

Downtown Zoning Changes

Public Engagement and Survey Summary

June 4, 2017

Engagement Snapshot:

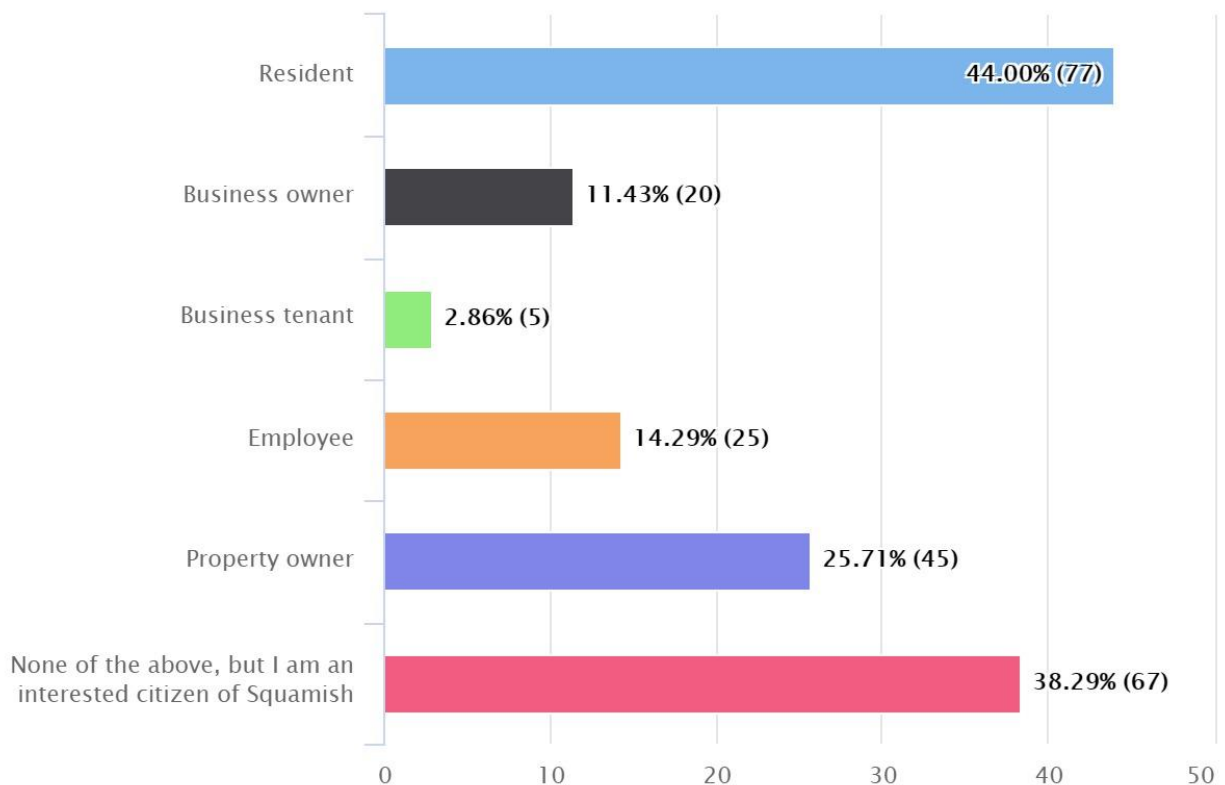
A Downtown workshop held on the evening of May 4, 2017 at the Howe Sound Inn and Brewing to engage downtown stakeholders and community members on proposed downtown zoning changes. Approximately 50 community members attended the event and participated in small group round table discussions. A survey was also available and was completed by 177 people.

Survey Results:

The comprehensive results of the survey are outlined below.

1) Are you a (check all that apply) in Downtown Squamish?

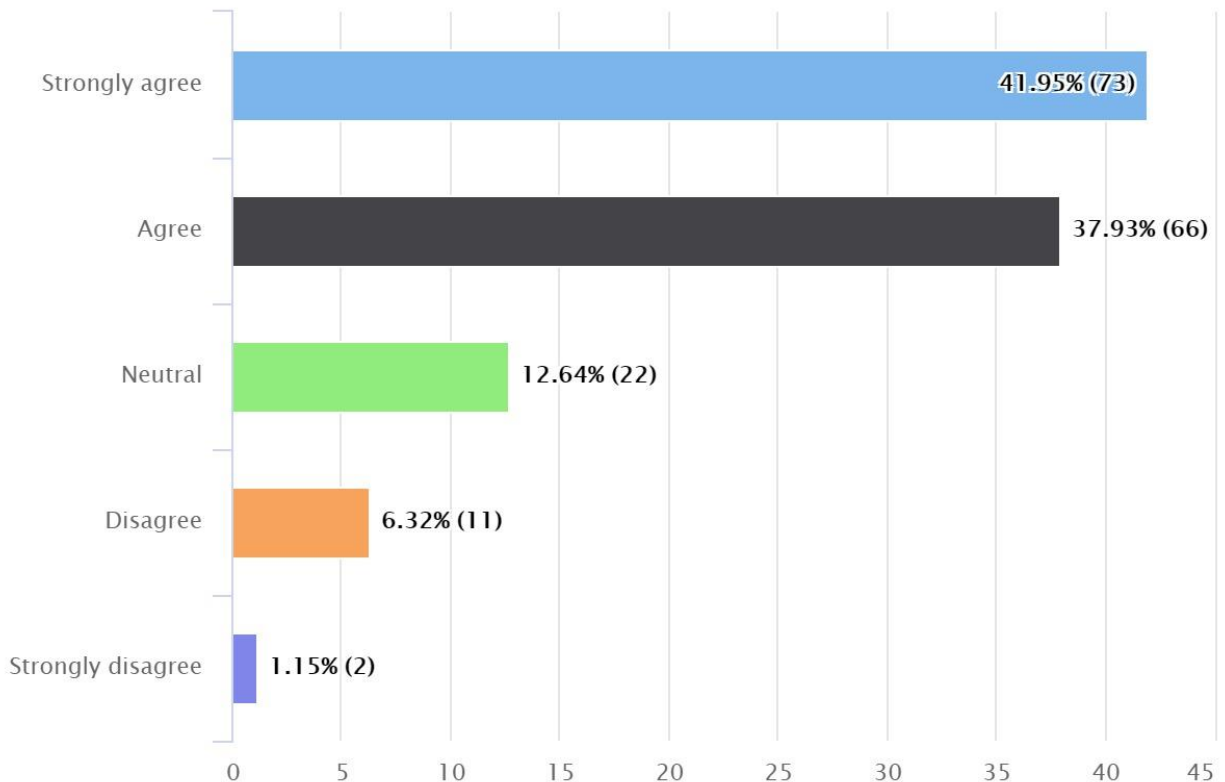
Respondents: 175



Employment Space:

2) To what level do you agree or disagree that we should increase the amount of Downtown employment space (commercial, retail, office, services) to meet long term anticipated demand?

