







**Legend**

-  Downtown Parking Cash-in-lieu Area
-  Setbacks Only
-  Employment Space Only
-  Setbacks and Employment Space
-  Employment Space and Cleveland Character (Height)
-  Setbacks, Employment Space and Cleveland Character (Height)

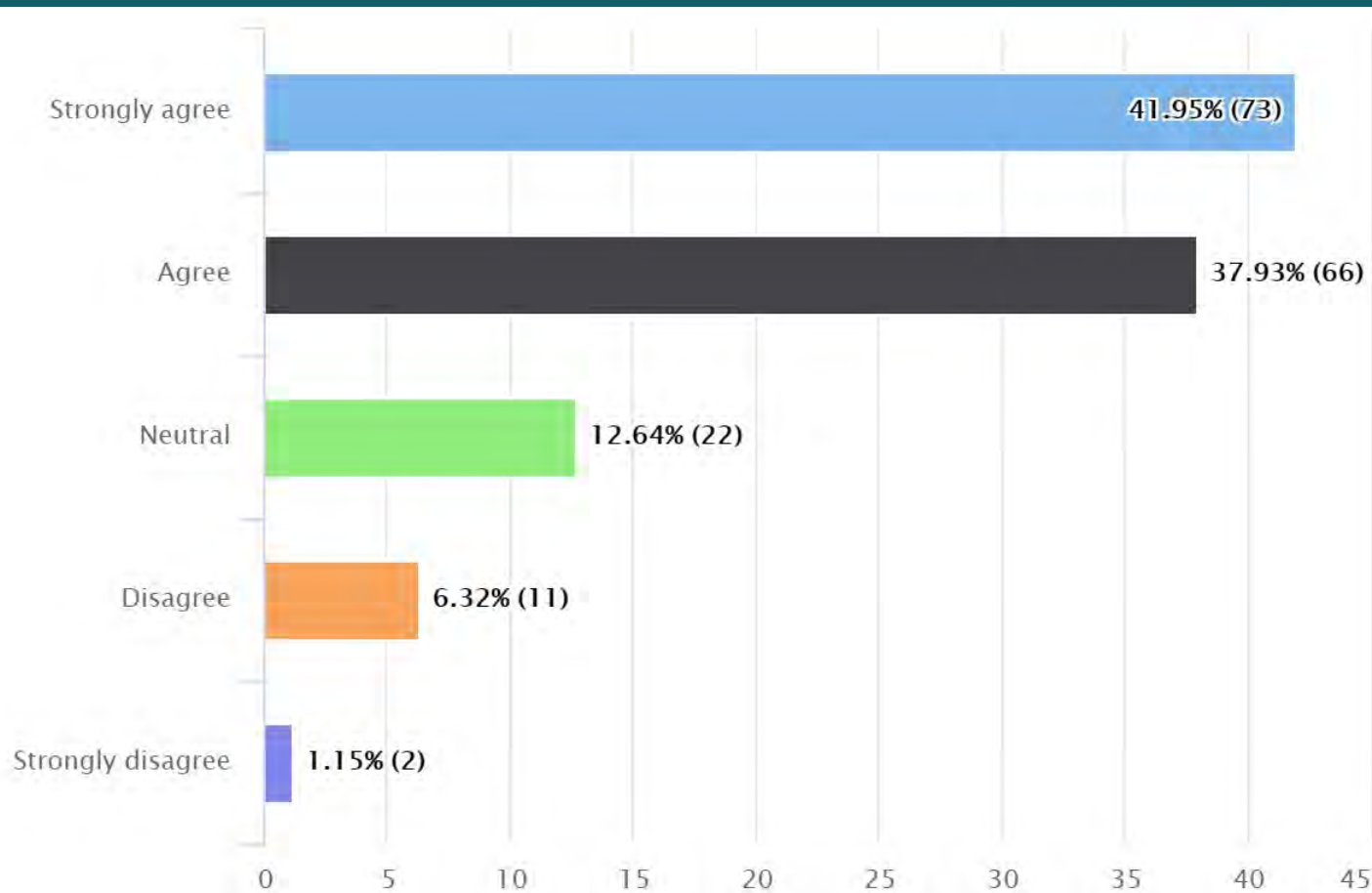




# Survey

## What we heard

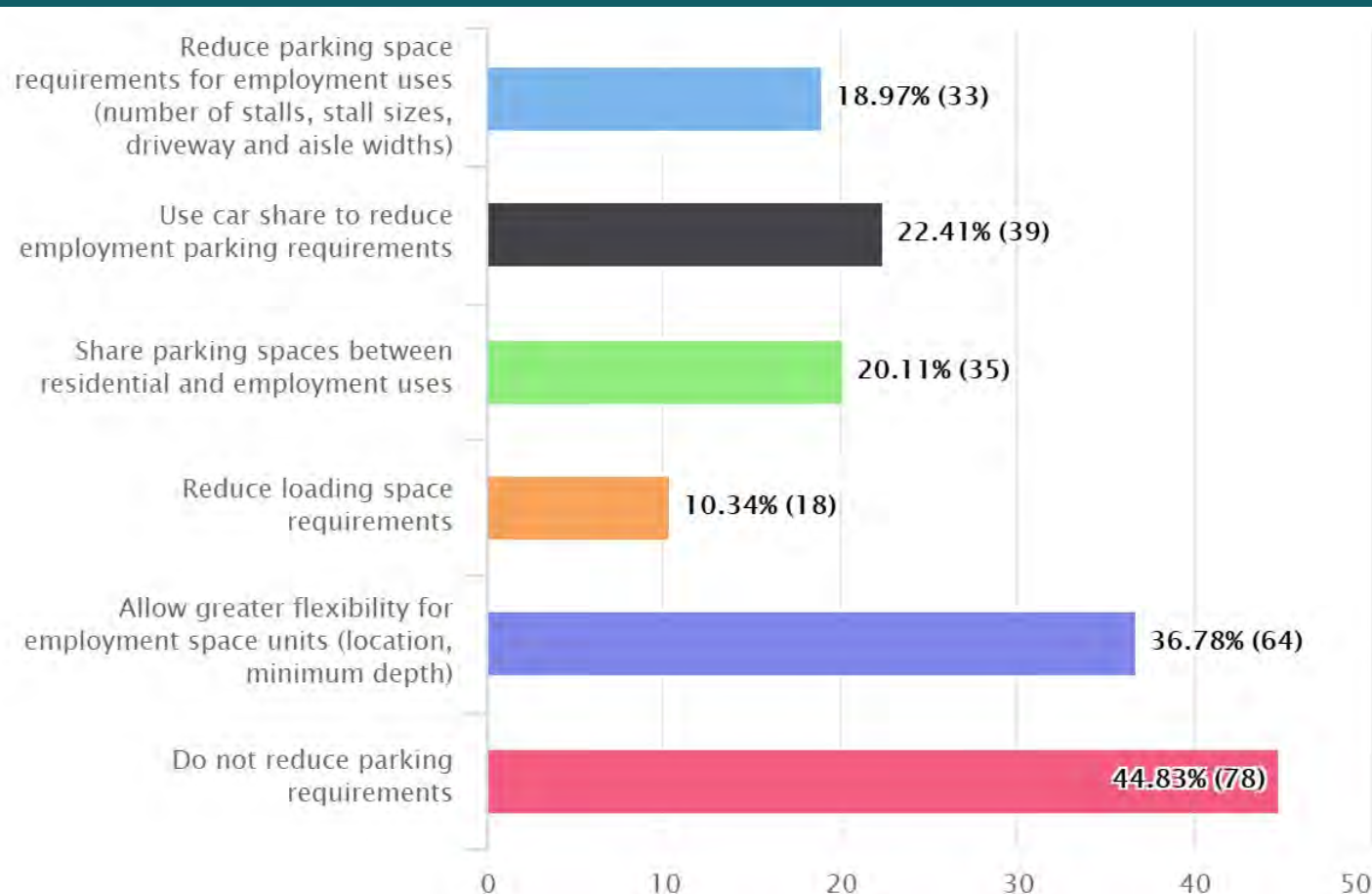
### Should we increase the amount of employment space?



