

DOWNTOWN SOUTH



DISCUSSION EVENING
KERRY HAMILTON, PLANNER
June 27th, 2017 – Council

VISION | DISCUSSION EVENING

Creative Mixed – Use District (MUD-2)

- Informal Discussion to explore a new (MUD-2) zone envisioned to potentially become the zoning foundation for Downtown South.
- Resolve the concerns and limitations of the existing Artisan Village (C-10) zone.
- Create a new zone that is reflective of the community's needs and interests and is in line with the Draft Downtown Neighbourhood Plan to preserve and strengthen this important creative mixed use area while building on it's funky and eclectic character.

AGENDA | DISCUSSION EVENING

Presentation/
Overview
(15min)



Poster & Discussion
(25min x 4 stations)

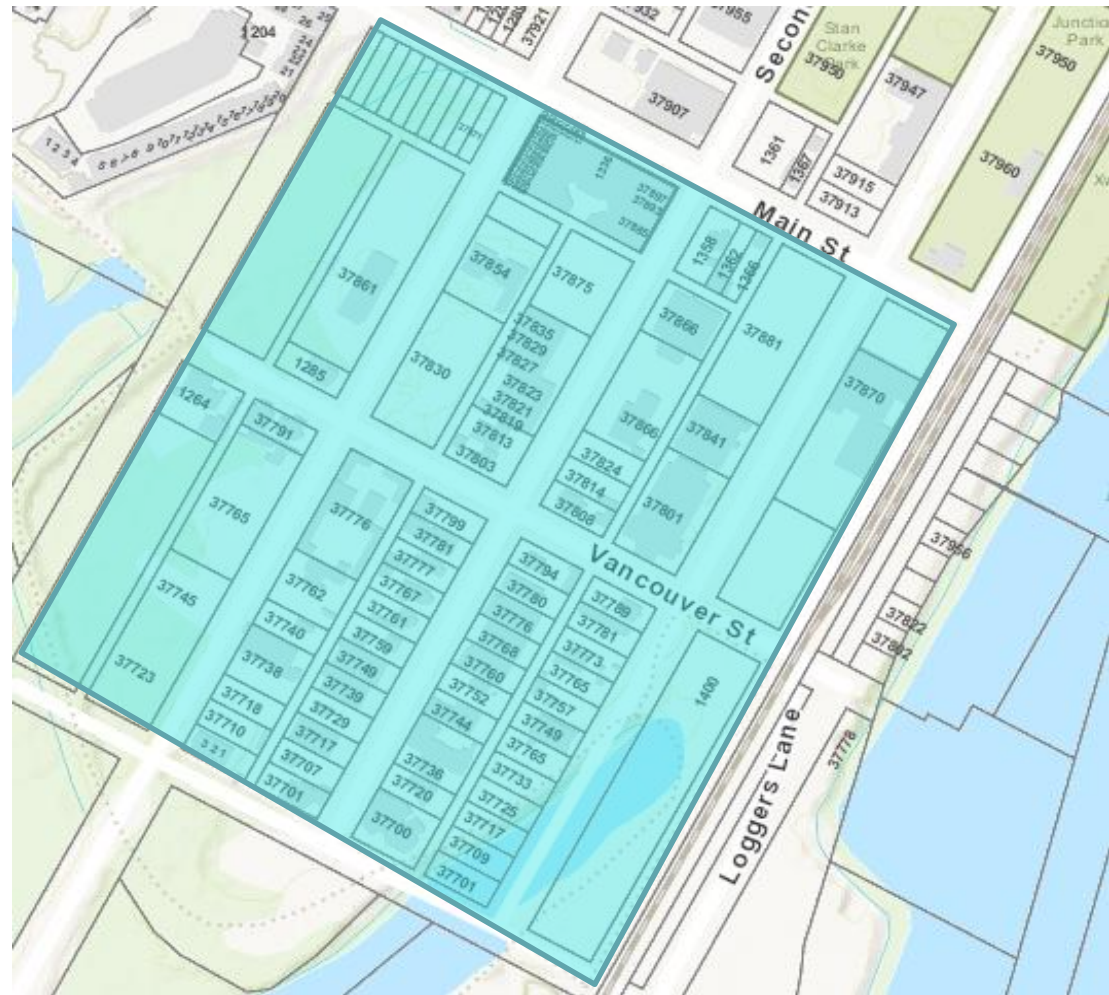


Conclusion &
Comments (5 min)