Respondents: 174

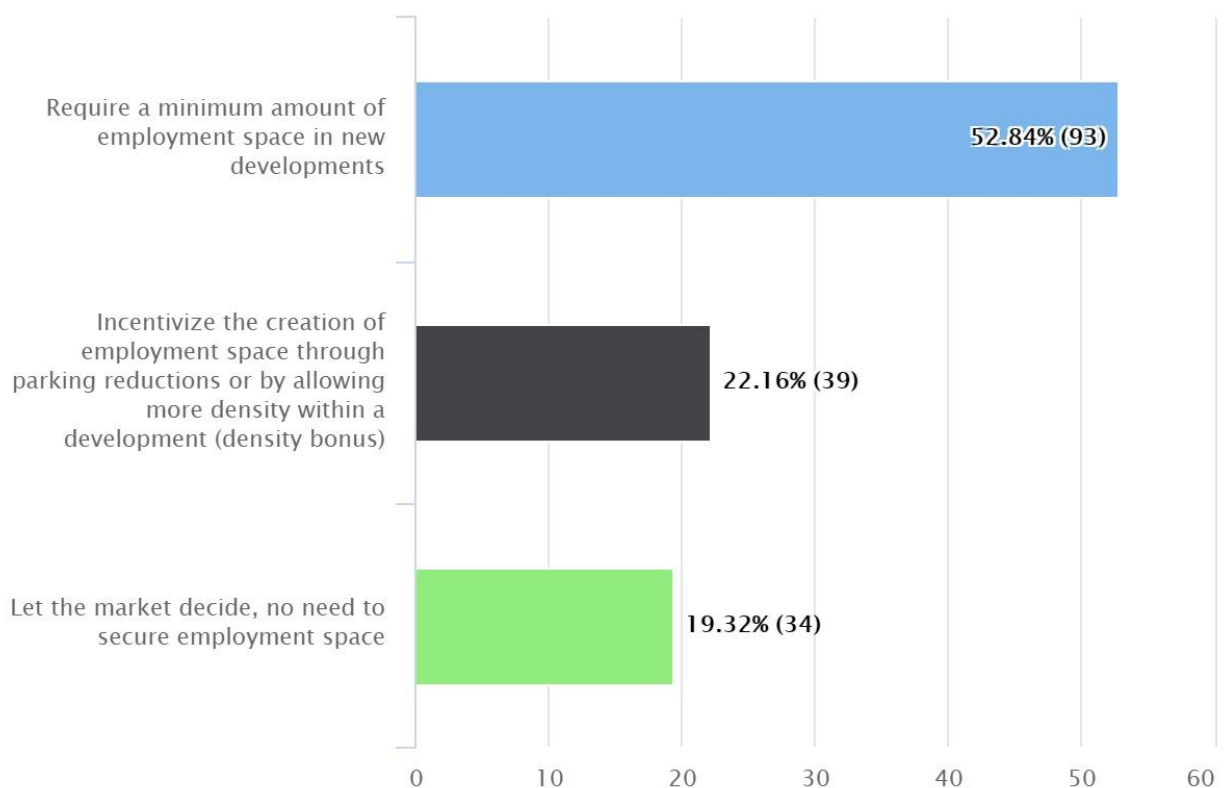


#	Comments:
1	I agree but one of the big issues facing a growing downtown is parking.
2	Never should have let downtown migrate to garibaldi village
3	Active retail is the most important half the spaces on Cleveland are offices or in active. There should be zoning and fines to avoid the dead spaces
4	Agree, However I the current information falls short of what is required to make logical decisions. Much more comprehensive data should be collected before moving forward with this decision.
5	Revitalization!
6	Only if you can supply ample parking for the businesses.
7	Real estate agents won't even return my calls when I am looking for a space under 2000 sqft. The SMALLEST space I could find was 750 sqft and while it is not at all ideal for my business there were absolutely NO other options. It's still twice the size I need which for a small business is a real kicker and is killing my bottom line.

8	There is no parking, i never go downtown
9	less condos more commercial to accommodate our the already existing population.
10	Observe market demand. It may increase or decrease.
11	You need a combination of living and perhaps an adjoining office on the 3rd floor.
12	Lets ensure adequate demand first.
13	I think with the immense growth that is taking place in the Business Park, that is a much more appropriate place to install as many work spaces as possible.
14	This is at least the 4th time a survey has been done in the last 10 years on a visioning of the downtown. The reality is the downtown has more vacancies than ever. We need to look at diversifying all of Squamish and not just concentrating on bringing retail, commercial, and office space and services to the downtown.
15	But needs to be flexible as there is not enough need for it now.
16	How do you anticipate what kind of employment ? I suppose regulation flexibility will be needed to accommodate new employment space.

3) How could employment space be secured to meet future demand?

Respondents: 176

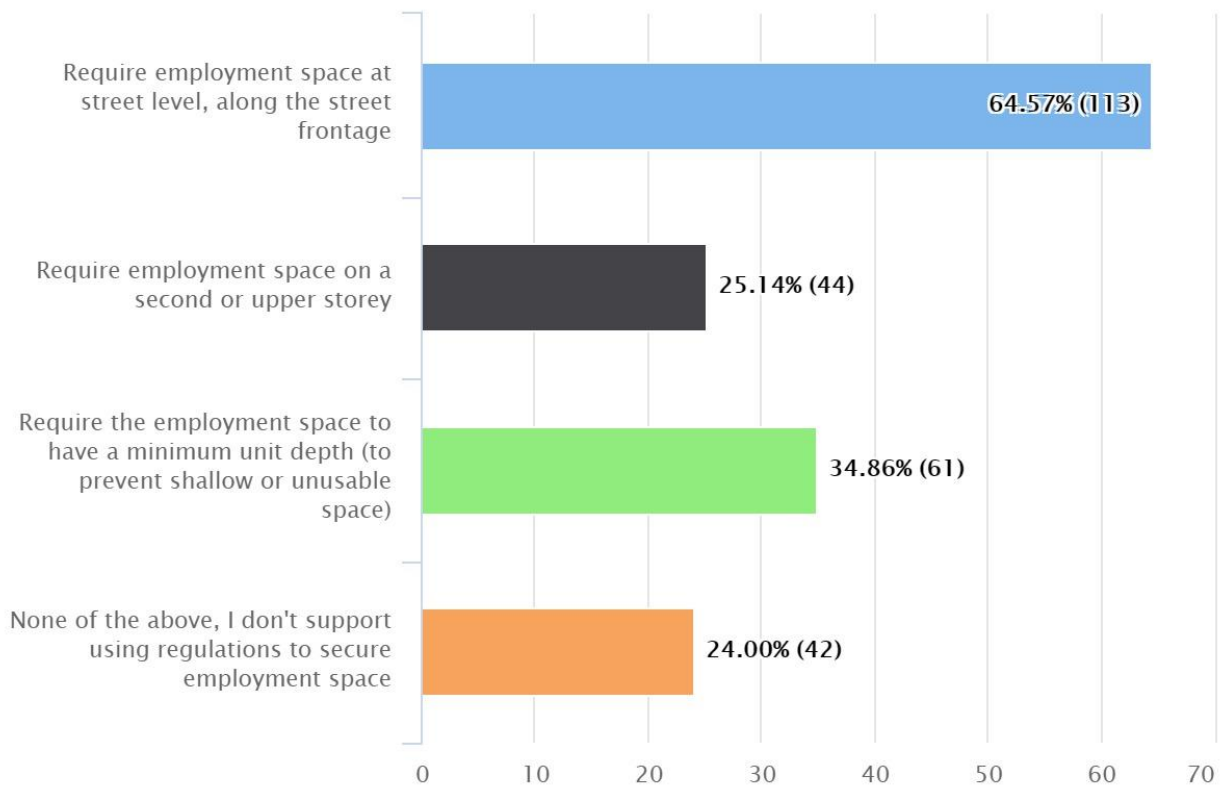


#	Comments:
1	Definitely stop reducing parking space requirements. We need more not less
2	how about through zoning options?
3	Stop giving up parking. Parking is a huge issue throughout Squamish and is only going to become worse. Mandate parking garages, or underground space. I know everyone had a dream of Squamish becoming a car-less community but it's never going to happen. People conjure and have kids, all things that require cars.
4	I am not 100% sure of the difference between the first two options and the implications of each
5	There is light industrial zoning downtown that are currently looking to rezone. THIS is where we should focus commercial zoning, perhaps even allowing rezone but with multiple floors of commercial required.
6	But limited to core employment/commercial areas. i.e. not in single family residents further back off Cleveland
7	In many instances, second floor commercial will kill small and medium re-development projects Downtown. Use the larger parcels located at intersections to upzone for multiple uses including second floor office, but do so by providing a benefit to the land owner and an incentive to redevelop that site.
8	Restrict developments to require retail on street level, office space above, and residential apartments on highest floor.
9	What employment space? It's all warehouses and giant offices only suitable to corporations, doctors or lawyers.
10	No more residential development.
11	Incentivize, but I don't understand how parking reductions are beneficial to anyone.
12	Parking relaxation cannot be used as an incentive for commercial development. Adequate parking must be incorporated into all new developments for residential & commercial with additional parking allowances for the customers and adequate provisions made for handicapped parking spaces
13	Do not rezone property to residential
14	Have developers sell retail space
15	Let the market decide, no need to secure employment space if demand changes. Incentives may be used.
16	NO PARKING REDUCTIONS. This will hinder the viability of business, ensuring failure, as it limits/discourages customers from visiting. You MUST consider the real world parking needs in Squamish; we are not a compact city, nor do we have the landspace to be one.
17	Incentivize thru other means too.
18	allow for it, not in favour of parking reductions but yes to density
19	The business park is there when and if you need it.
20	incentives for awesome outdoor brands to move up from Vancouver
21	Restrictive zoning is incredibly challenging to accommodate if the market doesn't support the mandated use - i.e. office space. It sounds great to build it, but if its not leasable at a profitable

	rate, its handcuffing the developer. To offset that risk, you can offer incentives to increase density, height or reduce permit fees or timelines
22	Not sure I agree with any of these options. We cannot afford to allow reductions in parking space without providing the public an alternative (a reasonable alternative) to driving. We currently are a town that is predominantly depending upon vehicles and if that limits the growth of businesses downtown then so be it. We need parking!
23	Do not reduce parking, we're only getting bigger. The more jobs we can bring back to Squamish from Vancouver the more parking will be needed.
24	I don't agree with reducing parking for employment space as these are likely users of parking. But density bonusing is a good idea.
25	Stop re-zoning industrial and commercial areas to residential
26	if you decide to intervene in the market then offer incentives for land owners by adding density
27	A combination of solutions is required and we need to consider the size of employment space
28	Figure out parking and managing traffic in and out of downtown at peak times before considering higher density plans
29	Density in a downtown equals vibrancy; but ONLY if done in a smart way. People require frontage that is spacious and inviting; height restrictions that allow for (some) views, sunlight, and limiting the Venturi effect of our Squamish winds.
30	it depends on what kind of employment space is needed. sometimes it may require street front other times upper floor space. it's hard to make a firm decision not knowing exactly what kind of space is necessary.