**80%**  
Increase

**7%**  
Do not increase

### What options could incentivize employment space?



**37%**  
Flexibility

**45%**  
Do not reduce parking

# Employment Space

## What is proposed

### What has changed and why?

#### Existing

No requirement

#### Proposed May

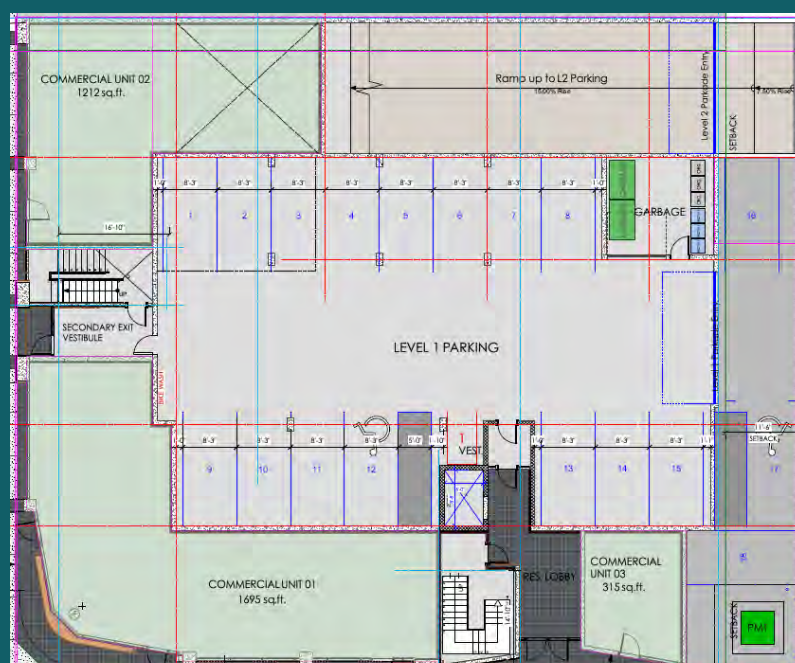
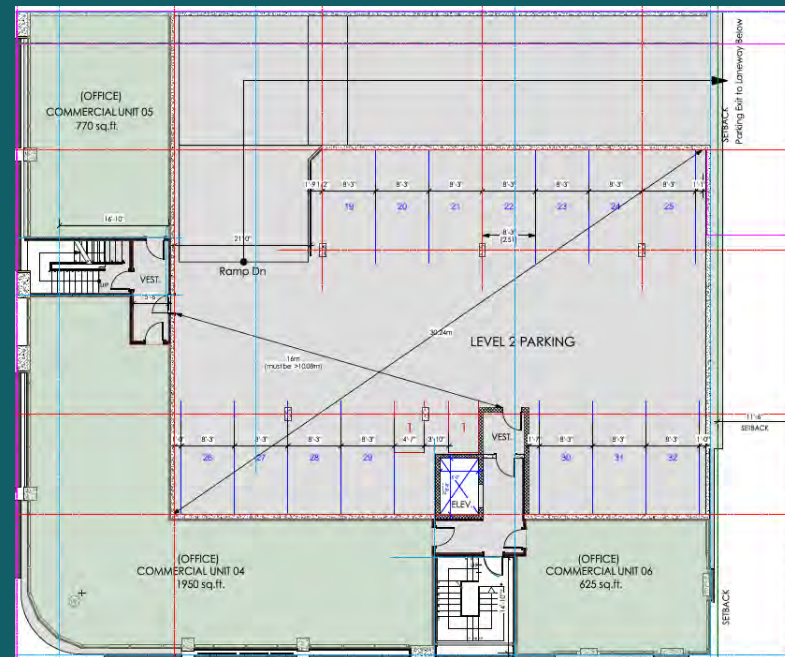
- Employment space at grade, along street frontages + one other storey;
- minimum 10 meter depth

#### Proposed Oct

- Minimum 20% of building floor area
- Space can go anywhere (commercial street frontage + elsewhere)

### Example: 1365 Victoria Street

- 19% commercial floor area (6,570 sqft on 12,000 sqft lot)
- 6 storeys, 32 stalls, 8 cash-in-lieu, 4 commercial parking stalls





# Employment Space

## Supporting Info

### Employment Lands Study: Based on Downtown Plan

- Employment land supply-demand projections (2014) indicated shortage of commercial space under high growth scenario. New research done in 2017 supports the findings.
- Analysis based on Downtown Plan; what is being built does not match plan—much less commercial space being built.

Comparison table of commercial floor areas and gross floor areas for recent Downtown developments:

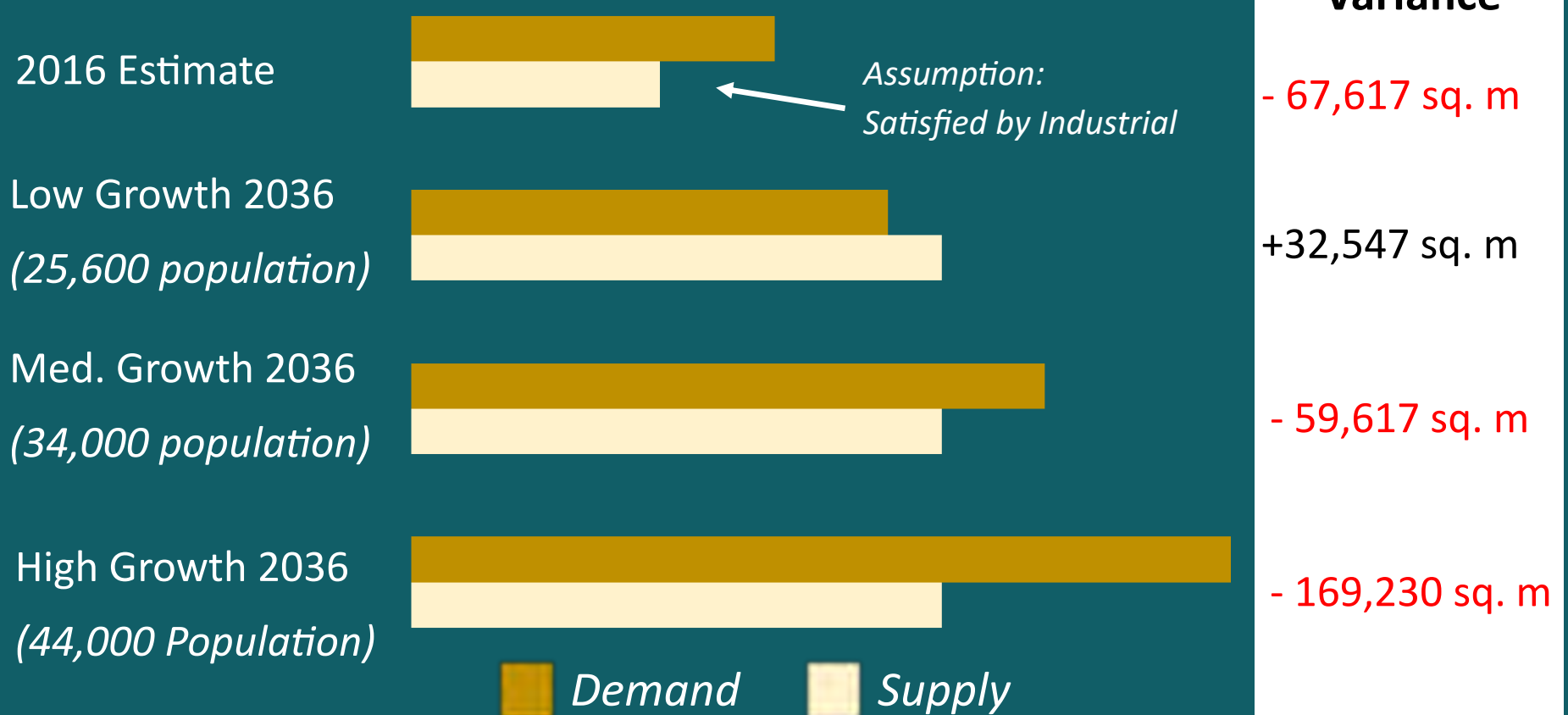
Location	Commercial floor area (sqft)	Total GFA (sqft)	% Commercial GFA	Parking
37762 Third Ave "MUD-2"	4,902	16,407	29.9	3 cash-in-lieu
37870 Cleveland Ave "PacWest"	45,000	172,500	26.1	2 cash-in-lieu
1365 Victoria St w/ 2 <sup>nd</sup> level commercial	6,567	34,235	19.2	12 cash-in-lieu
37830 Third Ave "Lizzy Bay"	8,077	43,240	18.7	1 variance No cash-in-lieu
38310 Cleveland Ave "Teardrop"	17,659	98,865	17.9	None
38033 Second Ave "Amaji"	9,929	65,194	15.2	4 cash-in-lieu
38148 Cleveland Ave	1,612	13,228	12.2	3 cash-in-lieu
37881 Cleveland Ave "The Main"	10,010	96,896	10.3	None
1365 Victoria St w/o 2 <sup>nd</sup> level commercial	3,175	33,793	9.4	4 cash-in-lieu
38167 Cleveland Ave "Cleveland Gardens"	1,650	23,130	7.1	1 cash-in-lieu
1365 Pemberton Ave "Vantage"	4,231	66,072	6.4	8 cash-in-lieu
38013 Third Ave "The Lauren"	1,908	38,046	5.0	3 cash-in-lieu



# Employment Space: Why Require a Minimum Employment Space % Downtown?

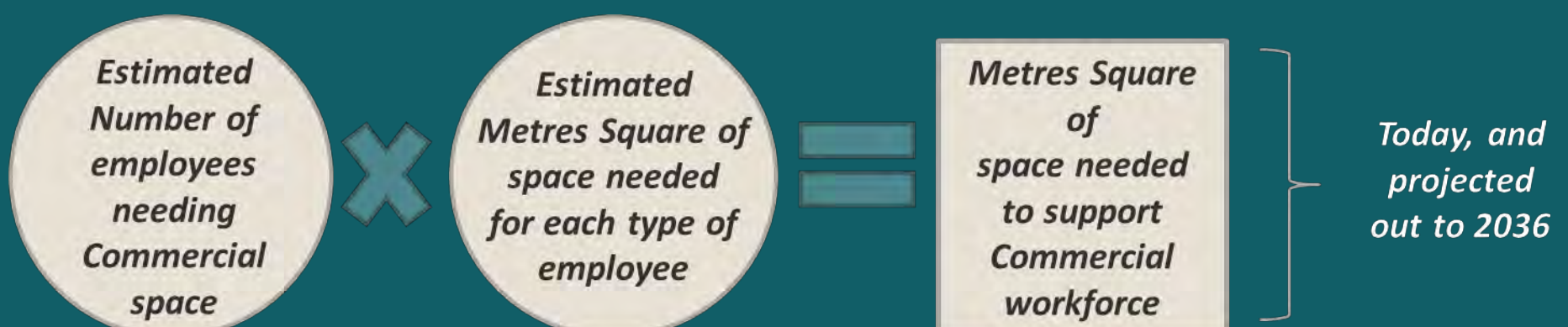
## Gap Analysis

Factoring in the proposed 20% floor area for commercial employment space, 2036 supply of commercial space overall in Squamish will be insufficient under medium and high growth scenarios.

