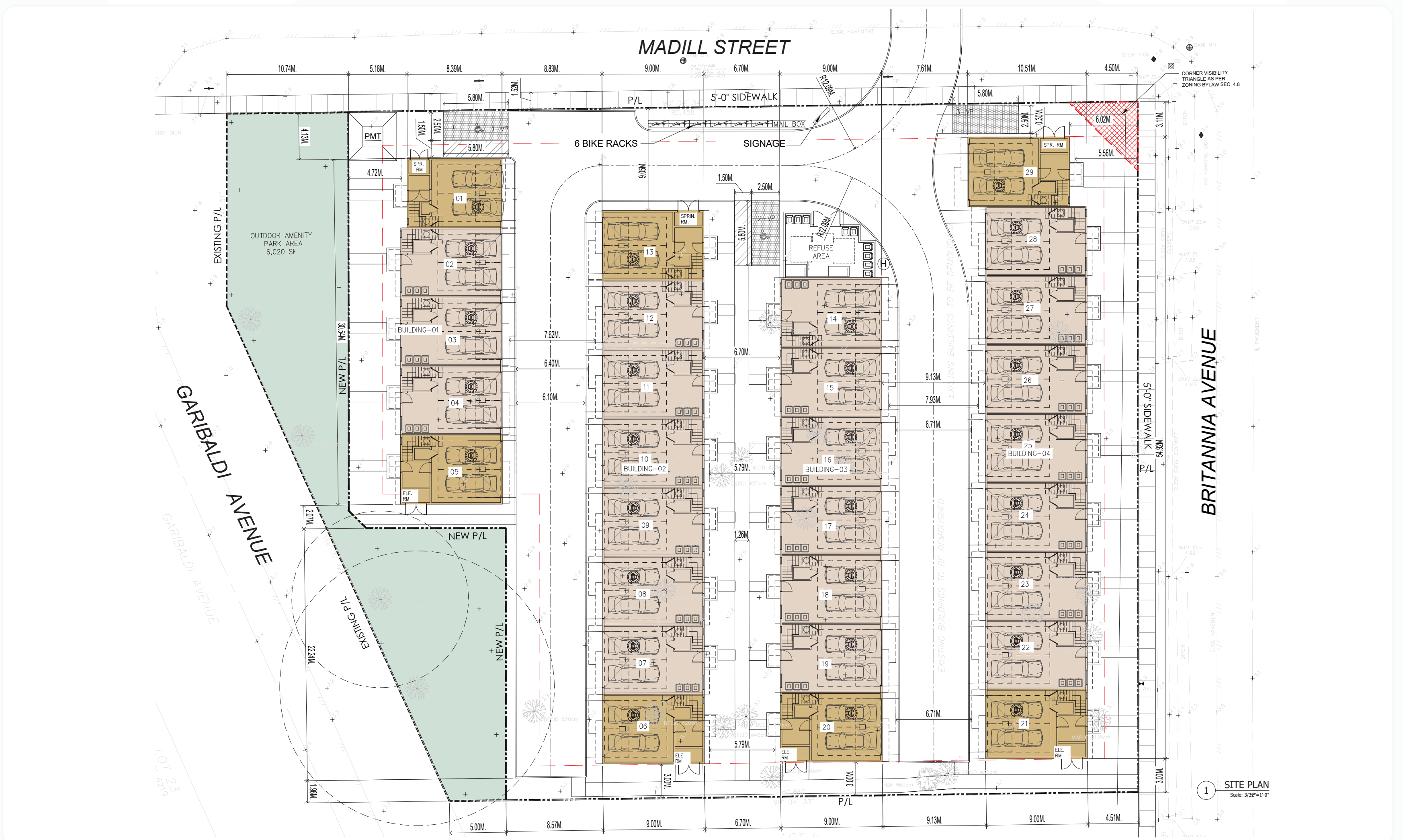
*Umbel*  
Design by Sideyard Architecture