4) What regulatory options should be considered to secure employment space? (Select all that apply)

Respondents: 175

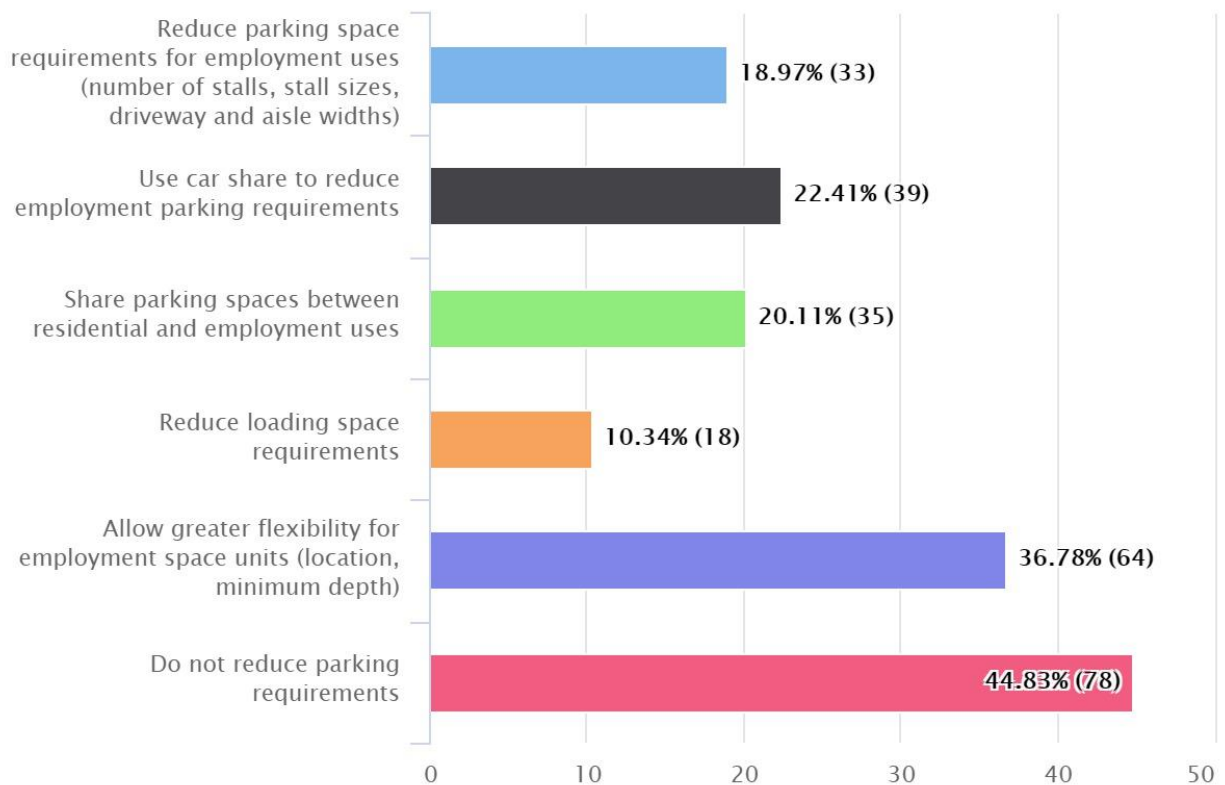


#	Comments:
1	Defining the location of the employment space should be based on what type of commercial activity it is. Employment space at street level should be for a commercial activity of proximity such as primary services (shops, food store ...)
2	Require buisness's to have parking spaces in place
3	Well I don't understand the difference between street level or second storey employment space. Presumably if second story then street level is retail? Also, I am assuming by all this that there is a shortage of space for employers to use for employment.
4	Office space on second floor only works if there is separate access
5	Only retail should be allowed on street level.
6	All of the above
7	Large enough for bars/restaurants at street level, office at 2nd level
8	Do not rezone for condos
9	Developers and owners face the demand . Municipality can add input and encourage developers.

10	Focus employment space as priority over residential on Cleveland and 2nd (from Buckley to Victoria); allow less commercial on 3rd Ave and other downtown areas. Clustering ensures better success.
11	Re: unit depth - there is always someone who wants a desk/bench space but can't afford a full unit.
12	employment spaces (types, uses) should not be regulated as these will, & need to evolve with changes to the way we live.
13	The use of courtyard use should be encouraged also this will give interesting landscaped spaces within the developments
14	Ground floor commercial and office is ideal given the scale of the town at the moment. Once capacity builds up, there will be opportune times to develop office buildings. Flexibility in design is also helpful, live work spaces properly designed can be transitioned into great office spaces if there is a market need in the future.
15	Create standardized street scape; unique spaces/commercial... but have a minimum requirement as far as aesthetics go. Whistler: has a feel and a look. You WANT to shop there or hang out. Create a west coast feel.
16	No minimum unit depth - even a tiny space (with lower rent) could provide a small business with the space they need
17	Employment space within the areas of the "main drag" (cleveland) area, with option for public parking instead of employment space for developments that are two blocks away...or give the option based on projected need and smart urban planning
18	keep as many regulation options as possible. Flexibility will be key.

5) What other options do you believe could help incentivize the creation of employment space?

Respondents: 174



#	Comments:
1	land and space for parking creates a land reserve for future if we ever get away from using cars. do not reduce loading bay requirements.
2	We need to maintain parking so buisness's arent affected by people not coming downtown due to lack of parking. There needs to be a balance
3	I'm not sure any of these are adequate ideas.
4	Increase transit frequency and convenience to make employment spaces easier to access
5	I assume by this question that one of the problems to being downtown is a shortage of parking for employees. Well, Squamish is small. People could bicycle (takes less than 40 min from most locations in Squamish) or improve transit so that people can take the bus on those days when it is too rainy for bicycling or too icy for bicycling.
6	Have developers contribute to a fund for an above ground municipal parking garage
7	More parking in new buildings
8	Share visitor parking spaces
9	Require future construction projects to provide parking for retail customers and office workers via underground stalls, or alternate site.