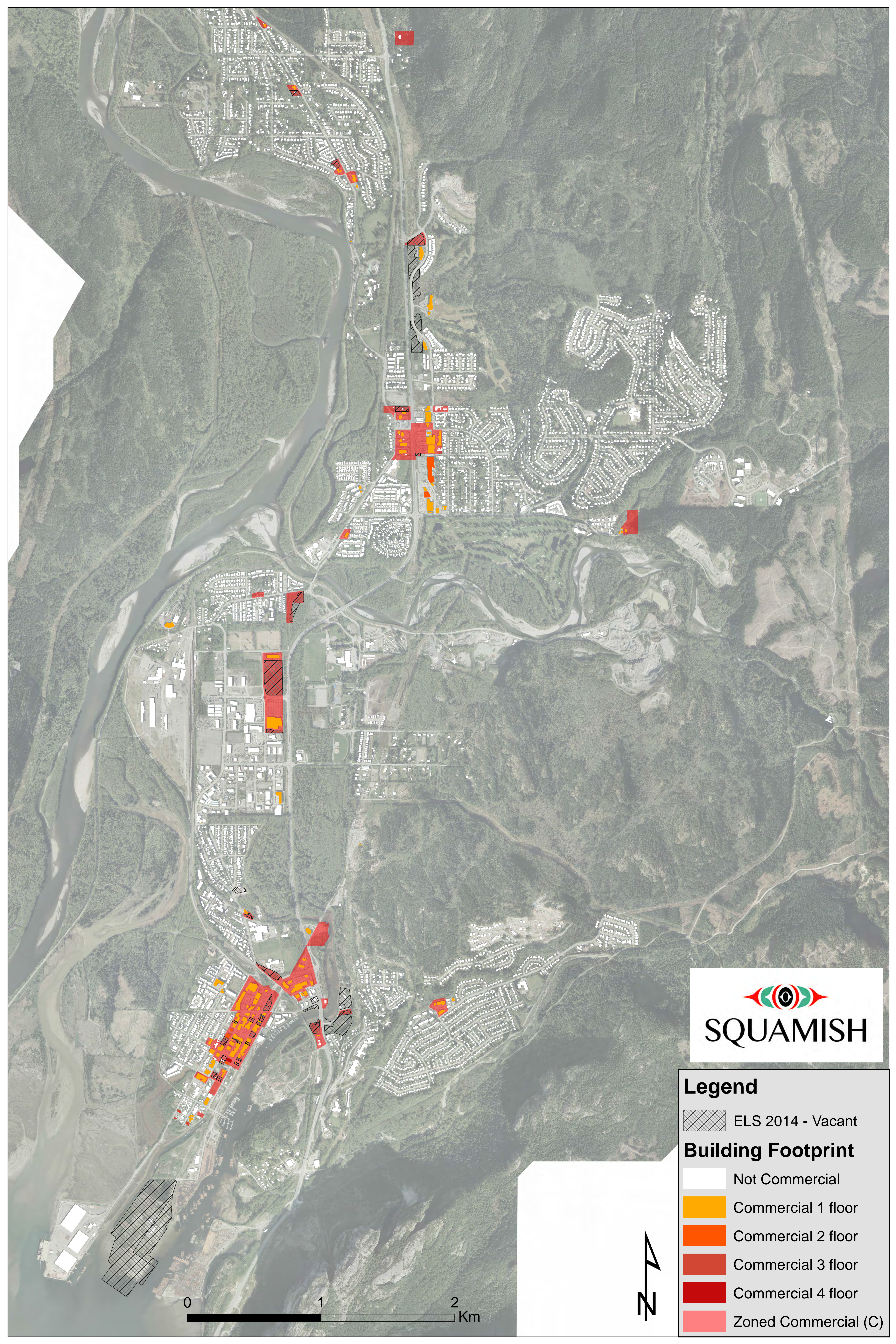


## Estimating Commercial Space

- 2016 demand was estimated using 2016 Statistics Canada Business Register data and a “space ratio”, representing the space required per employee from the 2015 Squamish Employment Land Strategy.
- 2016 space supply was estimated using municipal building footprint data from 2016.
- 2036 space demand was estimated by applying OCP population projections to the 2016 demand estimate.
- To estimate 2036 supply, building floor area ratios were applied to vacant & undeveloped land, multiplied by commercial maximum FAR.







**Legend**

 ELS 2014 - Vacant

**Building Footprint**

 Not Commercial

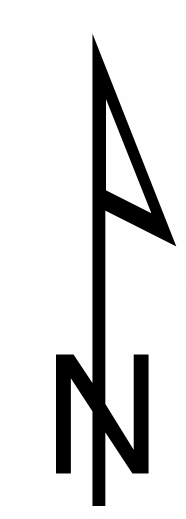
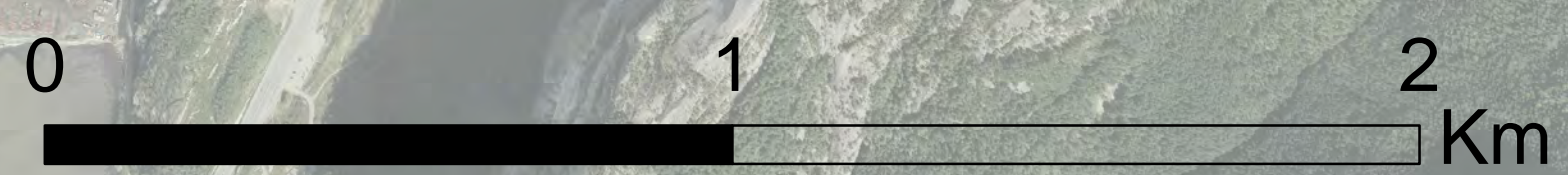
 Commercial 1 floor

 Commercial 2 floor

 Commercial 3 floor

 Commercial 4 floor

 Zoned Commercial (C)

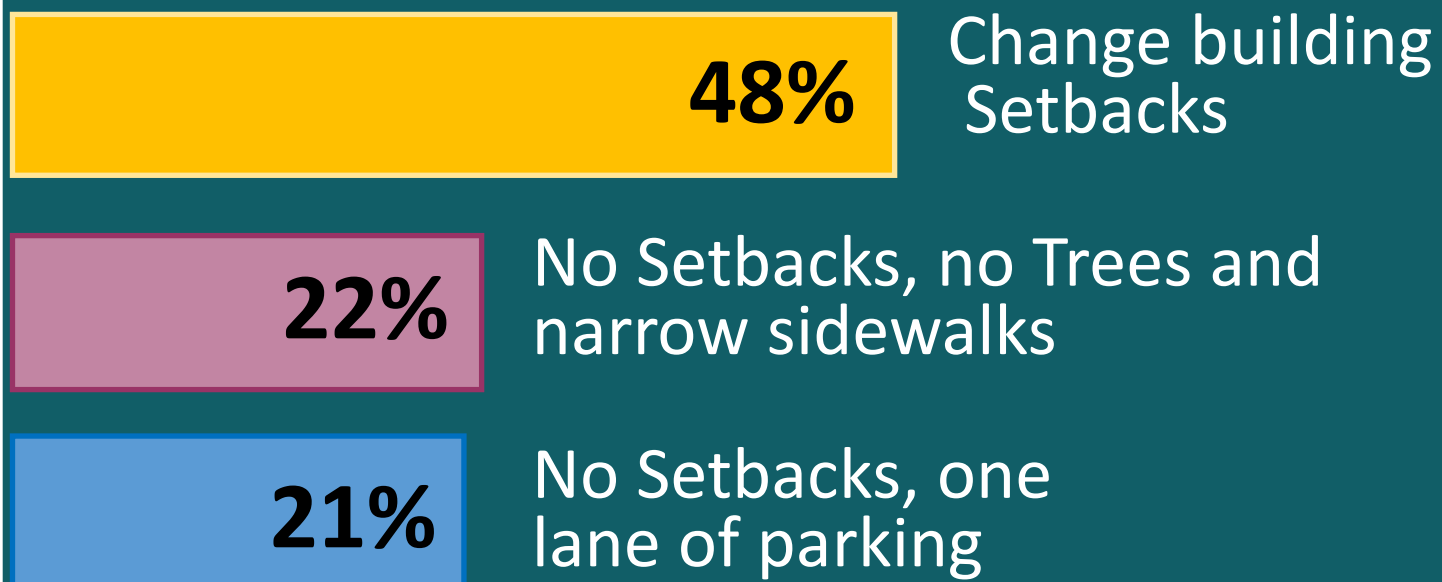




# Survey

## What we heard?

Which of the following directions do you most support?



Second Ave  
PRIORITY



Third Ave  
PRIORITY



Pemberton Ave  
PRIORITY



Bike Lanes	Split support for separated bike lanes verses unnecessary or that two streets of bike lanes were excessive.
Parking Garage	Need for a parking garage and need for more on street parking.
Car Free	Support for car-free streets and on- street parking on only one side of the road.
One-Way Streets	Proposed as solution to setbacks, but not feasible.