MAP | DOWNTOWN SOUTH

Development
Permit Area –
**DOWNTOWN
SOUTH**

Form and Character



HISTORY | DOWNTOWN SOUTH

Squamish 2000

Creation of the C-10 zone

- Strong arts and craft character to attract locals and visitors to explore on foot.
- Provide a variety of commercial and residential.
- Promote street festivals and outdoor markets.
- Commercial should not detract from Downtown Core.
- 3 storeys maximum



HISTORY | DOWNTOWN SOUTH

Concept Plan 2005

- Studio and Manufacturing at grade, office use above grade. Residential and Retail “secondary use”.
- Loading at front.
- Green roofs and residential courtyards.
- Raised ceiling on first floor for “flexible use”.
- 4 storeys maximum



HISTORY | DOWNTOWN SOUTH

Downtown Neighbourhood Plan 2014

- **Sound:** Residential units sound mitigation design features to minimize conflicts with industrial activities.
- **Cleveland:** Any property abutting the old dike trail shall maintain public pathway.
- **Industrial:** The ground floor of buildings should include high ceilings for industrial spaces. Can be a portion of the entire building.
- 3 -4 storeys maximum



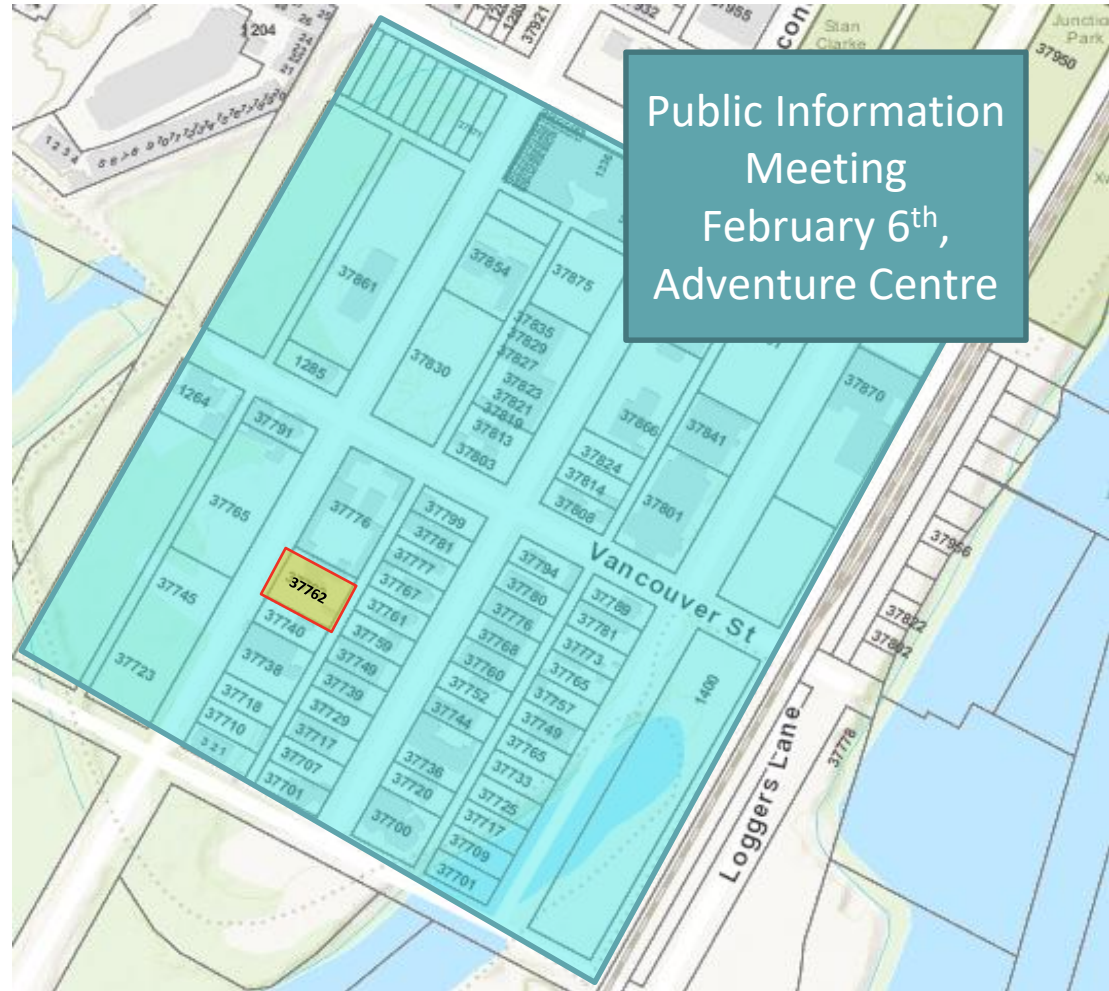
HISTORY | DOWNTOWN SOUTH

C-10

- **Industrial:** No Industrial uses supported
- **Height: 14.6 m** Comfortable 4 storey / tight 5 storey
- **Open Space:** No requirements
- **Apartment Use:** limit of 62 units per 0.40 hectares. (8 residential units per average lot).
- No regulation for employment space mix.
- No Odour, sound, or light mitigation.

HISTORY | DEVELOPMENT

- Ratio of Business to residential
- Parking
- Laneways
- Public Realm/Community
- Industrial Bays
- Landscaping



VISION | DISCUSSION EVENING

Creative Mixed – Use District (MUD-2)

C-10

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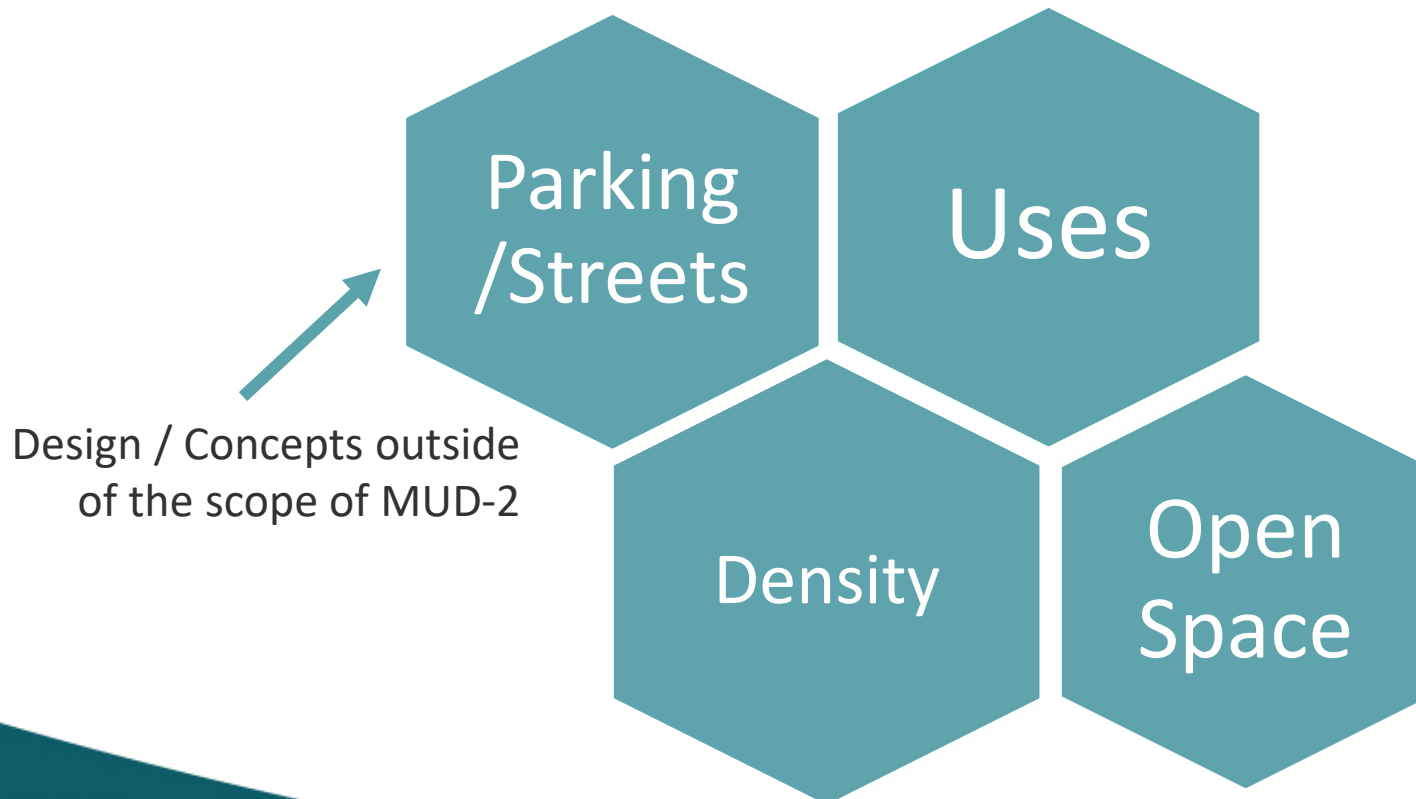
Address gaps of C-10, create a zone that conforms with Plans from 2000-2014

