

# Community Workshop

May 4<sup>th</sup>, 2017

Creating a **vibrant**  
Downtown Squamish  
for the future by  
shaping development  
today.



Aja Philp & Kerry Hamilton, Planners

CHAMBER OF COMMERCE



SQUAMISH

CHAMBER OF COMMERCE  
DOWNTOWN  
SQUAMISH  
BUSINESS IMPROVEMENT ASSOCIATION

CHAMBER OF COMMERCE  
SQUAMISH

# Workshop Overview

- 10 min** - **Welcome**
- 25-30 min** - **Vision Presentation**
- 10 min** - **Poster & Mingle**
- 35 min** - **Working Group 1**
  - Setbacks
  - Employment Space
- 35 min** - **Working Group 2**
  - Setbacks
  - Employment Space
- 5 min** - **Conclusion**

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DOWNTOWN  
SQUAMISH  
BUSINESS IMPROVEMENT ASSOCIATION

  
SQUAMISH

# Workshop Goals

## Why:

- Downton the focus of multiple plans, visions and strategies.
- Influx of recent Downtown development
- Seize opportunities to bring the vision and plans towards fruition.

## What:

- Downtown Vision
- Proposed changes to specific Downtown commercial zones to implement the vision.

## Who:

- Downtown Squamish Business Improvement Association
- Squamish Chamber of Commerce
- landowners, business owners, tenants,
- relevant community groups
- the wider community.

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# Downtown Vision

2000

2005

2006-14

2014-16



## Squamish 2000 Plan



Aplin & Martin Consultants Ltd.  
Horizon Builders Architects  
Corkish Consulting Corp.  
Creative Transportation Solutions Ltd.

November 2000  
Updated July 2003

District of Squamish  
Comprehensive Downtown Development Strategy

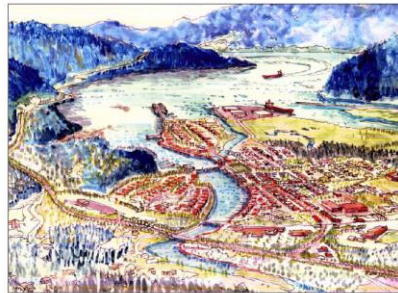
## DOWNTOWN SQUAMISH CONCEPT PLAN



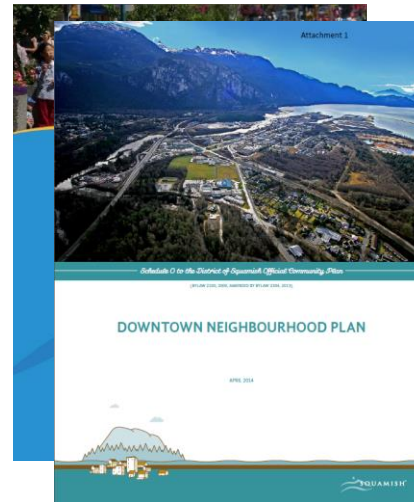
Produced by:



October 16, 2005



- Design Charrette
- Smart Growth 2004-2005
- Community engagement



## DISTRICT OF SQUAMISH ACTIVE TRANSPORTATION PLAN



## EMPLOYMENT LANDS STRATEGY

Prepared for:  
District of Squamish  
3795-1st Avenue  
Squamish, BC V8B 5A3  
www.squamish.ca

Prepared by:  
Duffell Street  
208 - 111 Water Street  
Vancouver, BC V6B 4K3  
www.duffell.ca