# Setbacks

## Third Ave

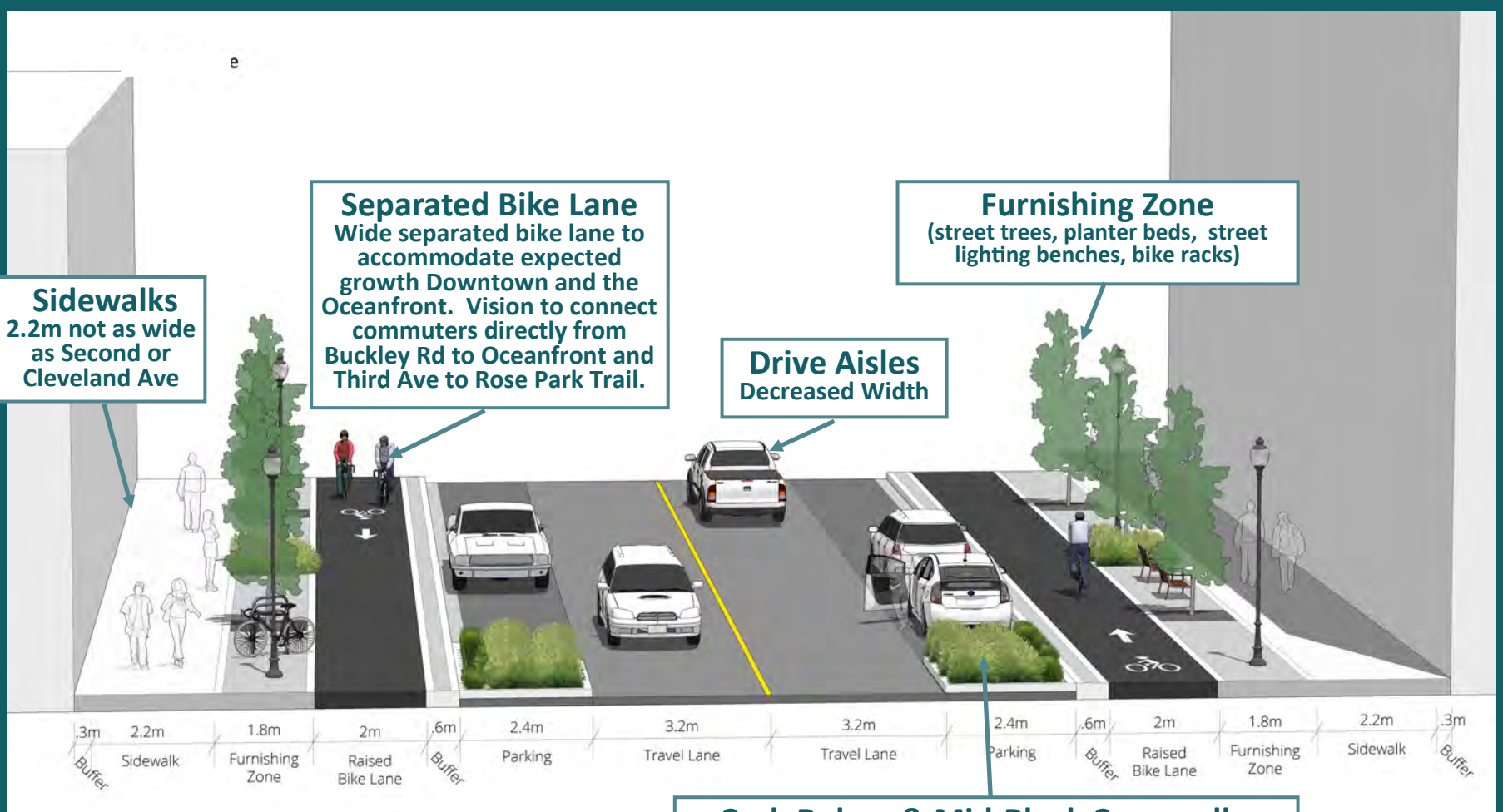
### What has changed and why?

Existing	Proposed May	Proposed Oct
0 Front Setback 3.5m Rear Setback	2.5 m Front Setback 1 m Rear Setback	2.5 m Front Setback 1 m Rear Setback

### Rationale

- Active and Safe Route to School.
- Separated Bike lane in 2016 Active Transportation Plan.
- No hydro lines in the lane.
- Largely undeveloped, limiting concern for unsymmetrical street frontages.
- Precedent—Main St and Cleveland Ave are 25m ROW.

### What could this look like?



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

# Setbacks

## Pemberton Ave

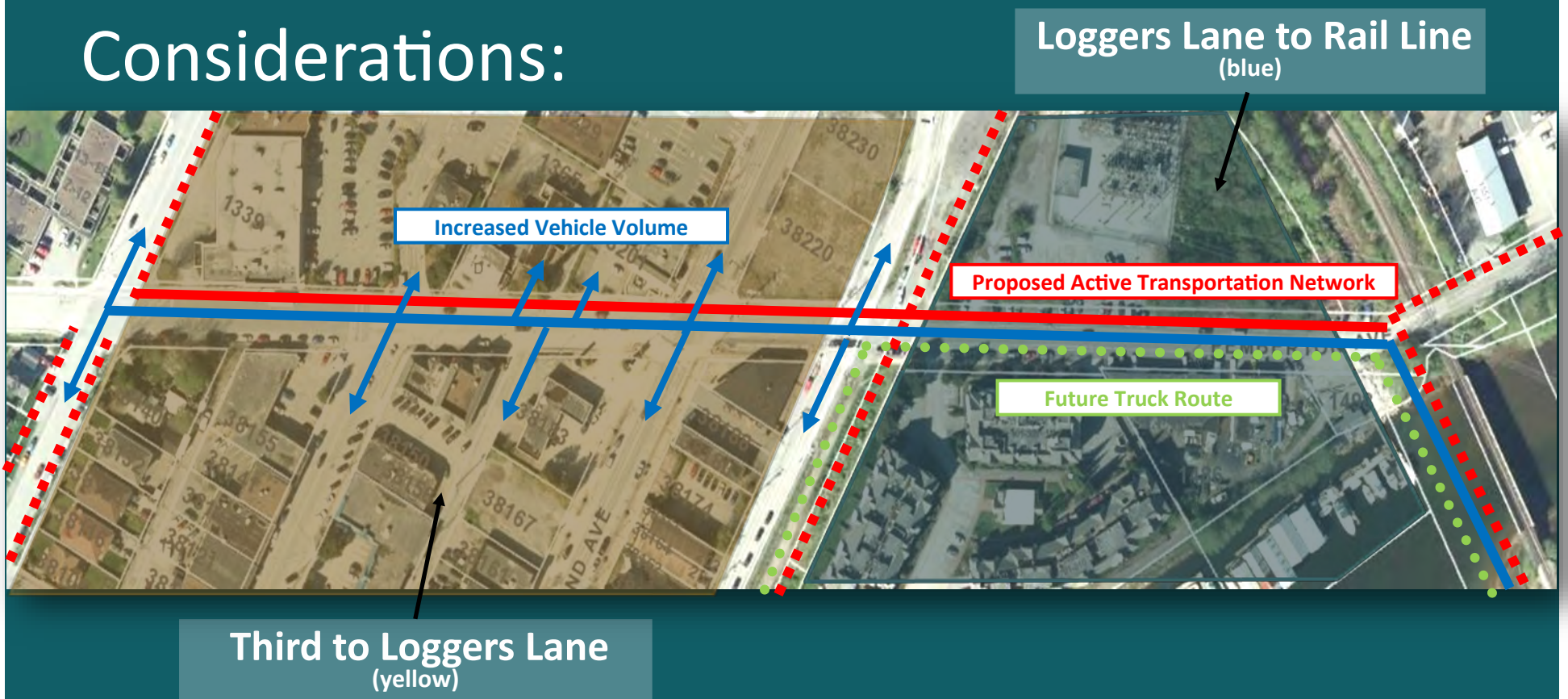
What has changed and why?

Existing	Proposed May	Proposed Oct
0 Front Setback 3.5m Rear Setback	2.5 m Front Setback 1 m Rear Setback	1.5 m Front Setback 2.0 m Rear Setback

### Considerations/Rational

- Active Transportation Plan - Pemberton Ave separated bike lane (short term project) to connect to Corridor Trail, Buckley, Third Ave, Loggers Lane, and Valleycliffe through future Waterfront Landing.
- Any setback along the north side from Cleveland to Third will likely not be redeveloped in the near future.
- Existing transit terminal on north side between Second and Third Ave.
- Potential new Truck Route with Waterfront Landing new bridge development.
- Expected increase to vehicle volume along Pemberton Ave.