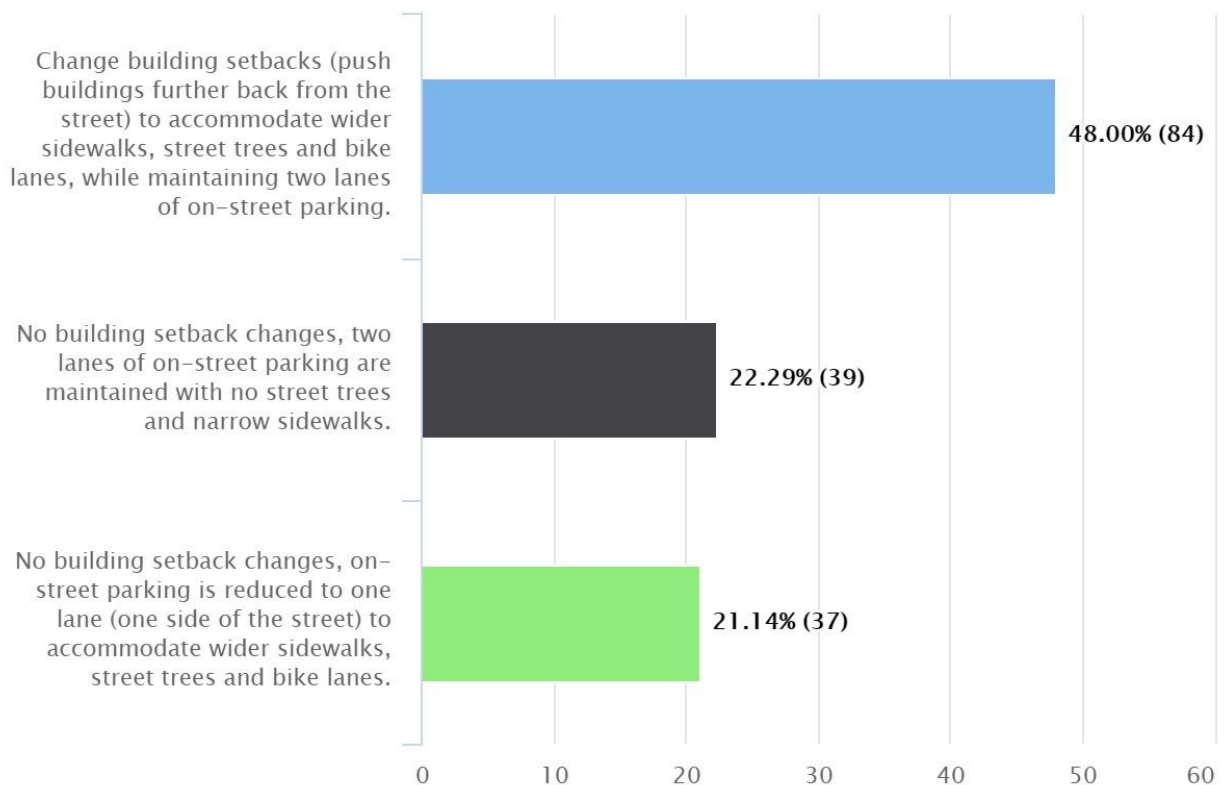
10	Having business around condos/townhouses makes parking difficult for business. Most homeowners have two vehicles and therefore park on the street making business parking impossible. Parking permits might be an idea.
11	Reducing parking requirements will only result in frustrated employees, residents, shoppers, and visitors in the long run.
12	If there were more jobs in Squamish I withdraw be happy to bike or take the bus to work.
13	Build a parking garage downtown. Pleeeease.
14	Stop considering reducing parking to be a viable long term option for Vancouver's newest bedroom community!!!
15	IMPROVE TRANSIT
16	More parking is needed on site and can be accommodated in 2 level parkades in each building
17	Deny further high density residential developments
18	We need more parking downtown
19	More parking will bring more customers, which is beneficial to businesses. More parking will also be beneficial to the employees in these spaces. Less parking means people will drive to other parts of Squamish instead.
20	make parking spaces / lots
21	Do not reduce loading space requirements.
22	PLEASE, you must base parking requirements on an educated study of the real world needs inherent to businesses we'd like to see in the downtown, to ensure the employment space is actually VIABLE for business success.
23	Shared spaces only work on weekdays for people with standard hours.
24	Create more parking spaces
25	i'm not sure/ uneducated so far so no comment on parking.
26	Flexibility is everything. Allow more mixed use...not just mandating 2nd floor office. 4th or 5th floor office might make more sense on a certain project. By mandating location in the zoning bylaws architects are unable to address site or market specific constraints. Encourage diversity in design, use, etc and we will end up with a mixed use, resilient downtown
27	The reality is the cost of rental and ownership is extraordinarily high and this, likely more than any other factor, dictates the amount of employment space downtown. I would love to see the DOS relax residential dwellings to permit more in-house business operations.
28	Vancouver has greatly suffered by reducing parking and increasing bike lanes. We live in an area that RAINS A LOT and is cold, let's be realistic about who is biking during the winter. Not to mention if it snows, where sometimes the district has had trouble keeping up with ploughing footpaths like last winter.
29	reduction in parking spaces needs to be paired with increased alternative transportation (active transportation infrastructure and better public transit)
30	Increase usability of transit. Promote non-motorized methods of commuting.
31	Please do not make the parking downtown worse than it already is! Nes buildings need to be responsible for the parking of employees and customers! There has been a true lack of vision in

	requiring parking in developments for some time. The medical building at Victoria and Cleveland is a big problem! New buildings need to be required to supply parking. Downtown can not survive if no one can go there. We are lucky to have a few lots right now, but they are going to be developed in the near future. Downtown can not survive in the residents that can walk only.
32	cash incentives
33	Reconfigure parking - angled parking takes up too much space. Continue to try and change the culture. We don't all need to park right outside buildings.
34	Implement parking meters
35	Already there are residential vehicles parking day and night in business spots. REDUCE living and increase work
36	Require all empty lots be available for free parking
37	Wondering how a "car share" would be implemented/ "policed". Doesn't sound appealing without some serious incentive. Do all types of businesses require a minimum amount of parking? Why not have a variation in employment spaces, some smaller and some larger, some that offer parking and some whose customers rely solely on alternative parking options? There was discussion on how to keep spaces large enough (say, to seat people in a restaurant and have a full kitchen) without rent being prohibitive. Could there not be larger spaces with a single spot for loading/unloading of supplies?
38	it's hard to make a general rule here not knowing what the business will be. As much as i would like to see fewer cars everywhere, certain types of employment require vehicles or the ability to carry many items from one place to another.

Building Setbacks:

6) With a limited existing street width, difficult choices or trade-offs must be made. Which of the following directions do you most support for our core Downtown streets (Second, Third and Pemberton Avenues)?

Respondents: 175



#	Comments:
1	Think about cantilevered second story at the back to allow parking underneath on ground level.
2	It would be nice to see some of these things implemented but we already have some pretty serious issues with a lack of parking as it is. The transit system here just isn't good enough to start treating parking as a non-issue.
3	A parkade or two!! I couldn't believe my ears when I heard the mayor say maybe we won't even be driving cars in the next year's! Not all squamolians are able to walk in rain and snow to get to work... nor should they have to. Parkades that have decent size stalls...not like at the new waterfront building that just went up behind pearls. That's just nuts.
4	compared to other cities, theses streets already seem much wider! Why do we need to make them wider to keep those things?
5	reduce the vehicle travel lanes from two to one, one way and use that space for the parking (both sides) and wider sidewalks

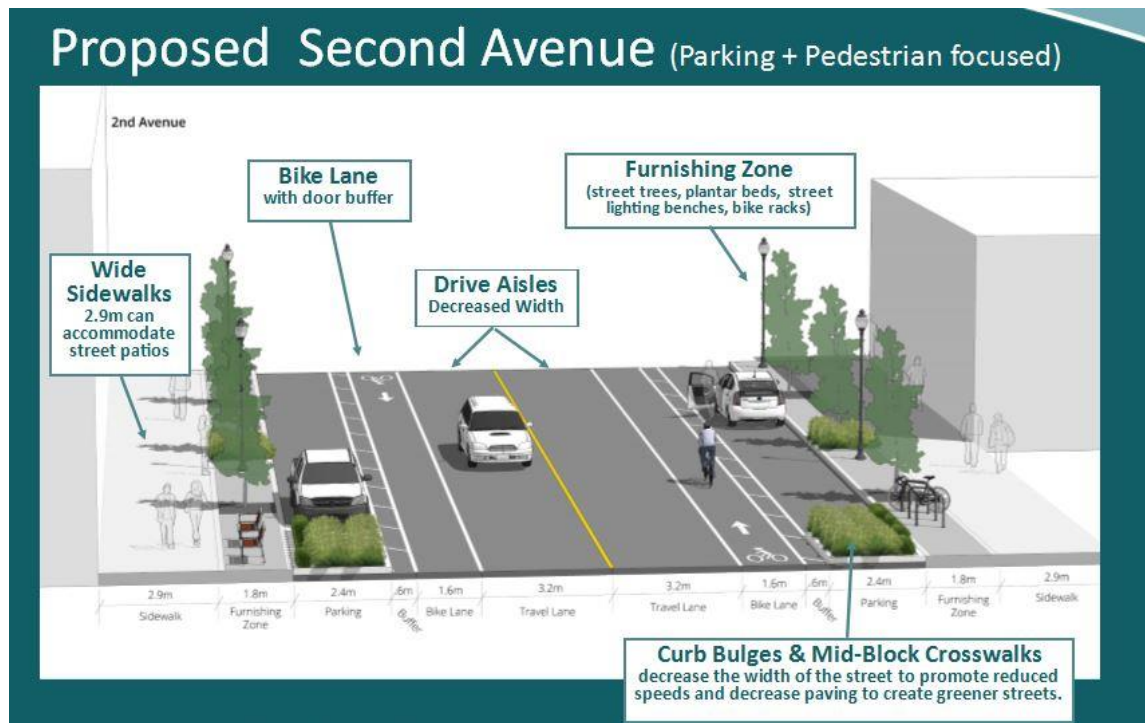
6	Two bike lines might be a bit overkill ? Second Ave, is not a really high traffic street Bikes and cars should be able to share the street.
7	No building setback changes. Normal sidewalk widths. Possible 1 way direction streets downtown.
8	I might suggest making the downtown core car-free.
9	Bike lanes must be a priority
10	We need ore parking. Use setbacks.
11	We need more space on our streets for bike lanes, sidewalks and parking. Third is an amusing disaster! The way people park - is like a higgledy, piggedly mess! I spent most of the winter walking down the street. Bike lanes beside parked cars is dangerous. The width of the car door buffer on 2nd in front of the library is too narrow for me to feel safe. I still bicycle more on the car side. I've been hit and injured by a car door that opened on me. A big focus of your effort should be on how to move parking off the roads. (Mainly because it is the only thing that is not travelling along the roads). Sidewalks along 3rd need to be fixed or built. Bike lanes need to exist. Second needs a bike lane that goes from Pemberton Ave to Vancouver St. To do all this you NEED SPACE. Because the current transportation infrastructure was built as car centred it is a lucky day when a pedestrian has a sidewalk. It is an even luckier day when a bicyclist has a bike lane. I notice in the next question that you include cyclists in the concept of increased safety for curb bulges. Ah ha - totally disagree. Mostly these help pedestrians and cause cyclists to be thrown in the moving vehicle traffic - a disaster! Pedestrians could always look before they cross the street. I am totally against pedestrian bump outs. If you must - you need to create a smooth cycle through for a bike.
12	Your vision is clouded
13	1 bike lane per street is enough. one way on 2nd another way on 3rd. Successful like this in Portland OR
14	Cleveland is currently wide enough where it has not been developed/ Cleveland could be more pedestrian with single one way traffic
15	Despite my answer, I'd be fine to eliminate ALL core Downtown streets parking as long as alternative parking is created - prefer dedicated lots - above ground and underground - multiple levels okay
16	street trees and bike parking are important to me but furniture and planters are less so
17	As much as I agree with the proposed bylaw change, I think that reducing parking would provide an immediate improvement of the streetscape. The proposed zoning change will take at least over 25 years to realize its full intention and could change on the whim of future councils.
18	Should just add other parking lots around downtown to accommodate.
19	Bike lanes are not necessary downtown as long as traffic is calmed. Streets can be beautified via hanging baskets etc rather than taking up sidewalk. Flower boxes are already bigger than needed and could be redesigned to allow more space on sidewalk while also beautifying the street.
20	Squamish is ridiculously car dependant. That needs to change to attract investment from the types of businesses that will lead our economy in the future
21	Make Cleveland and second streels one way
22	Pay parking lots on all those big empty lots would be a start.