# Downtown Changes

## Employment Space

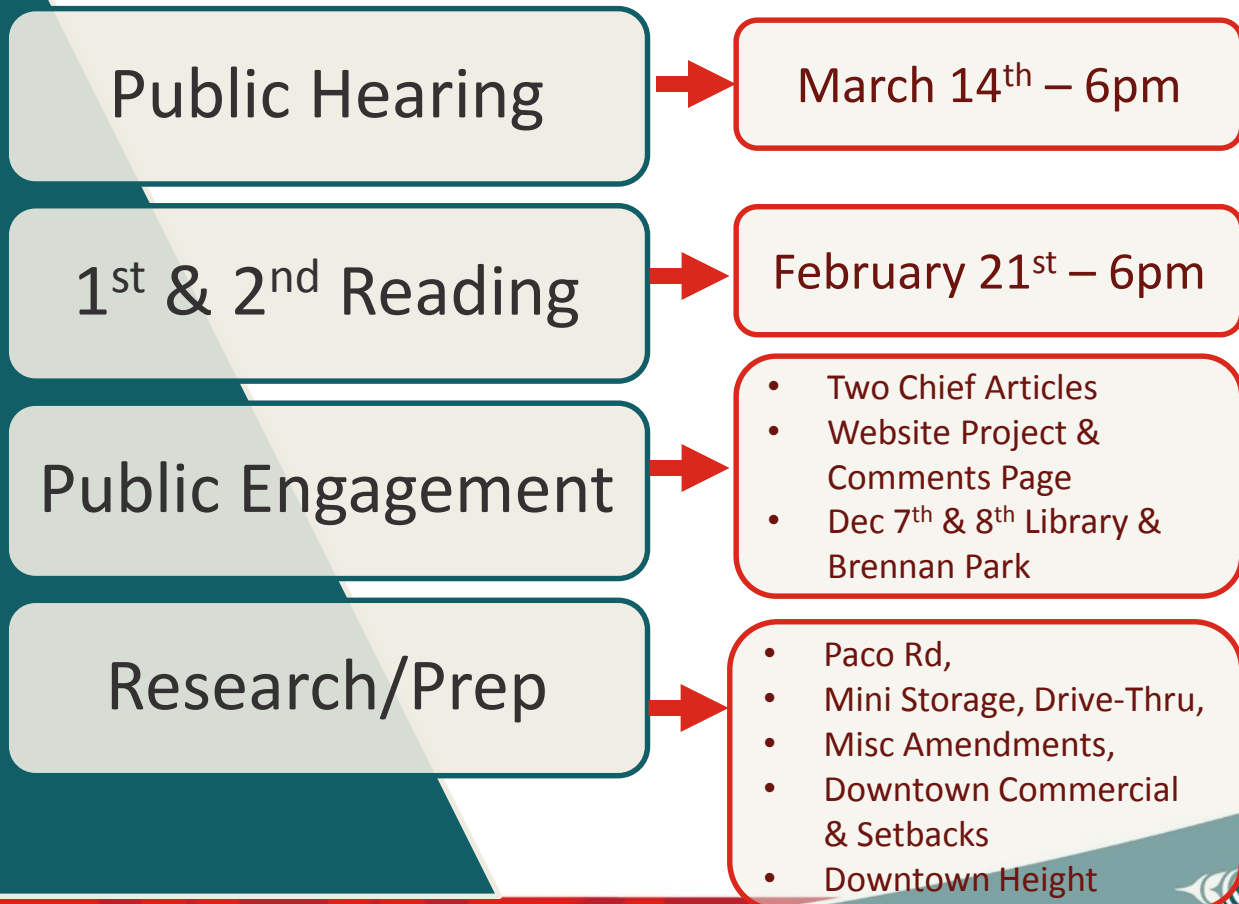
- Secure commercial and office space Downtown to foster local employment.

## Setbacks

- Enhance Downtown streetscapes by making them more green and pedestrian and bike friendly, while maintaining parking.