*The Alcove*  
Design by Paula Alejandro Vazquez, TAG Panels



Form and Character  
Latest Images of the Development





## Form and Character

Latest Images of the Development





# Dentville Neighbourhood Concerns

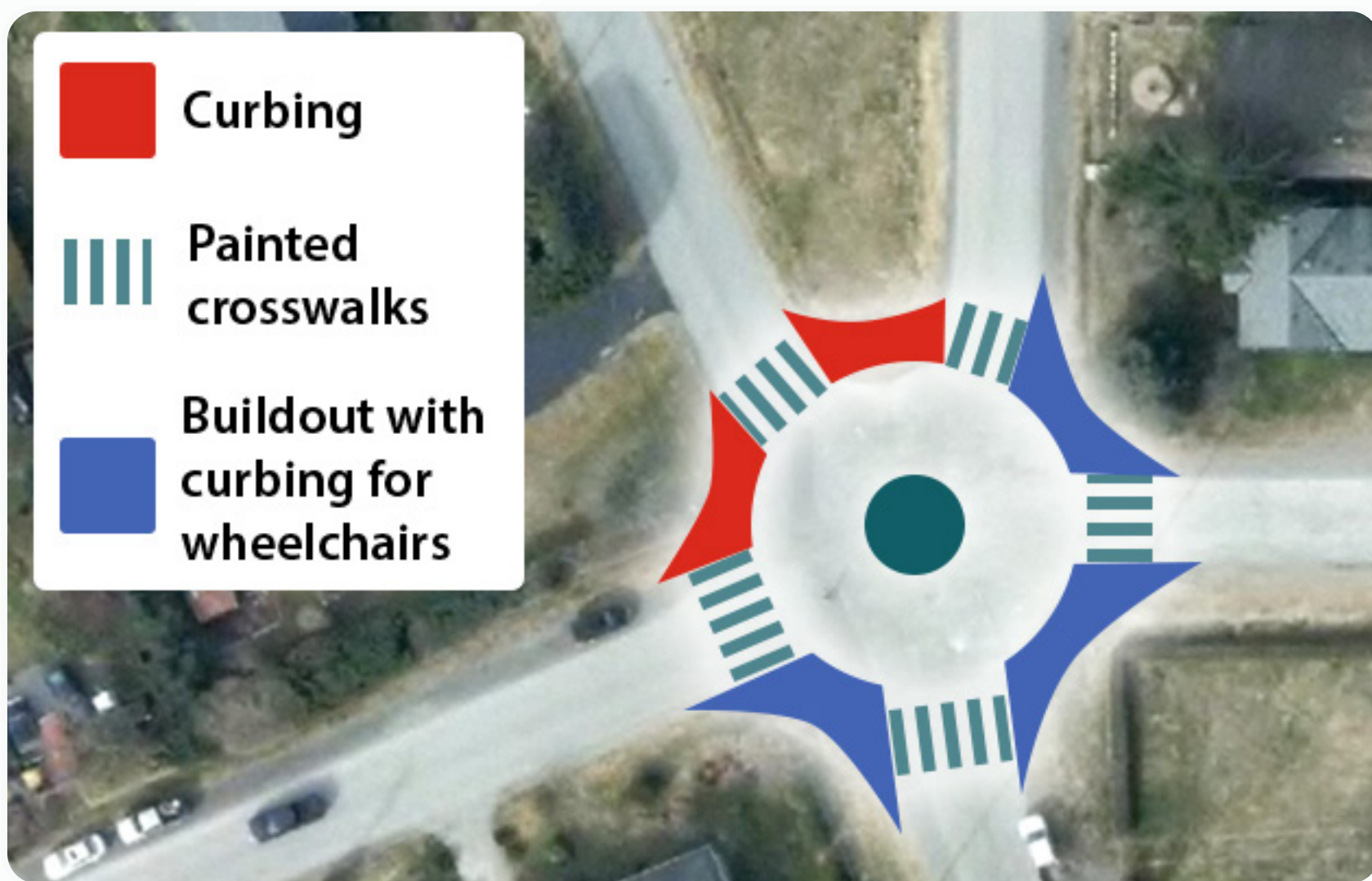
## Transportation

Current considerations include:

- A new transit route along Buckley Avenue will provide bus access within 3–5 years.
- The Discovery Trail provides a fully separated walking and biking route to the schools and Downtown.