23	Make 2nd Ave a one way into downtown from Pemberton Ave. Make Cleveland a one way street exiting town northbound. This allows ample room for diagonal Peking on both sides of each road.
24	Or 1 way street?
25	No need for bike lanes, but big need for parking for both cars and bikes.
26	One way traffic. One lane
27	What about making them one way streets?
28	Developments need to be responsible for on site parking, street parking should be removed in favour of active transportation
29	We need more car parking
30	Combination of the first two options would be my preference. Many buildings already exist, so you can't put too many eggs in the 'change building setbacks' basket at this stage.
31	Less car traffic more community foot traffic. Create a parking lot away and people can bike and walk around town.
32	parking is important
33	Reduce street widths further, eliminate bike lane buffer.
34	or make 2nd and 3rd one way, as well possibly alternating cross streets.
35	Option 2 is ugly and unwelcoming. Option 3 has people crossing more, circling for parking more, would have to have lots to accommodate overflow.
36	Existing sidewalk widths are & should be the standard.
37	one way streets might produce other options (less than 2 lanes of traffic while still allowing some of these other features?)
38	I would love to see more one way streets to increase parking and biking, wider sidewalks down one side. Two way traffic increases the need for 4 way stops, lights etc. If there was a simple one way down Cleveland with more parking, then looping around second to Pemberton/Vancouver it would create a great flow and allow more pedestrian dominance when we have markets, sidewalk seating at restaurants etc
39	Do. Not. Reduce. Parking. Think longer term here as the population grows and more tourists come to Squamish (they come by car, generally)
40	I would highly suggest that you also consider changing the flow of vehicle traffic downtown as opposed to simply reducing parking. E.g. one way traffic down 2nd and one-way opposing traffic down 3rd
41	I agree that we need to change something here, but if you take away street parking, it has to be provided somewhere!
42	one way streets within current right of ways
43	Make is appealing
44	Create One Way Streets around downtown - there will be more room for everything
45	one way streets

46 It's time to seriously look into building a parkade and making all other parking spaces downtown just 30 minutes only.

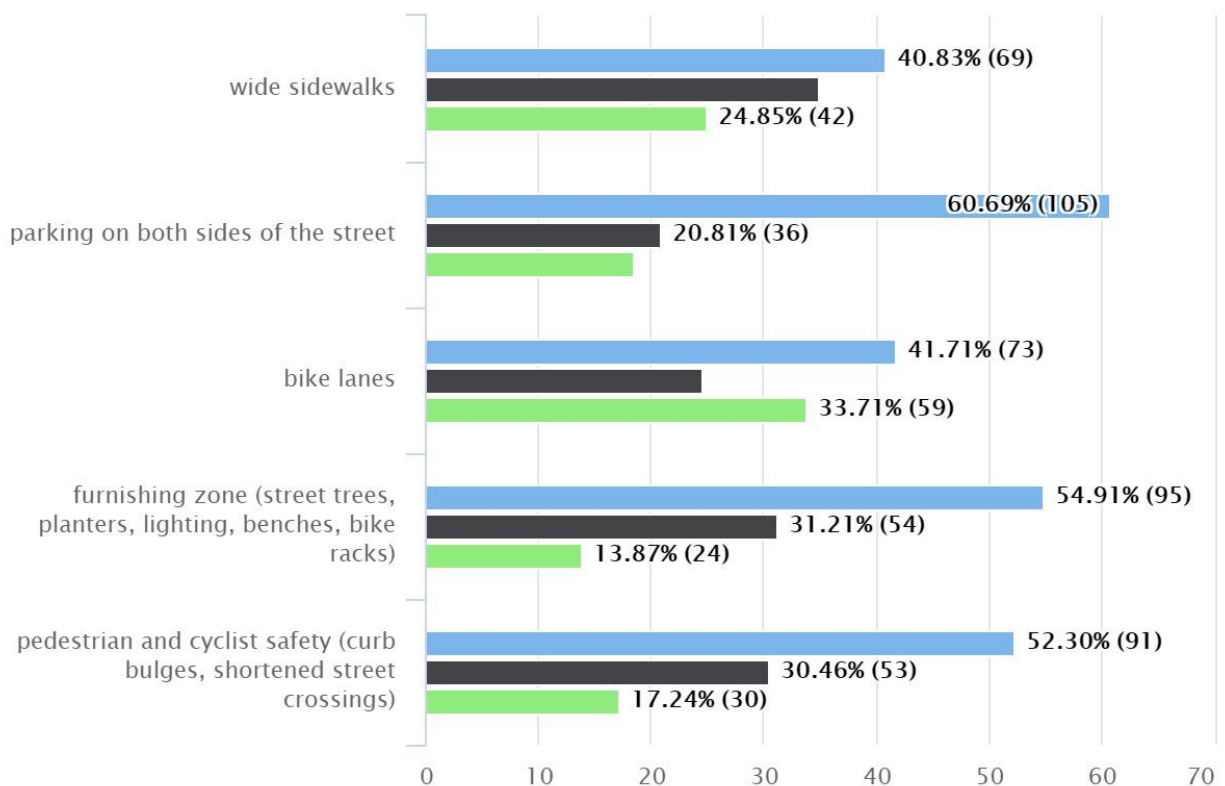
Please please please undo what has been done on second ave. Bring back the angled parking, especially in the area around the library and park. Much safer for children entering and exiting vehicles. Also, the parallel parking lots DO NOT offer more parking in practise, since vehicles of varying sizes are coming and going which results in wasted space. As an urban cyclist for years, I don't understand multiple N/S bike lanes. One in, one out, with a focus on a LOGGER'S LANE bike lane (and it looks like you want to use Pemberton as the E/W connector)...what about Vancouver street to complete the box? Bikes can manoeuvre easily around cars and it's not unusual for

47 them to share the road. Keeping a way in/way out (of downtown) bike lane for cyclists who wish to remain on a dedicated bike path sounds great. Attention should be paid more to ease of foot and car traffic (I'm not against Cleveland as a one-way street as it literally feeds cars in from the highway; it is very difficult to confuse visitors on this one!) and of PARAMOUNT importance is the wide sidewalks. Bike lanes (two N/S, two E/W should be BESIDE sidewalks, but with barriers (as a pedestrian hit from a bike can be just as devastating as from a vehicle!) Cut down on the furnishing zone or have it undulate so that some of the frontage is wide enough to furnish street patios.