# Downtown Changes



# Downtown Changes

Public Hearing

March 14<sup>th</sup> – 6pm

Downtown  
Commercial & Setbacks

Downtown Height



Figure 4: Cleveland Ave Heights and Setbacks

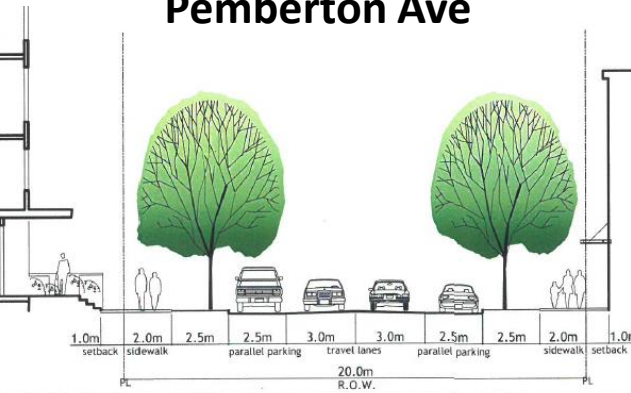


# Downtown Vision

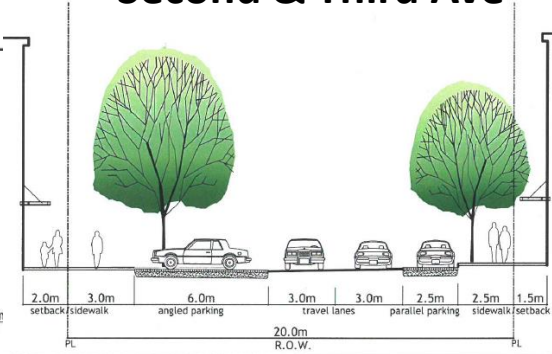
2005

## Downtown Squamish Concept Plan

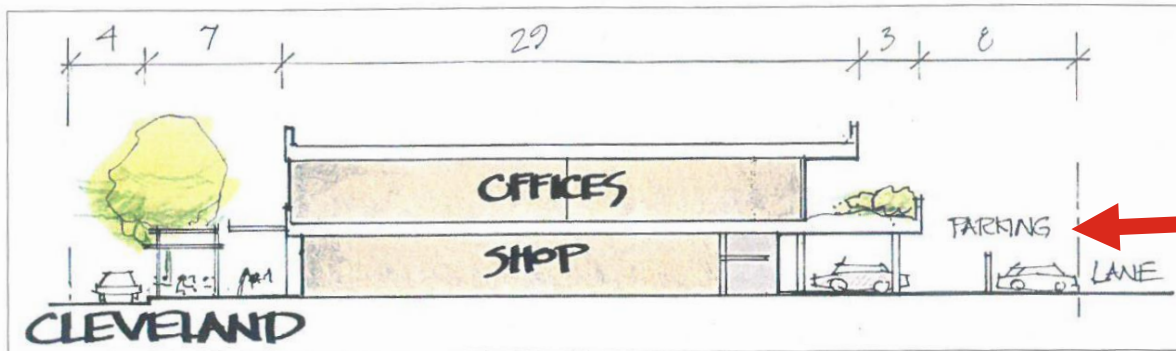
Pemberton Ave



Second & Third Ave



Vancouver, Victoria, Winnipeg St



Setbacks

Employment Space



# Downtown Vision

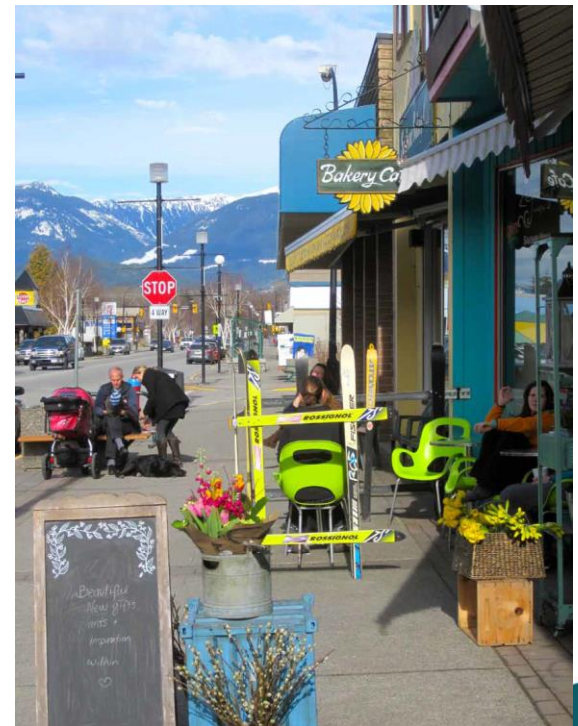
2014

## Downtown Neighbourhood Plan

Employment Space

**Goals:** - Complete Community  
(live work & play)  
- Good Jobs Close to Home

- Promote and encourage Downtown as the employment hub of Squamish.
- Support the development of a mix of retail, service, and office businesses



# Downtown Vision

2014

## Downtown Neighbourhood Plan

**Public Realm:** Activate Downtown streets, patios and sidewalk seating areas

**Transportation:** enable users of all ages, abilities and modes to interact and move more safely and efficiently along and across Downtown streets.

**Active Transportation:** Require new development projects Downtown to be designed to facilitate active walking & cycling.

**Health and Safety:** Plan safe cycling and walking routes. Ensure Downtown pathways maintain green streets.

**Urban Design, Place-making & Culture:** On-street parallel parking shall be provided throughout the Downtown area to support retail uses.