### Considerations:



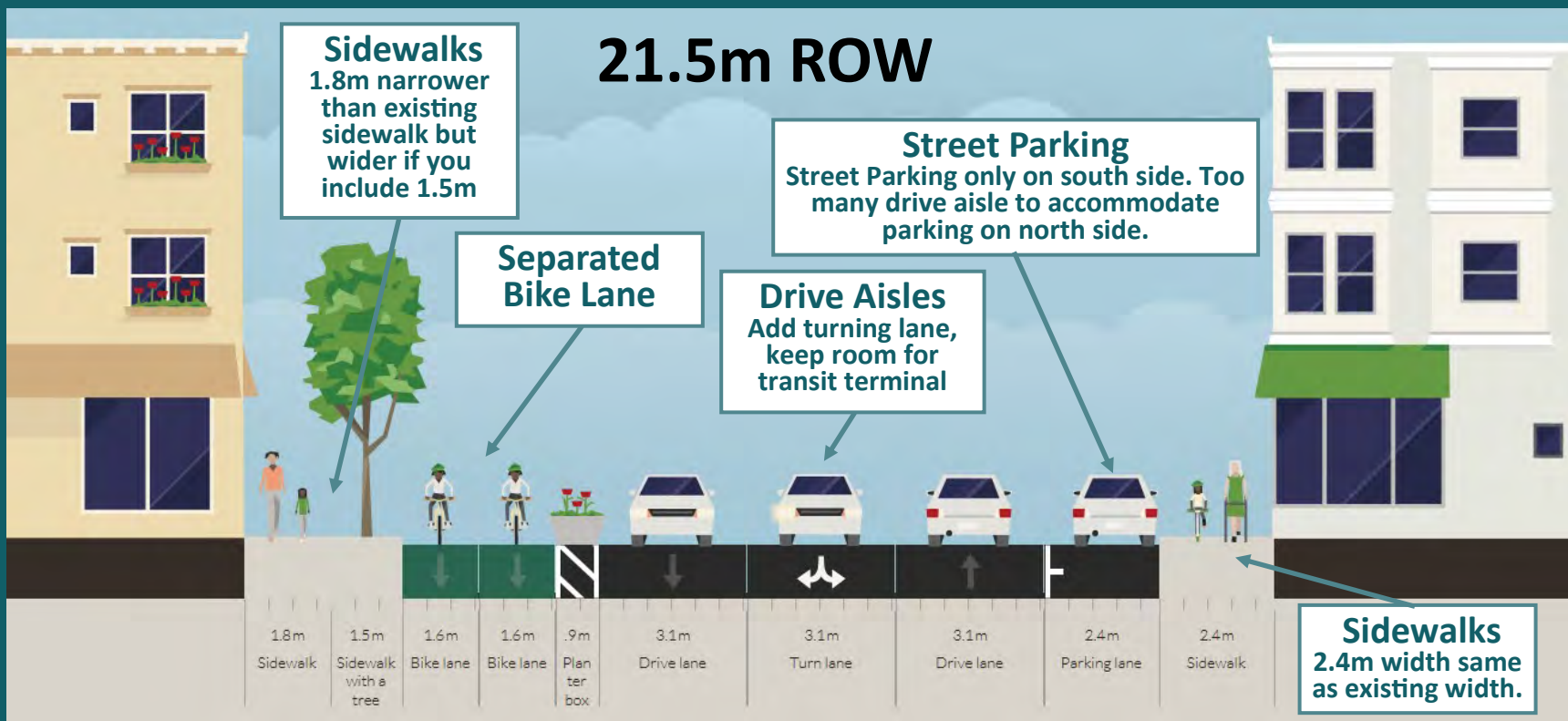
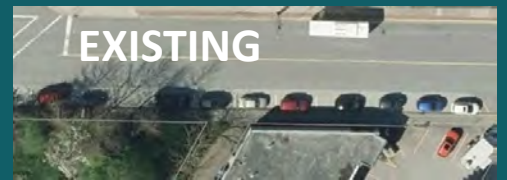


# Setbacks

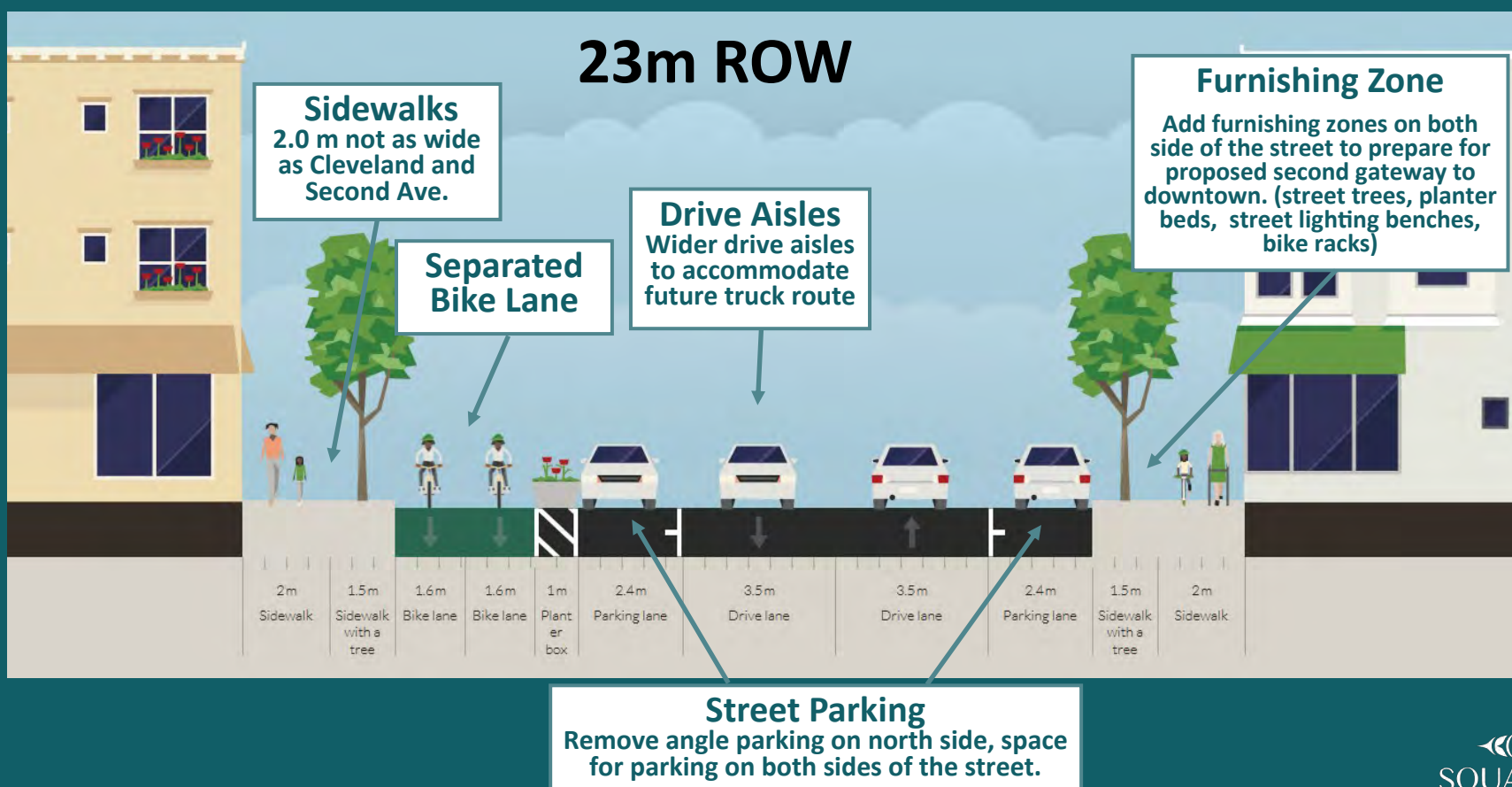
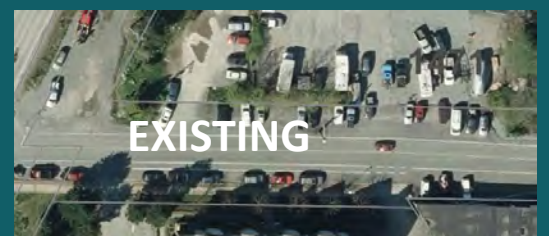
## Pemberton Ave

What could this look like?

Third to Loggers Lane (yellow)



Loggers Lane to Rail Line (blue)



# Setbacks

## Second Ave

### What has changed and why?

Existing	Proposed May	Proposed Oct
0 Front Setback 3.5m Rear Setback	2.5 m Front Setback 1 m Rear Setback	0 m Front Setback 3.5 m Rear Setback

### Rationale

- Third Ave likely sufficient for north-south cycling needs.
- Addresses the concern of too much pavement.
- Design will include Bike Share symbols such as seen on Cleveland Avenue.
- Design will include the opportunity to remove one lane of parking to create bike lanes in the future.

### What could this look like?





# Parking Cash-in-lieu Requirements

What is proposed and why?

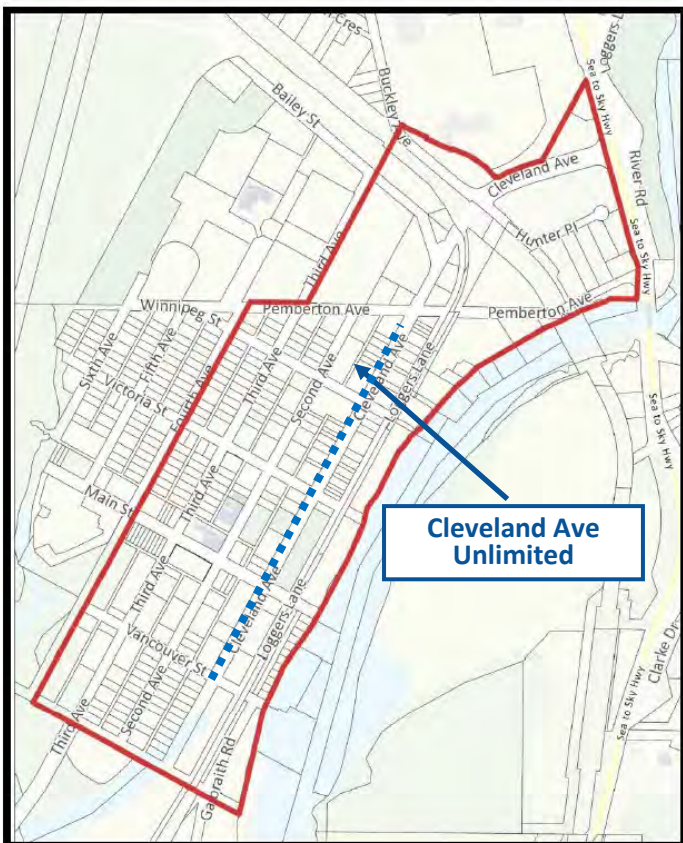
## Existing

- Commercial Cash-in-lieu:**
- Unlimited on Cleveland Ave
  - 4 stalls Max. everywhere else

## Proposed Oct

- Commercial Cash-in-lieu:**
- 4 stalls Max. everywhere with option to increase at a 1 to 1 ratio.