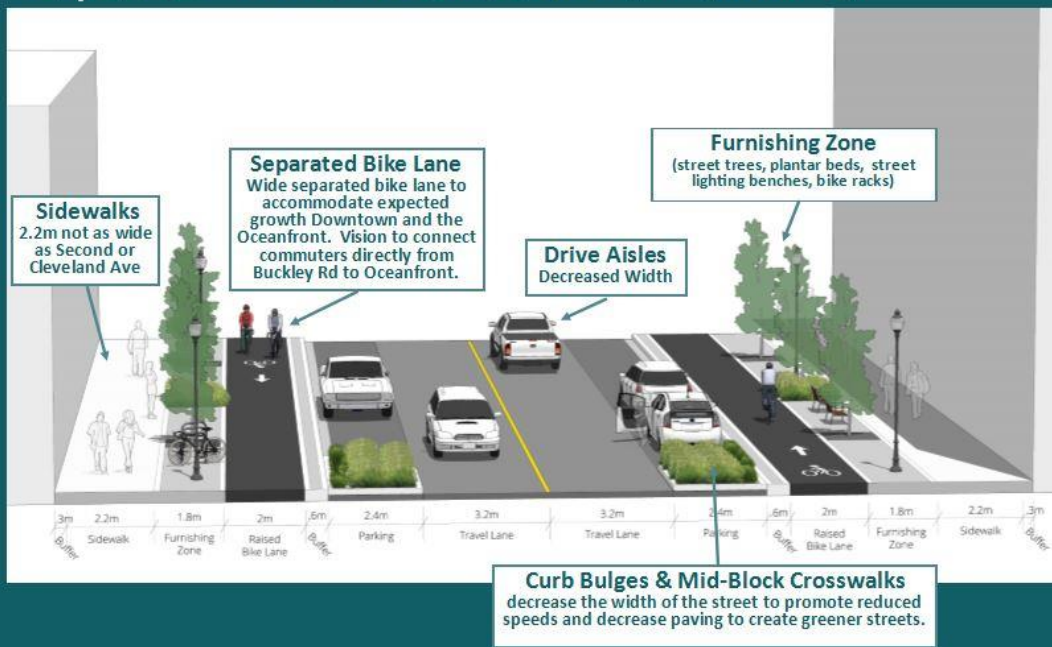


7) Based on the streetscape design above, prioritize the street elements you'd most like to see on Second Avenue

Respondents: 176

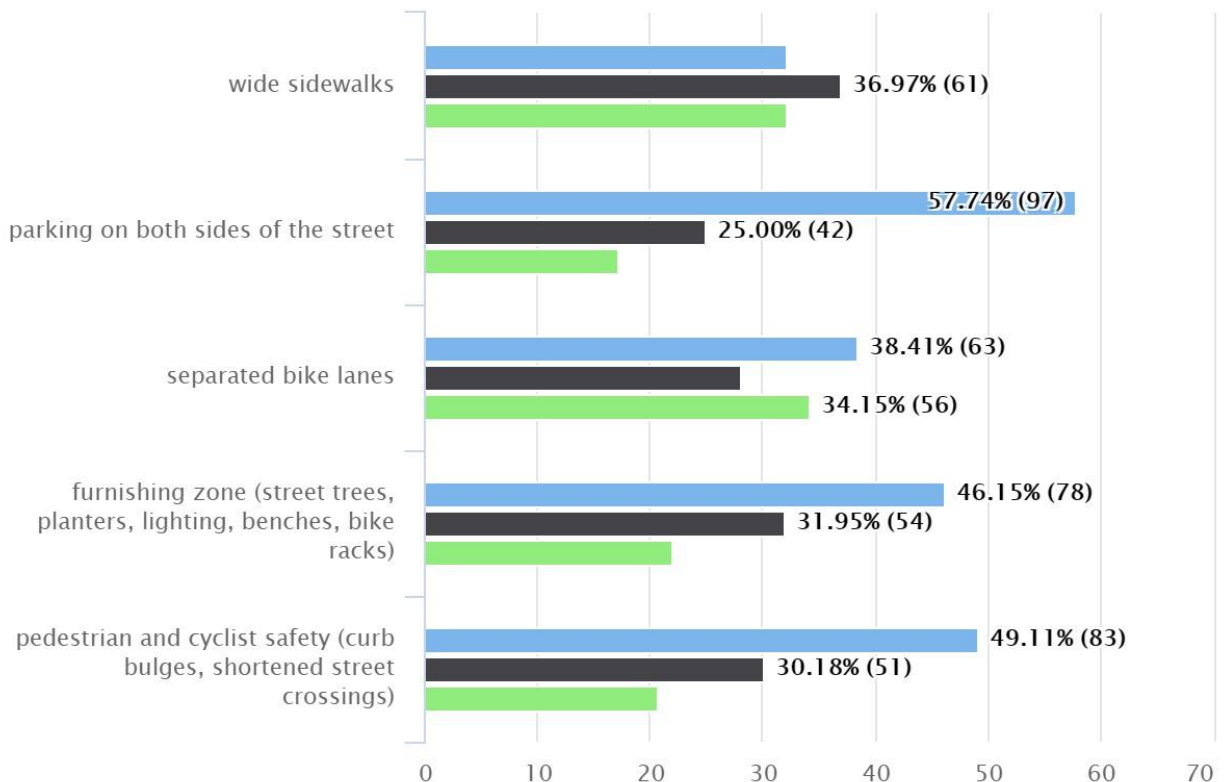


Proposed Third Avenue (Parking + Bicycle focused)

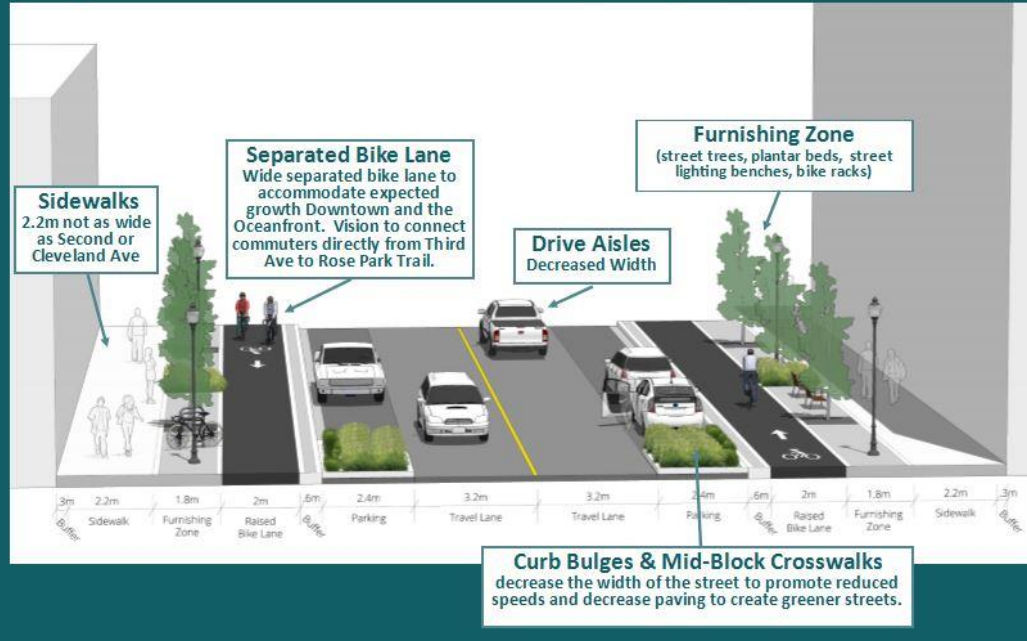


8) Based on the streetscape design above, prioritize the street elements you'd most like to see on Third Avenue

Respondents: 172

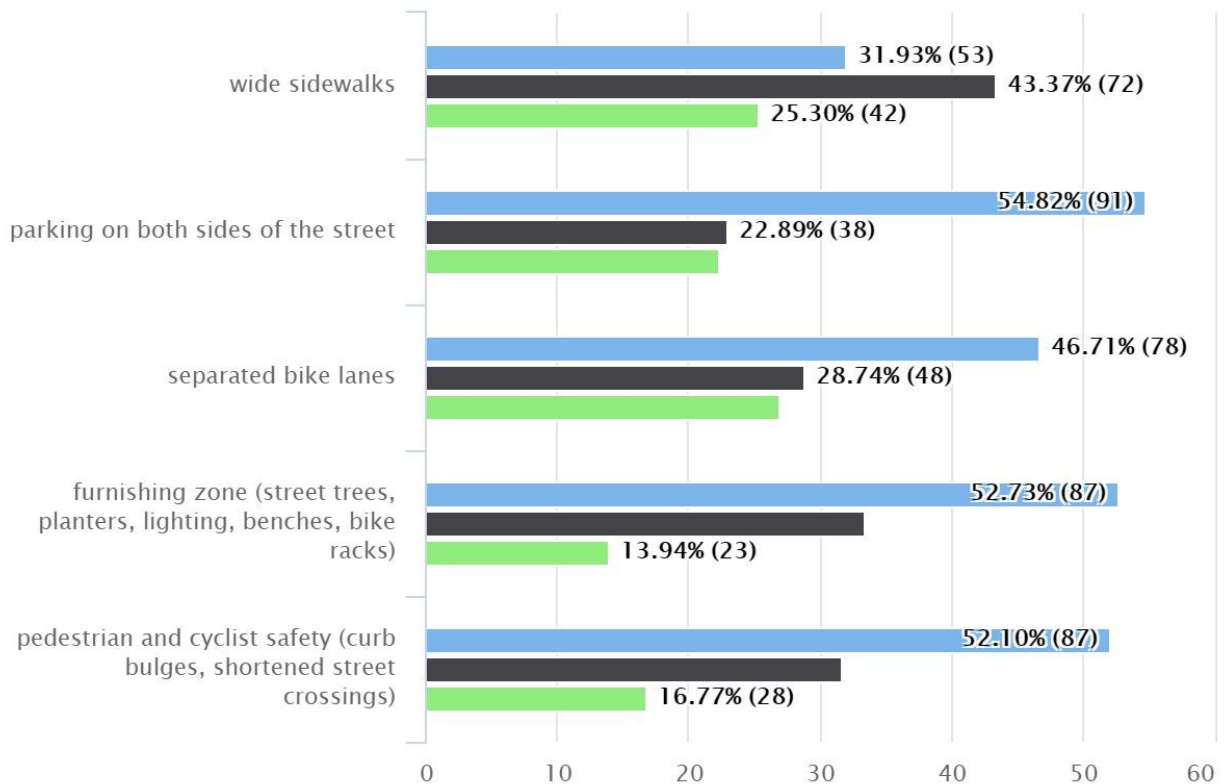


Proposed Pemberton Ave (Parking + Bicycle focused)



9) Based on the streetscape design above, prioritize the street elements you'd most like to see on Pemberton Avenue

Respondents: 170



10) How can we improve the consultation process?