### Setbacks



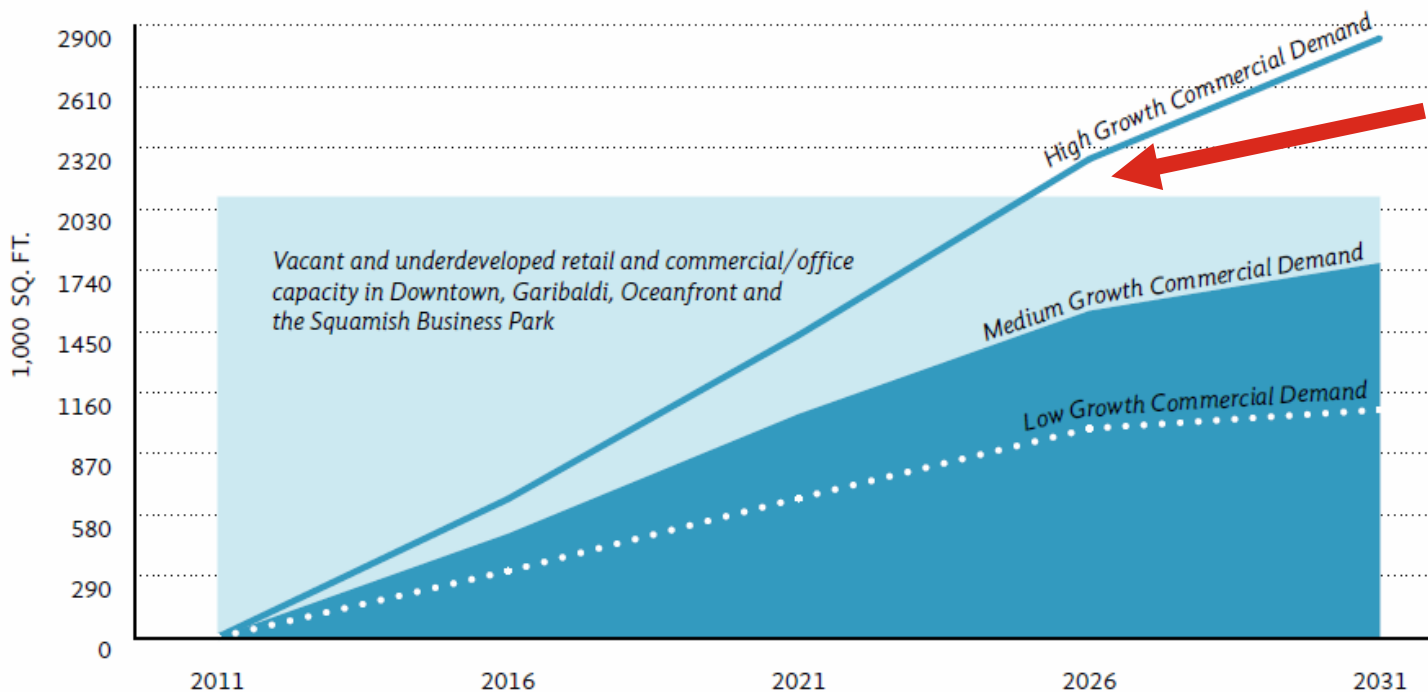
# Downtown Vision

# 2014

## Employment Land Strategy

Employment Space

RETAIL AND OFFICE COMMERCIAL DEMAND – Low, Medium and High Projections (1,000 sq. ft.)



Employment land demand projections completed in 2014 indicate a shortage of retail and office commercial space under a high growth scenario.

# Downtown Vision 2016

## Active Transportation Plan

### Setbacks

Downtown Detail



- Sidewalk network requires repairs and new designs for Downtown Squamish.
- Bicycle infrastructure within downtown Squamish including separated bike lanes down Third Ave and Pemberton Ave.
- Ensure Complete street principals are incorporated into all street design.
- Provide networks that connect with Downtown as a key commercial destination.



2000

2005

2008-14

2014-16

OCP

# #SQUAMISH 2040

Your Future. Your Plan. Our Squamish.

ARE WE ON THE RIGHT TRACK  
TOWARD **SHAPING OUR FUTURE?**

The Official Community Plan (OCP) Discussion Draft will be presented for public input starting May 11.



# Downtown Vision

# OCP

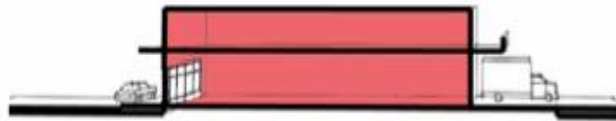
## Official Community Plan

Employment Space

### CLEVELAND COMMERCIAL

Designated for:

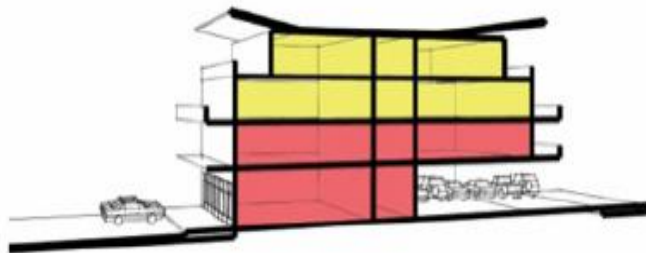
- office, retail, restaurant at and above grade
- residential above grade if stepped back



### COMMERCIAL MIXED USE

Designated for:

- office, retail, restaurant at and above grade
- residential above grade
- civic uses encouraged where appropriate



- Support Downtown Squamish as the commercial and institutional centre for the community
- Encourage the concentration of commercial development and professional office uses Downtown.

# Downtown Vision



OCP

## Official Community Plan



Setbacks

- That the streetscapes be used to create vibrant Downtowns.
- That New Development should help achieve Squamish's vision for pedestrian and cycle friendly design.
- The quality of Squamish's pedestrian areas will directly affect:
  - the overall image of a place,
  - the quality of the experience when you are here
  - and the opportunity for people to walk rather than drive.
- Achieved by: reducing travel lane widths; reducing street crossing distances; separated sidewalks; pedestrian-scale lighting; trees, landscaping accents, and street furniture.