Schedule D – Downtown Squamish Off-Street Parking Requirements



Required	On Site	Cash-in-lieu
4	0	4
5	1	4
6	1	5
8	2	6
11	4	7

- Unlimited for small lots on Cleveland Ave (50 ft wide or less—blue)



## Rationale

- Equality between Cleveland Ave and other Downtown Streets.
- Honour the intention of unlimited cash-in-lieu to alleviate the parking constraints on small lots.
- More flexibility to add more employment space as commercial space tends to result in a higher parking requirement over residential.
- Amount more in line with residential requirement.
- Still incentivizes commercial parking on site.

# Parking Cash-in-lieu Requirements

What is proposed and why?

Existing

Proposed Oct

Commercial Cash-in-lieu:

**\$6,000**

per stall

Commercial Cash-in-lieu:

**\$15,000**

per stall

## Rationale

- Interim amount until an actual amount per stall is calculated through Parking Garage feasibility study.
- \$6,000 likely not a realistic amount for creating new stalls in a parking garage.
- Surface parking estimated amount per stall ~ \$15,000.
- Underground or above ground parking garage parking estimate amount per stall ~ \$45,000- \$65,000.
- Examples of other municipalities across BC using cash-in-lieu contributions to fund a parking garage project, increase parking enforcement, or can be used to build active transportation (including transit) infrastructure.
- Funds to be allocated to parking stalls.





# Why? Cleveland Character

Desire to preserve Cleveland Character  
“High Street” or main street feel with small scale shops.  
Height is one approach to character preservation.  
Other zoning and policy tools are available.

## Policy

From the 2014 Downtown Neighbourhood Plan, height along Cleveland was set at 2-3 storeys, FAR set at 0.6-2.0.

### CLEVELAND COMMERCIAL

Designated for:

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

FAR: 0.6-2.0

Height: 2-3 storeys

See Policy 5-A.2 for more information.



### 5-A.2

Buildings that front Cleveland Avenue between Pemberton Avenue and Main Street shall be one storey in height, except under the following conditions:

- (a) A second storey with residential units is permitted if it is stepped back from the front property line; and
- (b) A full second storey is permitted if the second storey is designated for office spaces.

Figure 4: Cleveland Ave Heights and Setbacks



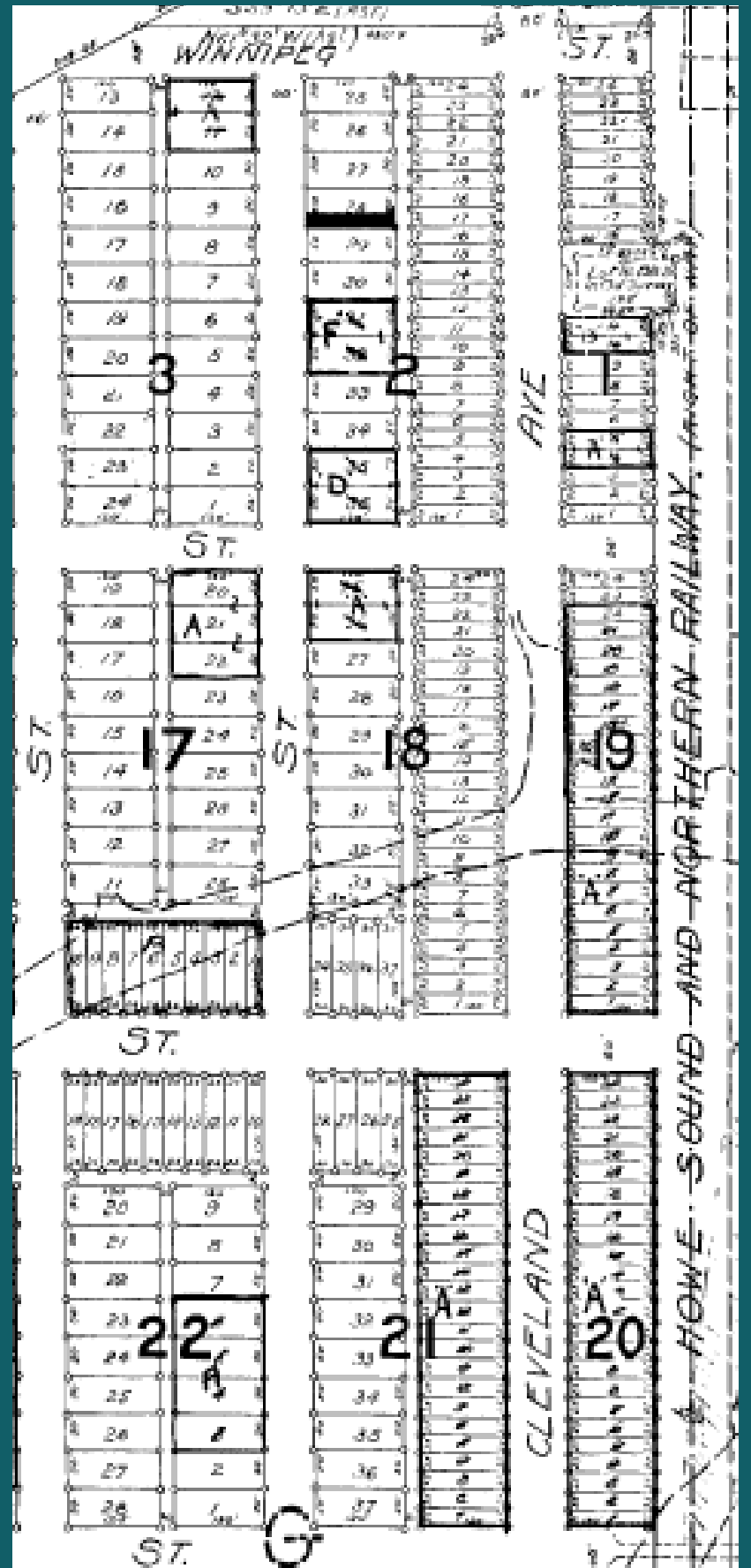
1. Ground floor frontage is commercial uses only.
2. A partial, setback second floor is allowed for residential uses only.
3. A full second floor is allowed for office uses.

Previous zoning amendment proposal (March 2017)  
Decrease height along Cleveland Avenue between Buckley Avenue and Vancouver Street from 20m (66ft) to 10m (33ft) or two storeys, whichever is less.

# Cleveland Character Concepts

## Narrow Frontages:

- Set a maximum frontage width of 15.2m / 50ft to reflect the historical lot pattern of Cleveland.
- Would apply to properties fronting Cleveland between Pemberton Ave and Main St.
- This would mean the maximum width of new commercial units would be 50ft wide