Respondents: 54

#	Comments:
1	Thanks for the opportunity to have input tonight. Good staff participation.
2	I like the idea of an online survey because I couldn't make it out tonight. Maybe a series of nights in the future?
3	No suggestions
4	The images aren't linked and downloading so I can't comment on those questions above about "based on the streets cape design above"
5	More avertisement on where citizens can attend to public meetings and share their ideas of urban design solutions
6	Listen to what people want as a whole not just specific groups
7	N/a
8	Let a group of Squamish residents be part of it (real commitment, no Nimby's)
9	all good.
10	Not sure.
11	Listen when the people speak
12	Listen to the citizens
13	engage the BIA board in planning process
14	Start talking about design engage local architects and landscape architects to show renders and ideas it would help
15	You're doing a great job!
16	Do more. I think Squamish is due for another Downtown visioning charette contemplating the addition of separated bike lanes. A lot has changed in 12-13 years
17	Keep holding community meetings and ensure that the various messages get synthesized in an effective manner. Keep evolving online tools like this one.
18	Less consultation by open houses, public forums, and in-house (committe of the whole meetings) and more surveys via online / social media.
19	Engage with community using media and e-mail alerts. Hold open houses at a range of times/days and locations.
20	Include neighbouring communities such as Britannia Beach and Furry Creek?
21	More open houses on weekends
22	Quit consulting everyone and get things done quickly! I don't want to commute to Vancouver anymore. Speed up your development process so we can get more jobs in Squamish.
23	I think you are all doing a fantastic job.
24	Engage the community as often as possible or at least be very open and transparent in communication.

25	How about just using some common sense? The downtown area has one way in and out, there's already a severe lack of parking. No more high density buildings and no more carriage homes. This goes for all of Squamish. The infrastructure is not in place to handle this massive growth.
26	More parking
27	Don't start the process with preconceived ideas. Keep asking for feedback via social media and other avenues.
28	Be honest and transparent
29	greater community engagement, workshops and stakeholder group meetings
30	Encourage, welcome and support community input and involvement in your process. Promote your interest to engage them better, i.e. better ads about this survey, incentives to take survey etc.
31	More public awareness that it's taking place
32	Info kiosk or sign board at center of Cleveland shopping area.
33	More advertising.
34	Better notice for public meetings (particularly Planning).
35	More consultation with community in person.
36	We didn't know about this and we read the paper every week (pique/question).
37	Show real-image before and after options (what 2nd ave looks like now VS with improvements) - the plans above are just generic, we want to see what the changes will look like up against existing buildings/housing.
38	Maybe consult with the people who designed Granville Island in Vancouver.
39	Public meetings and information
40	The one way streets idea for Cleveland and 2nd ave deserves a lot more consideration.
41	Have done a great job. I think the public is becoming more aware of how this process works and how to get engaged - so thank you for all your efforts. Lets just be sure to utilize Squamish specific solutions rather than plucking bits and pieces from other municipalities. That applies to street sections, parking, storm water, landscape - can we please get some climate appropriate landscape design for the streets that is uber consistent and durable
42	Well promoted public workshops and open houses.
43	Involve more people - most people are on social media. The District should provide advanced notice for all meetings where public feedback is possible or requested.
44	provide responses to feedback received so that we better understand how our input is considered
45	I think your doing a good job in this process
46	more in depth survey
47	Keep working with stakeholders. Sends a very positive message.

48	Move building setbacks, not reducing them but moving them back and maintaining density.
49	The diagrams above are great.
50	Get workers talking to people out in the street and in their workplaces.
51	Consult with a trained urban planner, not all people should be expected to know what is best in urban development.
52	This is great!
53	Consult with the model towns same scale as ours.
54	I think you're doing a GREAT JOB! thank you

11) Have we missed any key ideas, priorities or other elements? Any other comments? Please give us your feedback here.

Respondents: 72

#	Comments:
1	The heaviness of traffic flow in the downtown area is something that desperately needs to be addressed. The safety of myself and my children just walking to second Ave from our house on sixth is getting kind of scary most days. People running stop signs or speeding down third knowing there aren't stop signs in some areas. More safe sidewalks, crosswalks and more/better traffic management signs would be nice.
2	I would like to see consideration for the furnishing zone to include outdoor art installations from local artists, benches, water fountains, etc, to build the overall esthetic as some areas look a bit rough.
3	More housing above commercial zones
4	How about affordable...actual affordable housing for the people who will work these probably minimum wage employment opportunities being discussed? Not shared accommodations at high rent rates. No one will be left to work here soon.
5	Patio space, allowing businesses to open up patios. This enables tourist and locals to appreciate the environment whilst spending in our local economy
6	Reduced car travel space is not presented here, one way traffic is not an option here, nor is commercial that does not necessarily go together with residential.
7	Shouldn't the heights of new buildings be included in this process?
8	I don't understand why 3rd avenue is part of the core downtown revitalization project it is mainly residential. Is it only a certain section of third ave ?
9	I once heard a comment about doing 1 way streets for Cleveland, second and third which sounded fantastic. Would leave room for bike lanes and loads of angled parking.
10	Mainly i believe we need to build downtown but maintain the accessibility with vehicle access.
11	There is no parking for people who work downtown Squamish. Only 2 hour parking-an issue
12	I might consider making Cleveland Ave car-free from pemberton to diamond head medical clinic. Though this creates some challenges with parking, it's not a big deal for people to walk a few

	blocks. This way businesses can create small patios on the sidewalks and there's plenty of room for people to walk on the street. A scenario like this may draw more people out, which will positively impact businesses and the general vibe of downtown.
13	N/a
14	Transit access
15	Squamish will grow (fact), the near and midterm future will still have cars (fact), cycling should be supported, therefore reducing parking space will reduce the acceptance of the downtown core, so it needs a parking concept: shortterm (2 hrs) along the streets, parking >2 hrs in dedicated parking areas (maybe even a parkade), medical buildings need their dedicated parking spaces.
16	More density. More density. More density.
17	We need at least one more entry and exit .from down town. Preferably a over pass.
18	My answers to all your questions are the same. Wide sidewalks to allow for walking; bike lanes to allow for bikes. Don't waste precious space with street furniture. We don't have enough. We are not creating a beautiful living room. Additionally planters and trees create more work for your landscaping department. They have other more important things to do. If you want street furnishings make that a community project and get the community to do it. Small amounts of space for this would be fine - especially on Cleveland and Second to create a nice downtown. Third and Fourth are residential - and not necessary. Curb bulges are dangerous for bicycles. Not only are they low priority I am Totally against them. The one major problem I see happening in Squamish is that you seem to think that lots of people drive small vehicles. The one thing that drives me nuts about Squamish is the number of BIG TRUCKS! Encourage Coastal Ford Squamish to quit selling so many F150's etc. There are WAY too many big trucks - that take up more space than everyone else on the road - but from a practical point of view don't FIT in your proposed narrower lanes. Third is used for people getting to work at Squamish terminals and I see many large trucks on it. The width of the car lane in front of the library is too narrow for these vehicles. As you can tell if I had my way I'd ban the darn things unless they were clearly work vehicles. Then I have no problem with them. I have a colleague whose wife drives a Toyota Tundra because somebody killed a mother on Government Road in 2013 - right in front of her kids. What a terrible reason for having to buy such a huge vehicle! It is so sad. I get why he has done this - but it is so wrong.
19	The majority of people, dont want Squamish to become a European city with bikes only. WE drive cars
20	Municipal parking garage.
21	Stop letting the developers dictate how squamish es landscape is to change
22	Bike lanes as proposed are too much one street like loggers or second with a bike lane is sufficient. Squamish is small
23	Excited for the growth!
24	Fees have been collected in lieu of parking spots for years. What is the result of this?
25	Up zoning for the development you want is a far more useful tool than downzoning broad swaths of property. By doing what is proposed you will get little to no redevelopment in a Downtown that so desperately needs it.
26	Outdoor sidewalk patios (summertime)