# Working Groups

## Employment Space

### WHY? Employment Space

**Official Community Plan**

Support Downtown Squamish as the commercial and institutional centre for the community.

Encourage the concentration of commercial development and professional office uses Downtown.

**Downtown Neighbourhood Plan**

Goals: Complete Community and Good Jobs Close to Home

Promote and encourage Downtown as a key neighbourhood in Squamish for professional services and business offices that serve the entire community.

Encourage, facilitate and support the development of a mix of retail, service, and office businesses to enhance neighbourhood ambience, convenience and business mix. Prioritize local and office uses at street grade and over parking.

**Employment Lands Strategy**

Employment land demand projections completed in 2014 indicate a shortage of retail and office commercial space under a high growth scenario.

### Employment Space Meeting Future Demand

**Jobs-Housing Balance and Local Jobs:**

A healthy jobs to housing ratio (range of 0.75 to 1.5) can reduce commuting, traffic and emissions, increase our standard of living, and re-circulate more revenue back into our local economy.

The pace of residential development, in the absence of a jobs housing balance, may result in an under-supply of commercial space or Squamish as a 'walkable community'.

**Employment Growth:**

The Employment Lands Strategy projected an adequate supply of commercial space (medium growth scenario), but supply is dependent on build out of the Oceanfront and Downtown Neighbourhood Plan. If development doesn't materialize, employment growth may be slowed.

### What is proposed? Employment Space

**Goal:**

Increase employment space downtown.

**Proposed Changes to the C-4 and C-10 Zones:**

- Employment space at grade, along all street frontages
- Employment space on one other storey, along all street frontages
- Employment space minimum unit depth of 10 meters
- 10 m is a common standard for commercial retail units
- 10m is 27% of the depth of an average downtown lot

### Employment Space Options

**Ideas**

**Parking**

- Reduce parking spaces
- Reduce stall sizes
- Parking space buyout increase
- Sunken or underground parking
- Car share

**Loading**

- Reduce loading spaces
- Reduce loading stall sizes

**Driveway width**

- Reduce width to single car

**Unit depth and size**

- vary

## Setbacks

### WHY? Setbacks

**Downtown Neighbourhood Plan:**

Public Realm: set back building walls and define street boundaries.

Streetscape: create a consistent streetscape with a mix of building heights and setbacks.

Health and Safety: The city cannot afford to have the street level area with utility poles, overhead wires, and cluttered street frontages.

Office Transparency: Encourage transparency in building design to be legible and built in a way that is consistent with the surrounding context.

**Official Community Plan:**

Setback: Setback is the distance between the building wall and the street edge. It is a key element of streetscape design and is used to create a consistent streetscape.

### Streetscape BEST PRACTICES

**BEFORE AFTER**

**Perfection**

**Buffed**

**Kolours**

**Canvas**

**Knit**

**Downtown Streetscape Checklist Street Elements:**

- Street Furniture: Benches, poles, light poles, etc.
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### Streetscape Vision

**Proposed Second Avenue** (parking + residential housing)

**Proposed Third & Pemberton Ave** (parking + brick building)

### TRADE-OFFS Setbacks or Parking

Intention of the setback byline is to avoid the disconnect between pedestrian and bike friendly streetscapes versus parking in Squamish downtown. It is to build across the streets that accommodate all users Downtown.

**Artisan Building** (Newcomer St)

**Squamish Point** (Second Ave)

**Corner Stone** (Cleveland Ave)

**Bold Bar** (Columbia St)

**Parking removed to accommodate one way separated bike lane**

**Parking removed to accommodate a pedestrian friendly street to avoid the disconnect**

# Working Groups

## Employment Space

### Goal:

- Increase employment space downtown.

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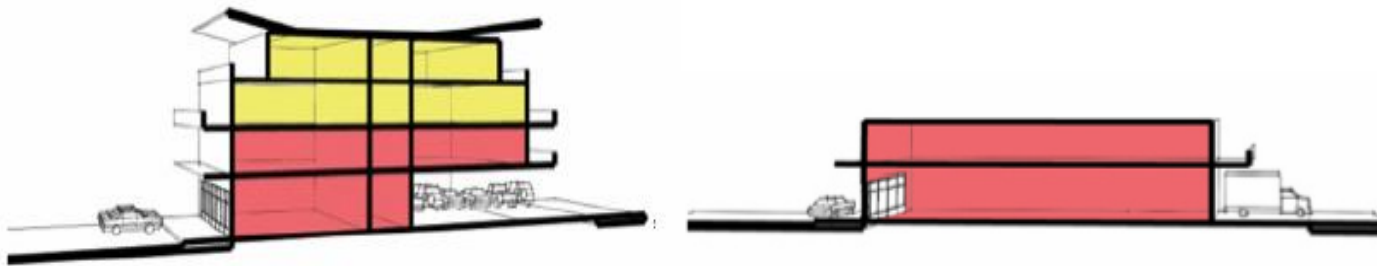
**COMMERCIAL MIXED USE**