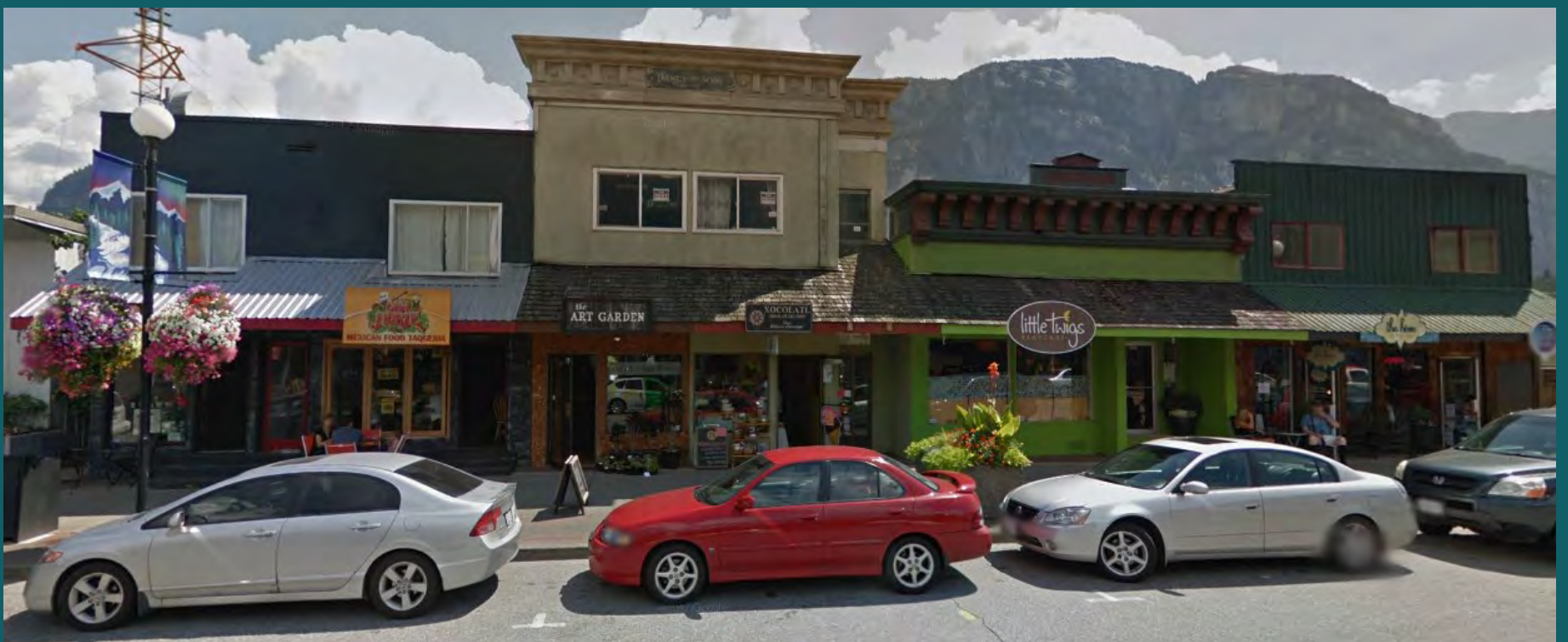
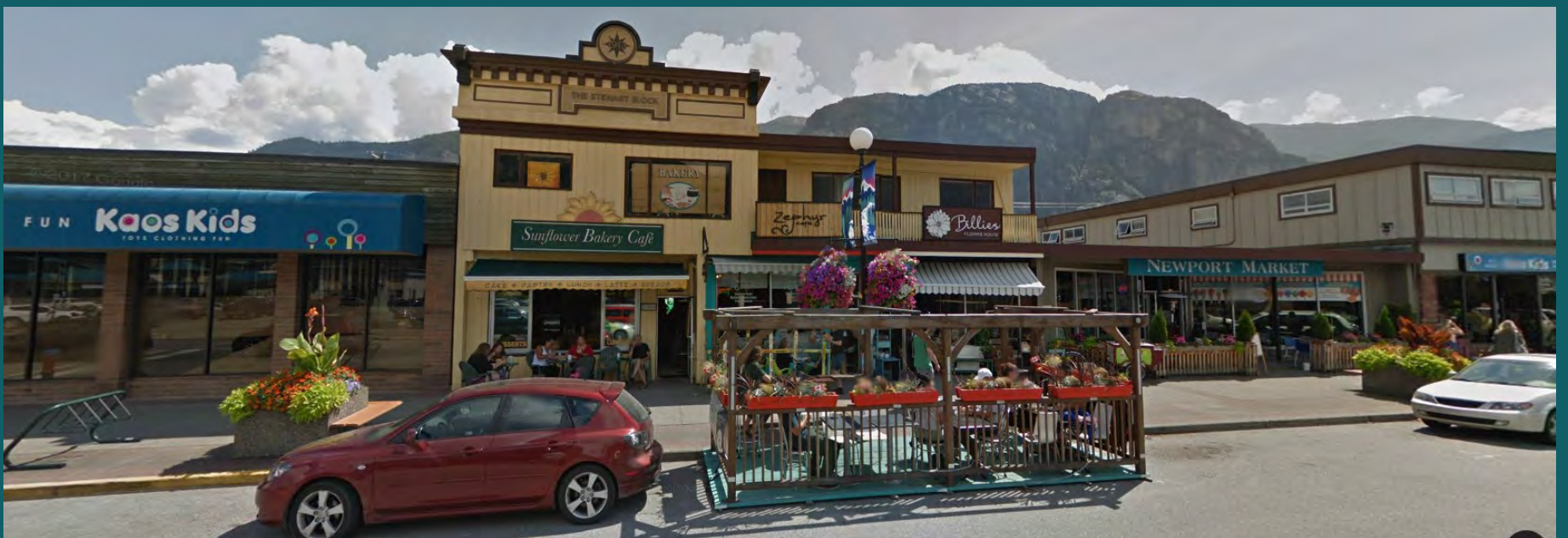


# Cleveland Character

## Supporting Info

### Narrow Frontages:

- Maintains historic narrow frontages of 25ft-50ft lot widths.
- Creates a unique identifiable shopping area, a destination.
- More unique “mom and pop” shops, less large chain stores.





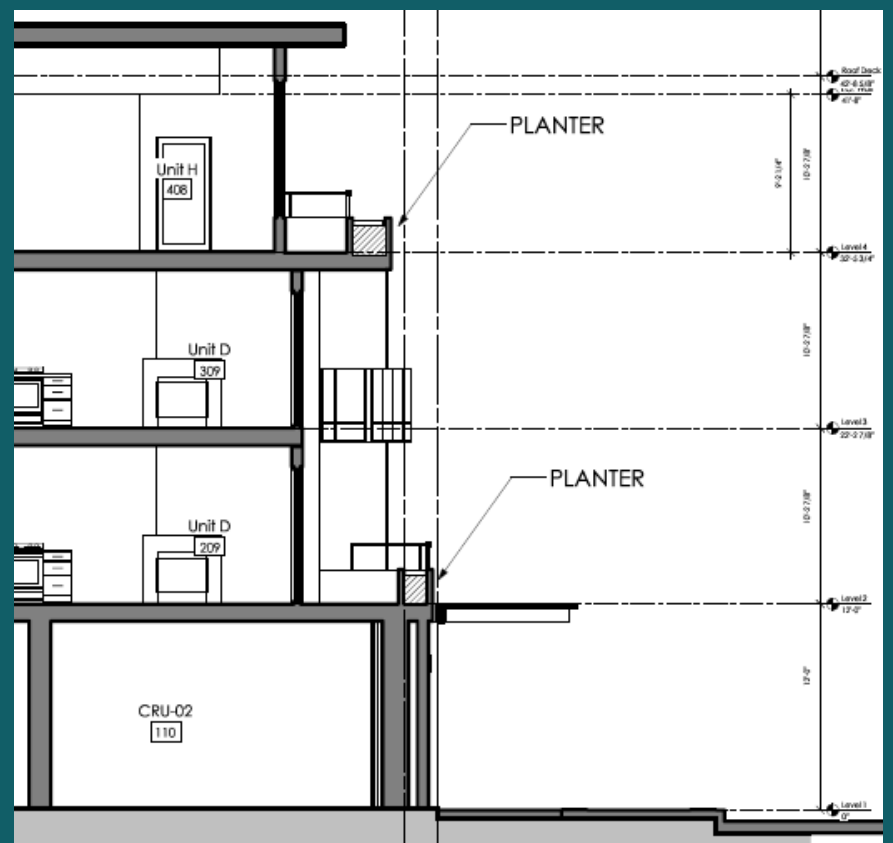
# Cleveland Character Concepts

## Stepping back:

- Step back upper storeys from Cleveland  
For 3rd and 4th storeys, step back of 2.3m / 7.5ft  
For 5th and 6th storeys, step back of 4.3m / 15ft