Future considerations include:

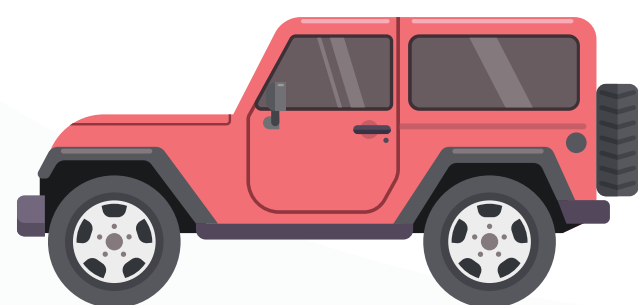
- New sidewalks will be constructed to support safe pedestrian options throughout Dentville, such as a connection to Buckley Avenue.
- Improvements to the Madill/Newport/Garibaldi five-way intersection to improve safety and the flow of traffic.



Proposed five-way intersection



Proposed Sidewalks



## Parking

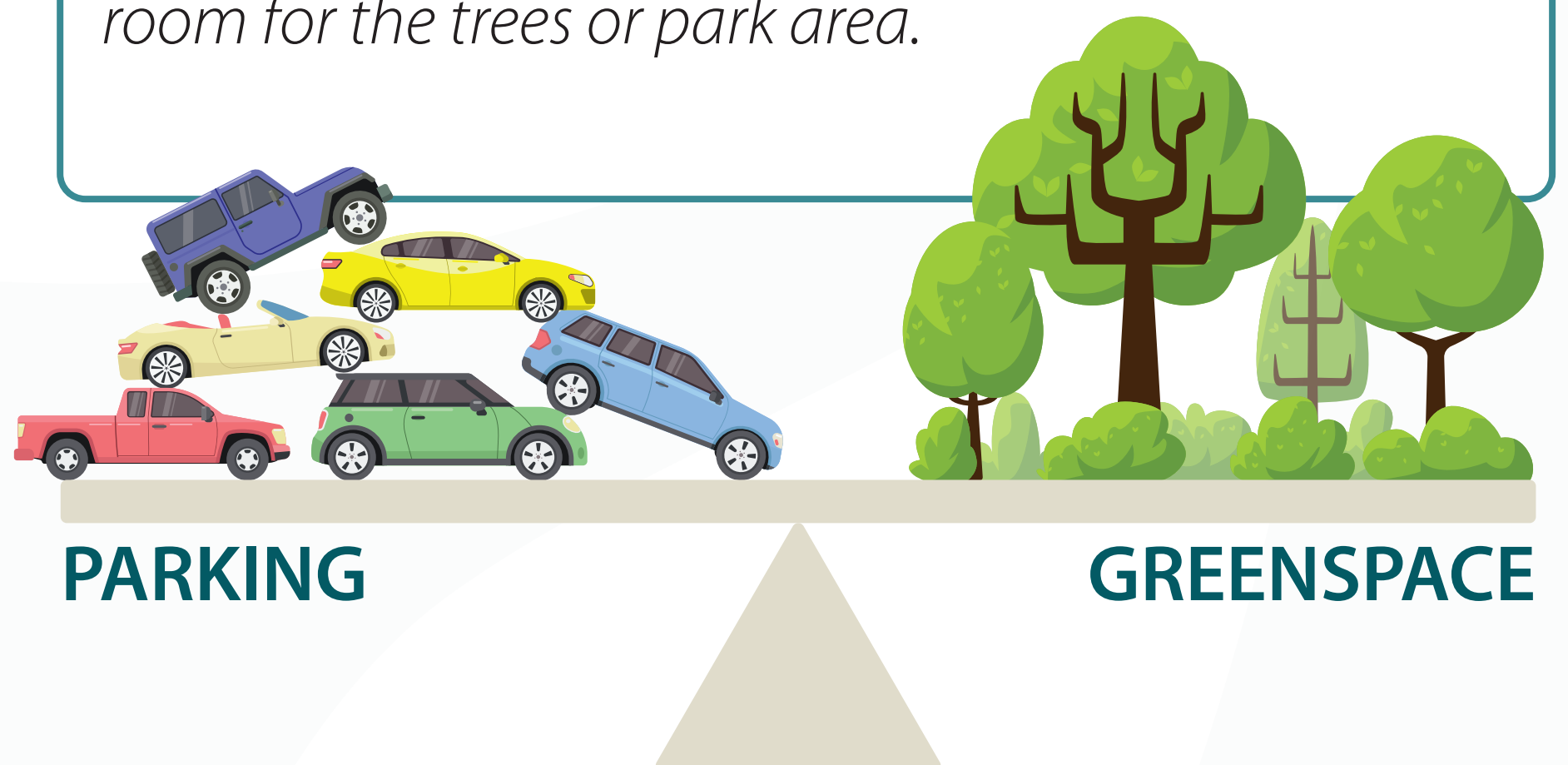
The application proposes residential parking of two spaces per unit, and three accessible visitor spaces.