Designated for:

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- civic use encouraged where appropriate



**SQUAMISH**



# Working Groups

## Employment Space

### Jobs-Housing Balance and Local Jobs:

The pace of residential development, in the absence of a jobs-housing balance, may result in an undersupply of commercial space or Squamish as a “bedroom community”.

### Employment Growth:

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#### Employment Space Meeting Future Demand

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# Working Groups

## Employment Space

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  - Parking space buyout increase
  - Sunken or underground parking
  - Car share
- Loading
  - Reduce loading spaces
  - Reduce loading stall sizes
- Driveway width
  - Reduce width to single car
- Unit depth and size
  - vary



Question 2

# Working Groups

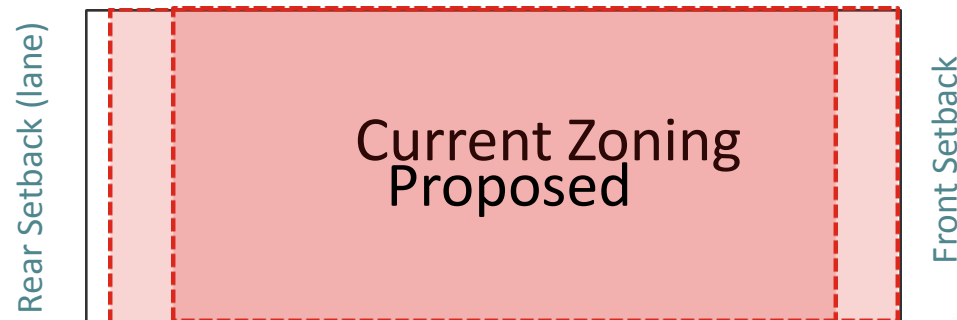
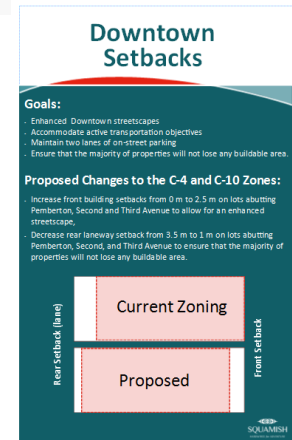
## Setbacks

### Goals:

- Enhanced Downtown streetscapes
- Accommodate active transportation objectives
- Maintain two lanes of on-street parking
- Ensure that the majority of properties will not lose any buildable area.

### Proposed Changes to the C-4 and C-10 Zones:

- Increase front building setbacks from 0 m to 2.5 m on lots abutting Pemberton, Second and Third Avenue to allow for an enhanced streetscape,
- Decrease rear laneway setback from 3.5 m to 1 m on lots abutting Pemberton, Second, and Third Avenue to ensure that the majority of properties will not lose any buildable area.




# Working Groups


Setbacks

## Streetscape Concepts


Sidewalks




Enhancement Zone




Pedestrian Zone



Furniture Zone




Bike Zone




### Curb bulges & Crosswalks

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrian while increasing the available space for street furniture, benches, plantings and street trees.



Curb extensions may be applied at midblock to slow traffic and add public space.



## Streetscape BEST PRACTICES

BEFORE	AFTER
<p><b>Penticton</b></p> 	<p>Street Furniture and Trees</p> <p>Curb Bulges and increased sidewalk width</p> 
<p><b>Tofino</b></p> 	<p>Curb Bulges with planting, Benches, Trees and Benches</p> <p>Improved and increased sidewalk</p> <p>Bike lanes</p> 
<p><b>Kelowna</b></p> 	<p>Permitted angled parking to all street corners, Furniture &amp; public space</p> 
<p><b>Canmore</b></p> 	<p>Increased sidewalk width</p> <p>More Parking</p> 
<p><b>Kingston</b></p> 	<p>Increased parking</p> <p>Permitted Curb</p> 

Downtown Streetscape Important Street Elements

- Perpendicular Parking
- Trees
- Wide Sidewalks
- Furniture (benches, patios, bike racks, lights, etc.)
- Transportation options
- Short Crosswalks
- Speed Reduction