27	Has any thought been given to those who have mobility issues who may or may not have a disabled badge for their vehicle? You are suggesting raised bike lanes a furnished zone and then the sidewalk. How are seniors being taken into account in terms of ease of access to the sidewalk? How would raised bike lanes be connected safely to the roadway - would they just end (other than connecting to Rose Park Trail)? I would love to also see bike storage lockers, a much needed piece of equipment in the community.
28	How can you want to increase business in downtown if you are not going to address parking. Transit in Squamish is minimal so please don't forget that parking is a concern here now and in the future. Trees and bike lanes come later.
29	Town square or blocked of Cleveland st area
30	Get er done, and fast. Downtown looks like shit.
31	One way driving on Cleveland and Second. Angled parking on one side of the street and bicycle lane on the other. I'm very frustrated this has not been included when so many people seem to be for it (it is frequently addressed in SQUAMISH Speaks on FB).
32	Start by repairing the existing streets all around Squamish and leave further inhancements until this is completed
33	Offer an incentive to a developer to build a multi story parking facility.
34	Squamish needs to attract more businesses and less developers.
35	Overall safety and accessibility should be considered. The community would be safer and more accessible if streets werent so wide to accomodate parking on both sides. Transit, walking and cycling should be prioritized which would increase overall community accessibility.
36	Yes.one way traffic syreets
37	Lane ways, alleys, one way streets and cul de sacs should have pedestrian and bikeways and not just be focused on vehicular traffic.
38	This council and building department have lost their marbles. Money talks and common sense is all gone.
39	More car parking needed without time limits
40	Parking is the priority
41	a coherent strategy for the integration of all public realm design in order to create unique identity for Squamish
42	There is a growing concern with the amount of large condo developments being approved and pre-sold downtown and no plan to support the influx of families to that area. i.e. schools, parks, traffic control etc. Be clear on your theme, downtown is a mish-mash at the moment. Thanks for putting this survey together.
43	Height zoning amendments...6 stories blocks no!
44	more parking, more businesses, less condos
45	Why is a Cleveland Ave design not included in this survey??? Don't get carried away with curb bulges; you are chasing a problem that isn't prominent (people drive in a safe, courteous way down Cleveland as it is); if bulges are too big they just strangle the flow and make visibilty difficult. We have a lot of truck owners in town, and will always have these for business, sports, and family use - if you make it difficult for them then you are being discriminatory. People cannot afford to have 2 vehicles, and if business requires a truck, that's what they have to drive. Please

	get with the real world, stop trying to force a future dream world from a book that may never be what Squamish culture wants.
46	Super keen on building height issue (anti wall of high buildings).
47	If the road bridge is built across the blind channel to the Waterfront development it will impact Pemberton, allow for this in the guidelines,
48	The zoning/planning for the new developments is not sufficient. Residents at eaglewind/parkhouse are parking on the street as the driveways are too short, the garages too small for vehicles. We need better snow removal - nothing like sliding across rutted ice sidewalks and trying to turn/cross through 4 foot tall windrows of snow. We need the rail crossing dealt with before any new housing goes in.
49	Please, for the sake of all those living in the Eaglewind Development, and sucking up the dust of all those parking there, PAVE Bailey Street!
50	4-way stops should be in use at all intersections of 2nd and 3rd; ensure resident consultation takes place on 2nd and 3rd; have owners of Pemberton plaza redesign/repaint parking lot
51	No
52	One way streets system may work to free up at as for landscaped sitting areas outside shops / restaurants Remember be all traffic lights with traffic calming junctions
53	Have areas where people can gather safely on the sidewalks
54	The one way streets idea for Cleveland and 2nd ave deserves a lot more consideration. it could really increase the exposure along 2nd avenue, effectively doubling the core of downtown so it was cleveland + Second, not just cleveland.
55	The street changes would make more sense if there was some more context given on future development ideas. Right now, 3rd Ave and even 2nd to an extent seem more like gungy backroads that this would be a lot of time and money to put into without drastically improving development.
56	<p>From my perspective, architecture, we need to incorporate more flexibility into zoning and bylaws. Stepbacks are the worst idea for creating good architecture, or high performance buildings. If height/size of the building is a concern, reduce the over all allowable height to 4 stories but allow architects to do what they are good and and articulate buildings, provide recesses, shadow, material play where it makes sense. Its important to consider that zoning/bylaws requirements affect not only what a building looks like but how it functions for people living inside, how maintainable it is, how energy efficient it is.</p> <p>#NOWEDDINGCAKEBUILDINGS. In our climate, setbacks in the building face create flashing, waterproofing and detailing issues. We predominately build in wood frame construction - think about how those bylaws compromise our ability to design durable construction details. The most sustainable attribute we can do, is build architecture which is worthy of lasting 100 years... I think the wider sidewalk discussion is a good one, but lets not hamper the private land owners by requiring setbacks in an already challenging market to build in. By reducing build able area, you will then get developers maximizing every other knock and cranny to gain it back, which will result in lower quality, poorly proportioned buildings. I would much rather see a comprehensive plan to make more 1 way streets, allowing a wider sidewalk on on side of the street, with ample parking. People aren't driving around downtown...they are looking for parking or would be happy to park and walk. We need to encourage and facilitate good architecture and some of these considered 'solutions' seem misinformed and over the long run will not create the desired outcome. If sunlight, or height are the issues then reduce overall height and it will be reflected in</p>

	the land price. Increasing setbacks will expose side walls of adjacent buildings and create horrible streets capes, flashing issues, sidewalk inconsistency etc. Lots to talk about :) Thank for all the hard work.
57	Diversification and stop flogging a dead horse. How many more of these "visioning" processes do we have to go through for our dying downtown????
58	It would be important to also consider long term. Are two lanes really a great proactive long term vision? What happens if and when the town reaches a population of 30k or 50k? Plus tourists? If the district is committed to bike lanes, can they be developed in a way that if there comes a time we do need more road for cars then they can be turned into additional lanes? The fact of the matter is bikes do not pay insurance or registration to be on the roads, cars do, so why are we providing so much space for them when they do not contribute to the maintenance of the roads?
59	Perhaps there should be a designated bike lane through downtown north/south rather than incorporate it on every street.
60	From the proposed designs above it is difficult to provide feedback on the overall picture of downtown neighbourhood. For example, I think separated bike lanes on one or two streets it more important than having bike lanes on all street (e.g. put in separated bike lanes on 2nd instead of bike lanes on both 2nd and 3rd... this may reduce some of the trade-offs with reduction in overall parking spaces.)
61	I think you have missed something. The goal is to have it all, cool streetscapes, trees, bike lanes and parking. My dream for my place is to have a setback at ground level, and the second floor. The 3rd floor to be built to property line on front and back boundaries. The idea is to have roof top living and gardens on the 3rd and fourth floors. Below that would be covered entrances for the commercial on the first and second floors. As space decreases in town that would allow for the needs of the street level, sidewalks, bikes and parking, work spaces, and dry walking when it's raining(which would be a real miracle) And the needs would be met on the 3rd and fourth floors, quality living with gardens, and views. In the future we're going to need every square inch to work in our favour and it would be short sighted to make any less setbacks. Let's trade the street level setback for the gain on the 3rd and fourth floors. Covered sidewalks would change the whole economy of downtown. People might actually go out and spend \$ in the 180 days of rain
62	There has been talk of making Cleveland and Second Ave 1 way streets. I do not see that in here, but how can you propose one lane of parking without adding something if value like this. Also, please revert back to normal parking. The backwards parking at the park does not work. Thank you
63	need better public transportation connections to bring people downtown
64	Implemetation of parking meters to create more flow and allow others to experience Downtown.
65	Move building setbacks, not reducing them but moving them back and maintaining density.
66	Traffic in and out of downtown is already frustrating, figure that out before adding more density. Lower taxes instead of redoing perfectly functional sidewalks and adding pedestrian safety features to areas where accidents never happen. Our taxes are so high it's crazy to think we are using it to shift buildings slightly to put in benches and trees... isn't oceanfront already increasing commercial space?! AND the district permit process is so slow right now that key store fronts are waiting ages for approval to renovate. Excel with what already exists before adding more expensive infrastructure.

67	Just make Squamish beautiful not piecemeal development. Make developers adhere to minimum design/ streetscape requirements. Eg timber overhangs, posts, etc.
68	It is going to take forever until all building implement imposed setbacks an until then the town is still going to look bad.
69	Please ensure bike paths connect to more bike paths. Paths that go nowhere aren't useful.
70	Build a parkade!!
71	All the streets should look united and attractive.
72	Smart, interesting building design. Taking some time off from allowing NEW development to swoop in on downtown. Stopping the building of townhouses that are allowed to clearcut and hardly allow enough road space to accommodate owner's vehicles! These places are nothing more than glorified condominiums. And condominiums (smaller-sized in scale to promote community, with shared rooftop greenspace), it seems, would assist more with the density issue than these "symbolic" townhouse builds. It is an "affordable" housing solution, but at what cost to the mental and emotional well-being of its residents, over time?