As the development has a single access point, on-street parking will remain available on Garibaldi Avenue, Madill Street, and Britannia Avenue.



## Parking Space

Can the development fit more parking for visitors?  
Yes, although this tradeoff would mean there is no room for the trees or park area.







## Dentville Neighbourhood Concerns

### Driveways Designed for Townhomes

The proposed design has a single exit and access on Madill Street, which will:

- Reduce conflict points between vehicles and pedestrians.
- Allow for more landscaping and street trees.
- Improve accessibility by minimizing grade changes along the sidewalk.
- Maximize on-street parking.
- Improve the appeal of the street.

An example of townhomes with one driveway access can be seen at Virescence on Mamquam Road and Riverswalk on Government Road.



*Virescence 1800 Mamquam Road (42 Townhomes)*

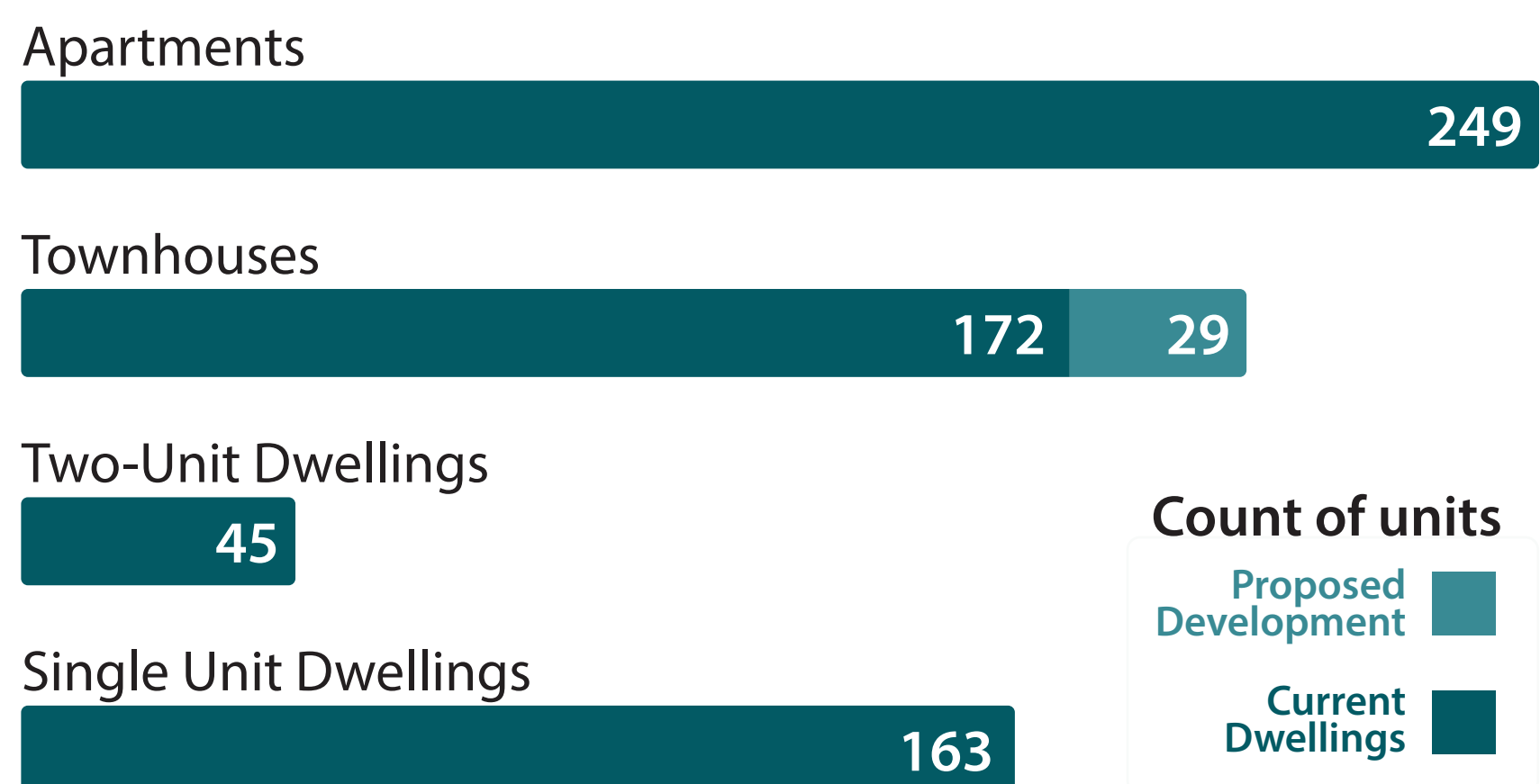


*Riverswalk 40632 Government Road (58 Townhomes)*

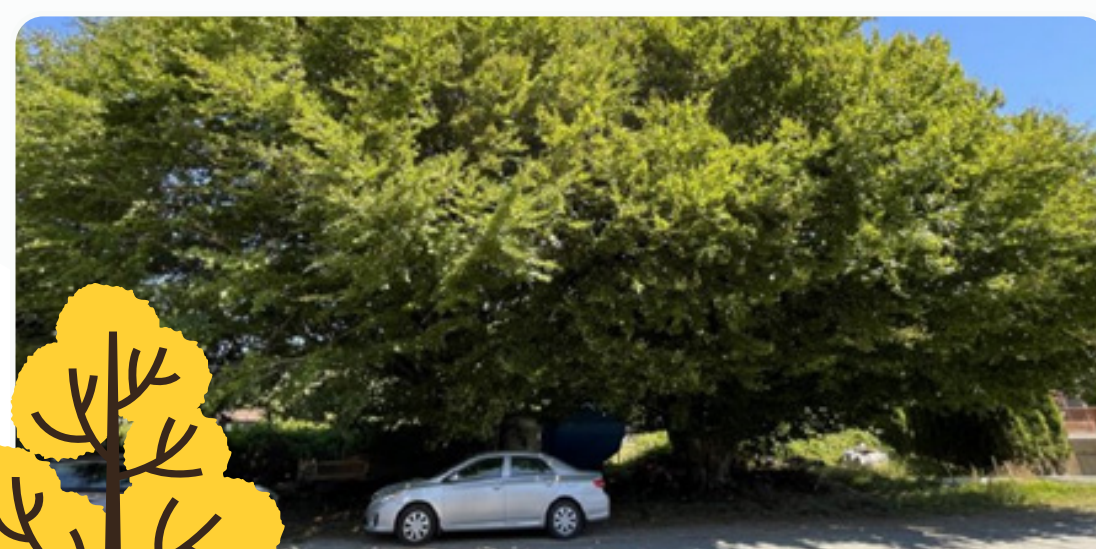
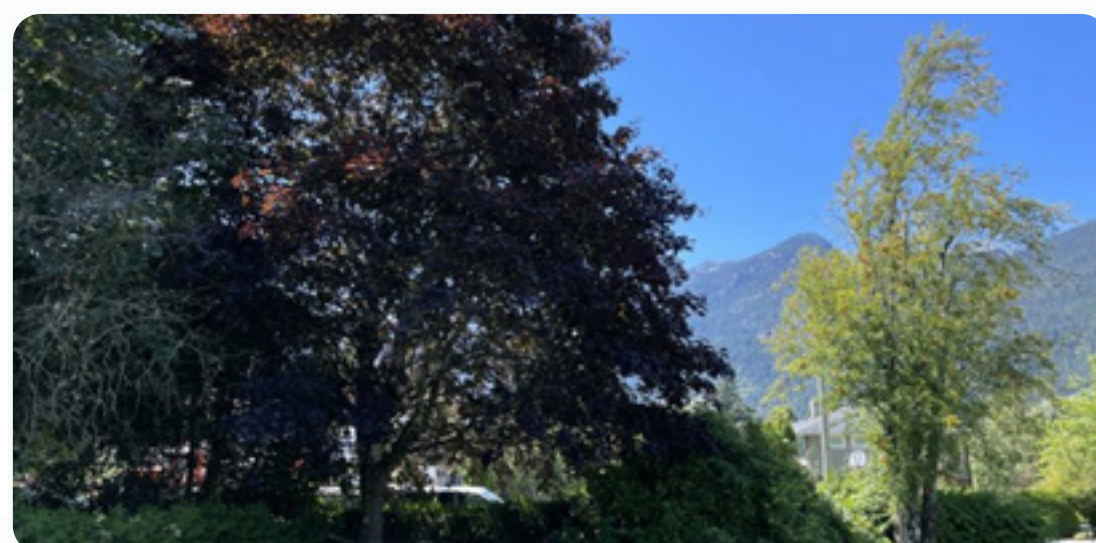
### Housing Density