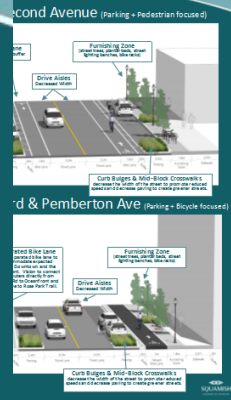



# Working Groups

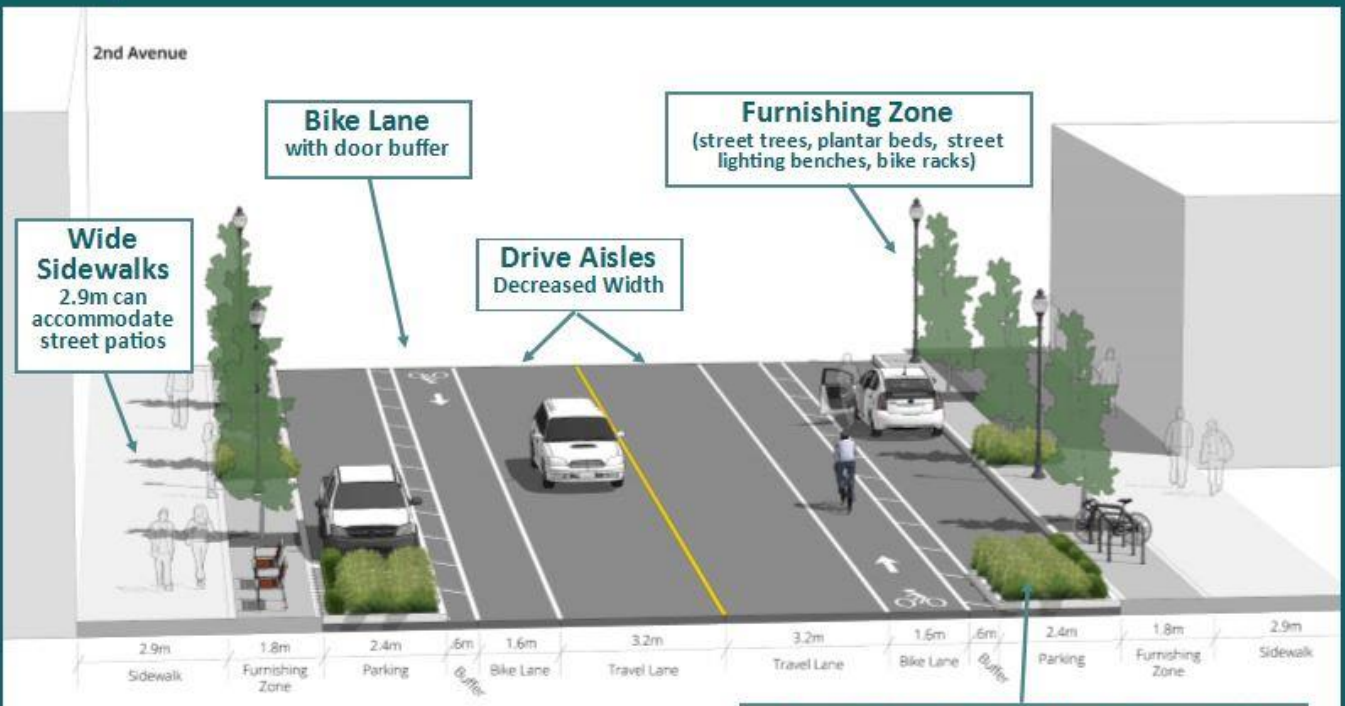
## Setbacks

### Proposed Second Avenue (Parking + Pedestrian focused)

#### Streetscape Vision



Side  
2.2m  
as  
Clev



**Curb Bulges & Mid-Block Crosswalks**  
decrease the width of the street to promote reduced speeds and decrease paving to create greener streets.



# Working Groups

## Setbacks

**Trade-Offs:** In Squamish our vision is to build Complete Streets that accommodate all users Downtown.

### TRADE-OFFS Setbacks or Parking

Intention of the setbacks bylaw is to avoid the discourse between pedestrian and bike friendly streetscapes versus parking. In Squamish our vision is to build Complete Streets that accommodate all users Downtown.

Artisan Building  
Vancouver St

Squamish Point  
Second Ave

Corner Stone  
Cleveland Ave

Boulder—Colorado  
Parking removed to accommodate a one way separated bike lane

Nelson—BC  
Parking removed to accommodate a restaurant patio. Bollards set up to extend the sidewalk.

SQUAMISH



Narrow Sidewalk  
Large Planting/  
Furnishing Area



Narrow Sidewalk  
Narrow Planting/  
Furnishing Area



Wide Sidewalk  
Wide Planting/  
Furnishing Area

Question 2

Artisan Building  
Vancouver St

Squamish Point  
Second Ave

Corner Stone  
Cleveland Ave



# Working Groups

Is there a topic you would like to discuss that wasn't the focus of tonight's workshop? All of your comments, concerns and visions for Downtown are important. Please "PARK" your comments here and staff will ensure they are recorded and presented back to Council.