- Ratio of Business to residential
- Parking
- Laneways
- Public Realm/Community
- Industrial Bays
- Landscaping

Address community concerns and vision for the area.

TONIGHT | DISCUSSION EVENING

Creative Mixed – Use District (MUD-2)



TONIGHT | EVENING DISCUSSION

Permitted Uses

- Should MUD-2 have regulated uses or keep uses open?
- What is being proposed?
 - Employment & Residential location
 - Industrial Uses
 - Odour, Noise & Light Concerns Addressed

Permitted Uses Zones Regulate Use

Should MUD-2 have regulated uses for Downtown South or keep uses open?

Regulate

PRO: Community can regulate use and incentivize developers to build spaces for specific businesses that the community wants to support in the area.

CON: May discourage innovative uses.

Don't Regulate

PRO: Open to any type of use on any storey of the building. Will organically evolve with the community and economy.

CON: Employment space could be taken over by retail or residential. Use responds to current demand instead of anticipated long term growth and needs of the community.

What is being Proposed?

The Downtown South area is characterized by unique and creative building forms and a finely integrated mix of offices, service commercial, artisan/ workshops, residences and light industrial uses. Any new residential use must be in conjunction with a permitted industrial or commercial land use. The following principal and accessory uses and no others are permitted:

Use Category

Light Industrial*:

- (alcoholic beverage manufacturing; marina oriented light industrial; small scale manufacturing; motor vehicle repair)

Creative Uses:

- (artisan; arts and culture; farmers' market; community garden; entertainment; hostel)

Business:

- (service establishment; business and professional office, major & minor; fitness centre; indoor recreation; high technology; research and development; childcare)

Retail:

- (neighbourhood commercial; accessory retail sales)

Residential:

- (apartment dwelling; live-work unit, home occupation, residential; and home occupation, office)

Area

all storeys



3-5 storey



****Odour, Noise, & Light Mitigation and exclusion of Marijuana production facility.**

TONIGHT | EVENING DISCUSSION

Density - Bonus

- Ratio of Employment to Residential
- FAR
- Height
- Density Bonus
 - Green roofs
 - Industrial Bays
 - Public Plazas
 - Affordable Housing

Zone Density FAR, Height & Commercial

Zones regulate density. Learn how the density of C-10 is evolving in MUD-2.