Both the proposed townhouse development and development under the R-1 zone would allow for similar amounts and densities of housing.

### Housing Diversity in Dentville \*



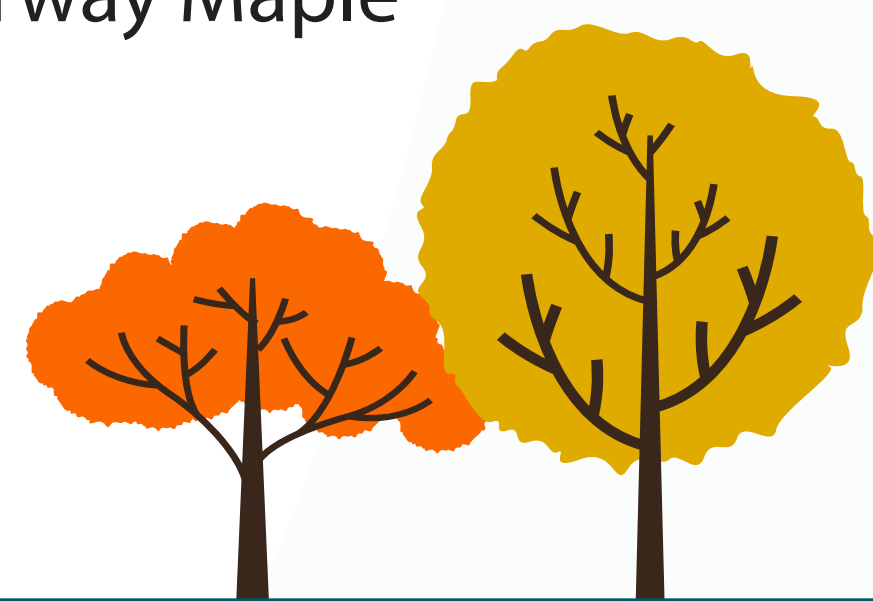
\*Includes Wilson Crescent



### Tree Preservation

Through the rezoning process, some significant trees are proposed to be preserved:

- Two American Hornbeams
- One Mountain Ash
- One Norway Maple





## Stormwater Management

An Erosion and Sediment Control Plan is required for all new developments to:

- Ensure there will be no runoff during construction that will deposit silt, raw concrete, or other debris into the stormwater system.
- Mitigate the effects of climate change by ensuring the onsite stormwater system can handle larger storms due to climate change.