## District Parking Strategy 2016-2020

**2016** – Identified and created temporary parking sites

**2017** – Conduct parking use study to determine current level of parking need and review cash in lieu of parking amounts.

**2018** – Review feasibility and location of a parking structure and commuter park and ride locations.

### Park Your Ideas

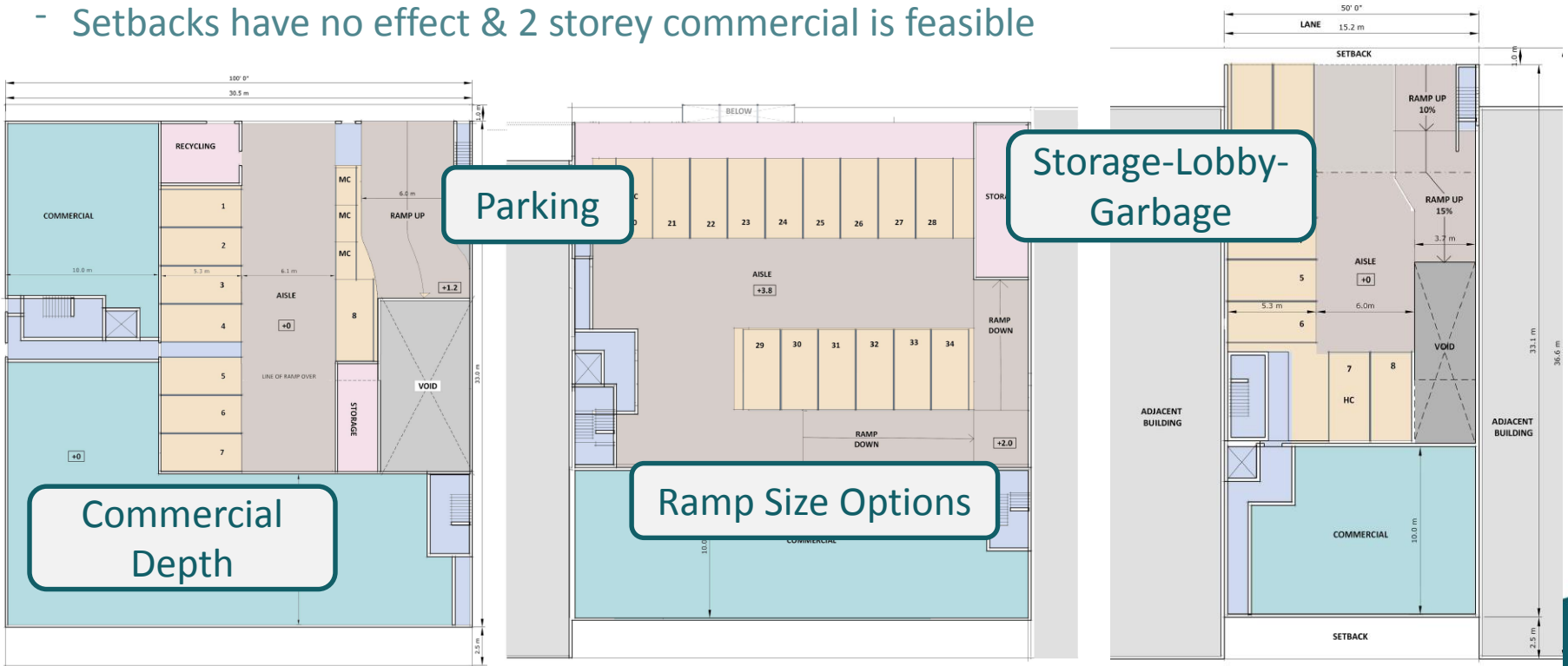
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# Working Groups

## Public Hearing Feedback & Comments: *“These changes will make lots undevelopable”*

- Setbacks have no effect & 2 storey commercial is feasible



# Working Groups

How will your Feedback be used?

Workshop & Survey Summary



Present back to Public & Council



Direction used to refine changes

# Working Groups

## Employment Space

- Q1: How should we secure employment space to meet future demand?
- Q2: Explore Options

## Setbacks

- Q1: How should we achieve enhanced streetscapes Downtown?
- Q2: Explore Trade-offs

# Workshop Overview

~~10 min - Welcome~~

~~25-30 min - Vision Presentation~~

10 min - Poster & Mingle

35 min - Working Group 1  Setbacks  
Employment Space

35 min - Working Group 2  Setbacks  
Employment Space

5 min - Conclusion

CHAMBER OF COMMERCE