C-10 Today: In C-10 density is regulated by an FAR of 1.4 and a maximum HEIGHT of 14.6m (4-5 storeys). **COMMERCIAL** is only required on the ground floor with no minimum amounts.

MUD-2 Proposed:

HEIGHT: zone starts at 3 storeys and allows up to 5 storeys with density bonuses exceeding the C-10 height of 16m.

FAR: Stays at 1.4 and increases to 2.4 with density bonuses.

COMMERCIAL: is required on the first floor and on the second if any density bonus applies.

Floor Area Ratio (FAR): FAR is the amount of floor area in relation to the amount of area on the lot.

Floor Area: Means the space on any storey of a building between exterior walls, with exemptions.

Downtown
Neighbourhood
Plan 2014

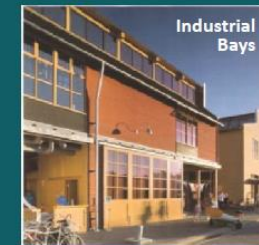


Downtown
Concept
Plan 2005

SQUAMISH
HANDMADE BY ADVENTURE

Density Bonus MUD-2

Below are density bonuses the District is exploring with MUD-2.



Industrial
Bays

Earn 75% of the allowed Bonus Floor Area and height when 75% of the ground floor area are industrial bays with a minimum height of 5m.



High Performance
Green Features

Earn 50% of the allowed Bonus Floor Area and height by using a combination of two of the following:
A) Energy efficiency;
B) Landscaping & trees;
C) Green eco roof



Public Plaza

Earn 50% of the allowed Bonus Floor Area and height by creating a publicly accessible plaza on site.



AFFORDABLE HOUSING

Earn 100% of the allowed Bonus Floor Area and height by providing 25% of the residential as affordable housing.

TODAY | EVENING DISCUSSION

Parking & Laneway

Streets & Laneways Shared Zone Vision

Laneways	2nd Ave
FEATURES: <ul style="list-style-type: none"> Appearance of one vehicle lane and two pedestrian sides. Room for two vehicles to pass. Appearance of narrow street to promote lower speeds. 1.52m Setback could be used for planting. 	FEATURES: <ul style="list-style-type: none"> Appearance of one vehicle lane but room for two vehicles to pass. Appearance of narrow street to promote lower speeds and encourage shared use of the street with pedestrians and cyclists. On street loading bay and parking. Planting areas and seating.
CONSIDERATIONS: <ul style="list-style-type: none"> Planting high maintenance cost. Gross net a great solution for high volume areas. Coloured or stamped concrete or asphalt more durable. Needs to work for snow removal. 	CONSIDERATIONS: <ul style="list-style-type: none"> Brick expensive and high maintenance cost. Concrete or asphalt more durable. Large expense, long term solution. Needs to work for snow removal.

Why Setbacks? Zones Regulate Setbacks

Setbacks in the District of Squamish are usually regulated by lot lines. Given the creative streetscapes and laneways envisions for Downtown South, MUD-2 proposes setbacks to be regulated by streets instead.

THIRD AVE: 2.5m setback for separated bike lanes and to encourage additional space for an outdoor market and/or outdoor accessory retail.

LANEWAY: 1.52m setback to ensure laneway sightlines are maintained and supports space for landscaping or laneway activation where space is not used for drive aisles or parking stalls.



VANCOUVER ST: 4.57m setback for truck route sightlines and turning. Additional space for patios, landscaping and creative streetscape activation along Vancouver St. In keeping with C-10 and other existing zones like the Brew Pub.

MID-BLOCK: 2.5m setback to accommodate a neighbourhood trail right of way with commercial activation potential.

SECOND AVE: (Vancouver to Westminster) 0m setback reduced from 1.52m in C-10 zone to promote narrow shared streetscape.