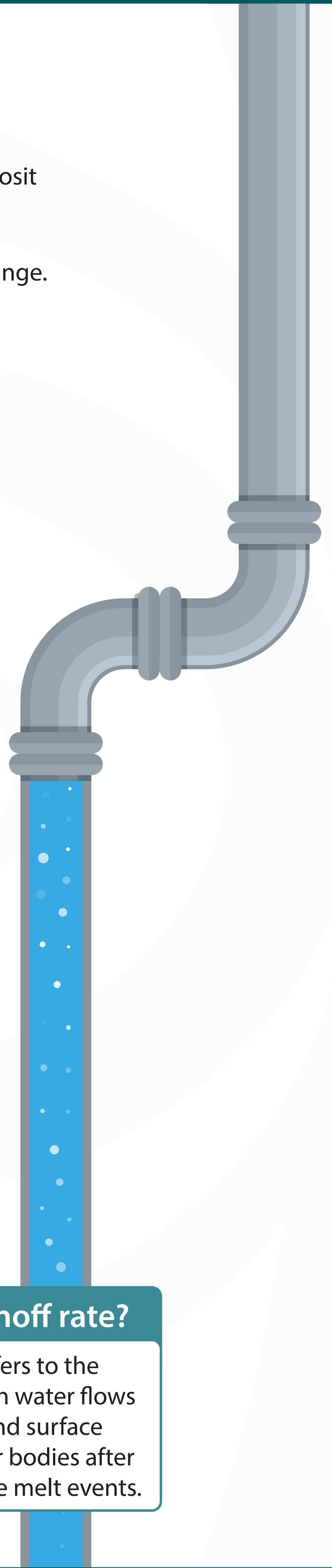


Any new development must meet, or be less than, the stormwater runoff rate it had pre-development.

Developers should avoid situations of pooling water and avoid draining surface runoff onto neighboring properties.

### What is runoff rate?

Runoff rate refers to the speed at which water flows over the ground surface and into water bodies after rainfall or large melt events.





## Policy and Planning

The Official Community Plan (OCP) is the overarching vision and guiding document for the future of Squamish. It guides decision-making for current and future Councils, as well as provides direction for staff, on every aspect of community including growth management, housing, land use and the environment.

The current OCP was adopted on **June 5, 2018** and can be accessed via the District website: [squamish.ca/ocp](http://squamish.ca/ocp)



## Applicable Official Community Plan Policies for this Rezoning

- 12.2(a) Allow greater variety of housing forms and densities scaled to fit within traditional single-unit areas while supporting small-lot infill, where appropriate.
- 12.2(c) Increase proportion and size range of attached multi-family units, and sensitively integrate medium-higher density residential uses within the District.
- 12.6(a) Residential infill is supported in all Squamish neighbourhoods.
- 12.6(d) Promote conservation design principles that cluster housing while preserving environmentally sensitive lands and additional useable open space.
- 20.18(a) Enhance the viability of walking and cycling by expanding and addressing gaps in the Bicycle and Sidewalk Networks

## Neighbourhood Planning

### What is it & what does it mean?

A neighbourhood plan is a policy document that provides a framework to guide future building and development within a neighbourhood towards a shared vision of positive change and improved livability.

The goal is to ensure that development proposals align with a community-driven vision that is informed by residents and the Official Community Plan.

This can avoid ad hoc developments that create disconnected neighbourhoods.

Due to complexity, neighbourhood plans often take years to develop.

### Let us know!

Given the ongoing growth of Squamish, should Dentville have a Neighbourhood Plan?



## What are CACs and why do they matter?

Community Amenity Contributions (CACs) are in-kind or cash contributions from developers when Council grants development rights **through rezoning**.

Demand on District facilities increases with new residents and these contributions are used in ways to help lessen the impact on the community.

The following CACs have been negotiated for this rezoning application:

- Cash in lieu of Amenities in the amount of \$1,107,887;
- Improvements to the 5-way intersection at Madill Street and Garibaldi Avenue;
- A sidewalk along Madill Street, from the 5-way intersection to Buckley Avenue;
- Public access statutory right-of-way over the strata park;
- Tree protection covenant for the significant trees in the strata park; and,
- Commitment to no natural gas.

### Cash in Lieu

#### What is it & what does it mean for Squamish?

Cash in Lieu is an option where developers who are applying for rezoning can pay a lump sum to the District's Community Amenity Provision Fund to be used for needed amenities across Squamish.

### Infrastructure: How is it supported?

Infrastructure upgrades to support new housing is provided via Development Cost Charges (DCCs).

DCCs are calculated and paid at the Building Permit Stage for all new developments and are used to support the necessary infrastructure that is required to service growth across the District.



# Development Drop-In

Rezoning RZ000043 – Britannia Avenue



SQUAMISH

## Share Your Ideas

A large, empty rectangular box with a thin teal border, intended for users to share their ideas and feedback regarding the rezoning proposal.