Parking & Loading Bay MUD-2

MUD-2 is proposing some changes to the Parking and Loading Bay requirements of the Zoning Bylaw.

Parking

Industrial Stall Amounts:
Bylaw: 2 stalls per 100m²
MUD-2: 1.5 stalls per 100m²

Rational: Downtown has only one parking amount requirement for both commercial and industrial which is 2 stalls per 100m². Industrial typically requires less parking than commercial. Decreasing the parking amount for industrial bays incentives it's development in Downtown South.

Parking Access:
All residential parking accessed by the lane.

Rational: This is a well used smart growth principal to encourage active and safe streetscapes and encourage continuous commercial and industrial frontage.

Parking in the Lane:
No off-street parallel parking shall be allowed abutting the lane.

Rational: We have narrow laneways in Squamish which can't be used for loading bays or parking. If we allow properties to have parallel parking along the laneway it will give the impression that parallel parking is supported along the complete laneway. Perpendicular parking, resections could also be supported to encourage more laneway safety but given the small lots make meeting parking requirement more difficult.

Loading Bay

Office Loading Bays:
No Office use loading bay space required.

Rational: Currently, Office loading bay requirements are separated from industrial loading bay requirements. Office requires 1 loading bay per 300m²-3,000m². Designated shared on street loading bays should fulfil this need and therefore help incentivize second storey office.

On-Street Loading Bay:
If 75% of ground floor area are Industrial bays then 1 loading bay requirement can be located on street.

Rational: On-street loading bays can be used more communally, and is a better alternative than a variance. On-street loading stalls also support industrial bays facing the street creating an active and thriving industrial environment. Streets are envisioned without curbs to decrease accessibility barriers.

Loading Bay size:
Open to small and medium loading bay sizes.

Rational: Not all industrial requires large industrial delivery trucks. The District is open to exploring different Loading Bay size requirements for different types of industrial uses.

Note: Development Permit Guidelines can further guide the design of the parking layout, the zoning bylaw regulates the requirements.

TONIGHT | EVENING DISCUSSION

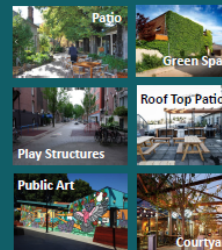
Open Space

- Private & Public Open Space Requirements
- Public Realm/Community
- Landscaping

Open Space Ideas Board

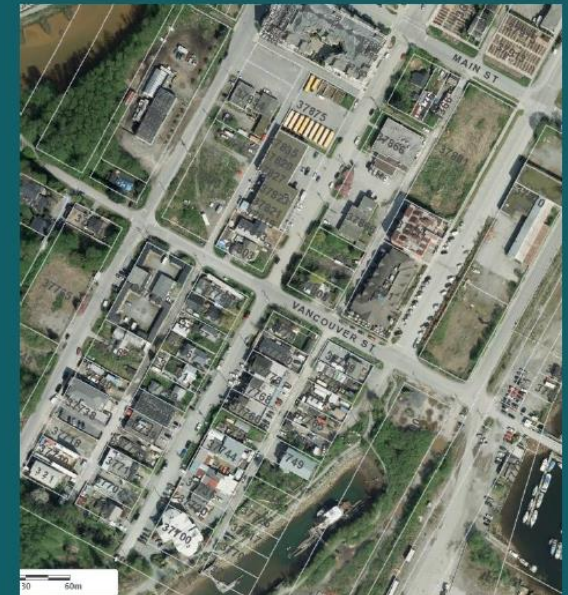
We want to hear from you! What should Open Space requirements look like in Downtown South?

In mixed-use or multi-family zones there are typically requirements for both public and private open space. Given the small lot sizes and eclectic character of Downtown South, what would you like to see?



Open Space Ideas Board

We want to hear from you! Where should Public Open Spaces be supported in Downtown South?



Let's get Started!

Questions/Comments