## Example:

38167 Cleveland Ave “Cleveland Garden”:  
7.0ft step back (at 2nd storey)





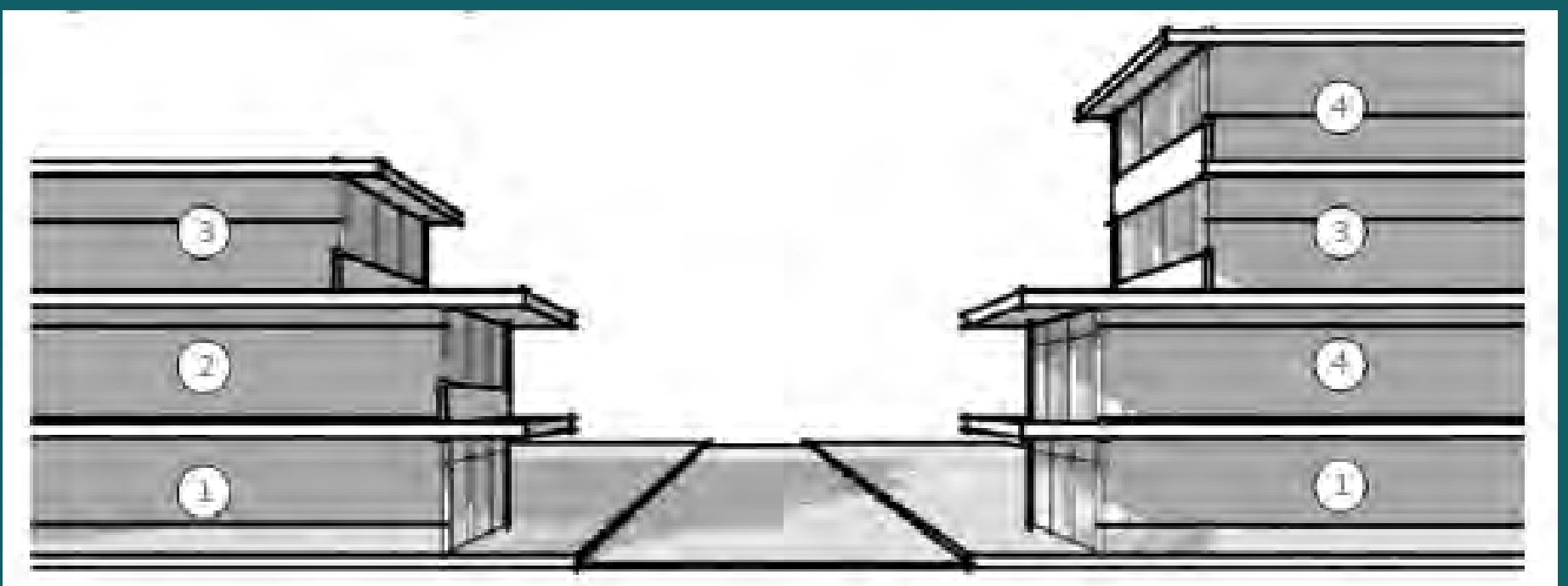
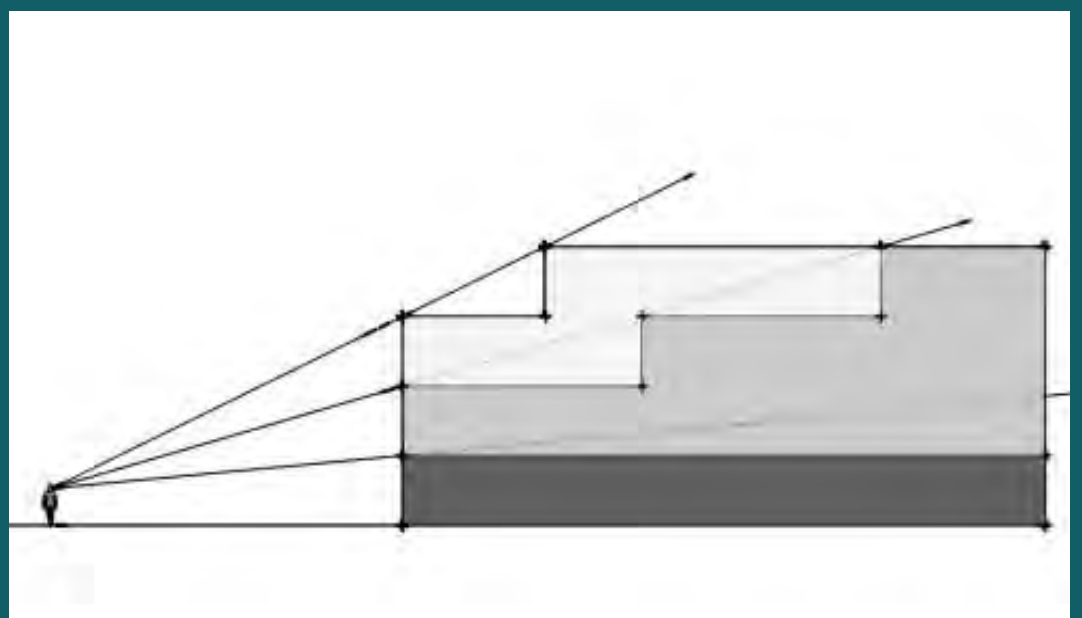
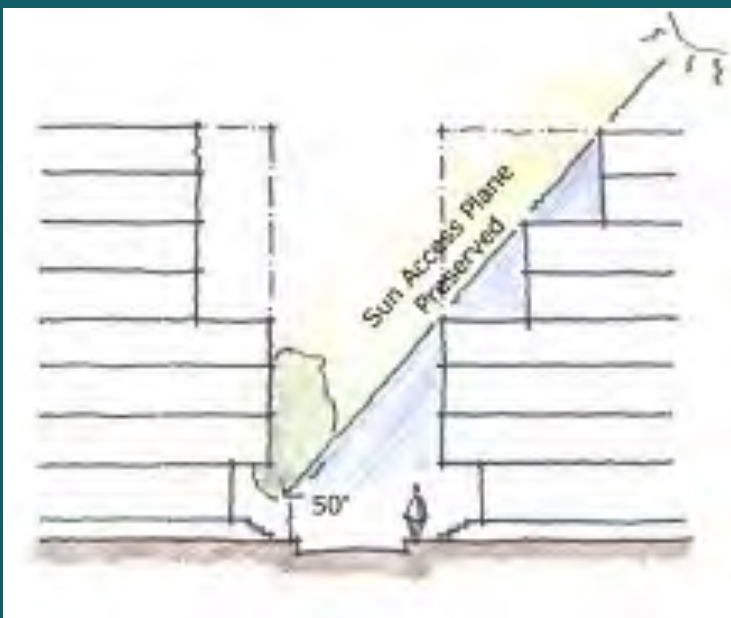
# Cleveland Character

## Supporting Info

### Stepping Back:

- Reduces visual impact/physical presence of upper floors
- Allows for more sunlight at street level; less shadowing
- Preserves or opens up views; allows some views over buildings
- 6-8ft minimum allows for useable deck/patio areas

### Sketch Examples:



# Cleveland Character Concepts

## Apply density regulations on Cleveland

### Floor Area Ratios (FARs) by lot size:

Small lot	Medium lot	Large lot
<6,001sqft	6,001-30,001sqft	>30,001sqft
FAR 2.25	FAR 2.00	FAR 1.75

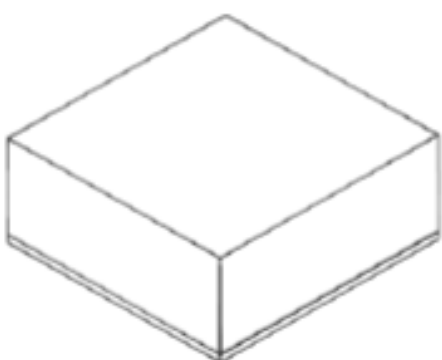
### Examples:

38024 Cleveland	38167 Cleveland	38611 Loggers
3,000sqft	10,500sqft	33,700sqft
FAR 2.02	FAR 2.21	FAR 1.75

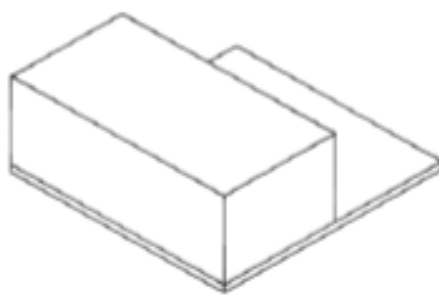


**Floor Area Ratio (FAR):** FAR is the amount of gross floor area of a building divided by the area of the lot.

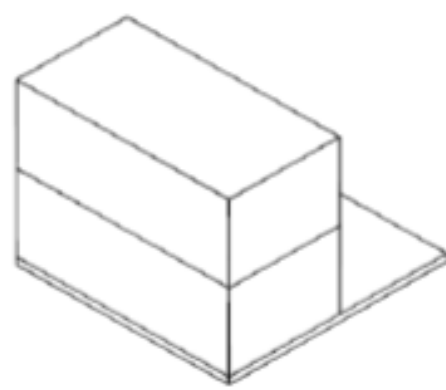
**Floor Area:** Means the space on any storey of a building between exterior walls, with exemptions.



1 FSR  
GFA = LOT AREA



0.5 FSR  
GFA = 1/2 LOT AREA



1 FSR  
GFA = LOT AREA

Note that gross floor area does not include parking or common areas such as building hallways, mechanical rooms, etc.



# Cleveland Character

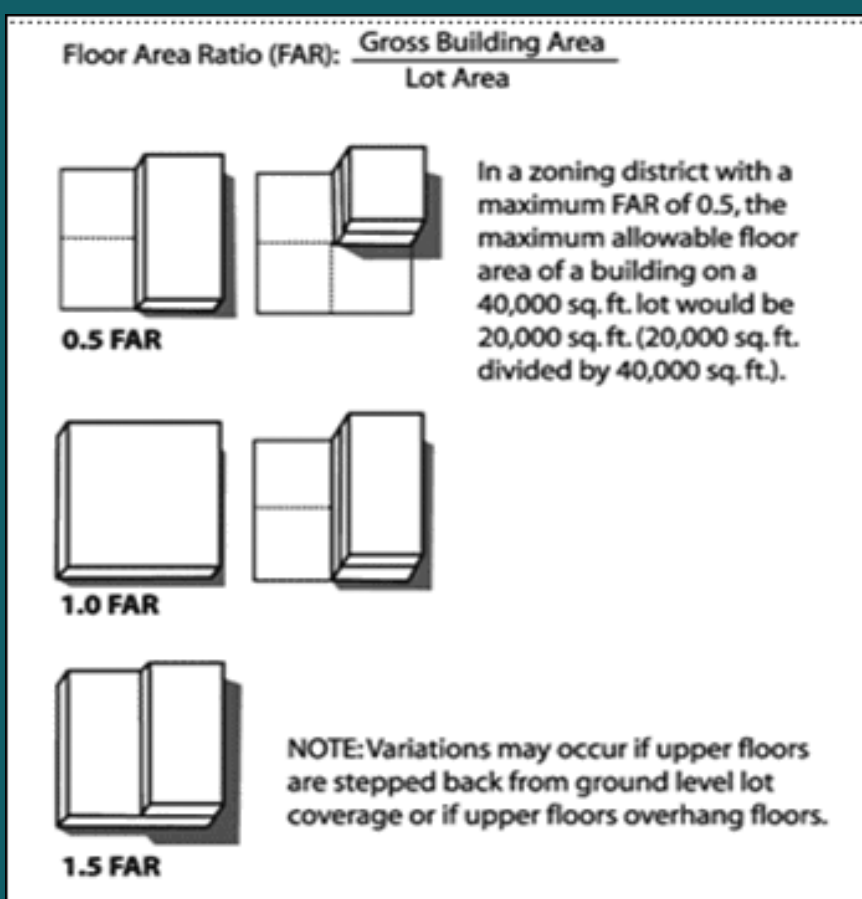
## Supporting Info

### Floor Area Ratio (FAR)

- FAR is a measure of density.
- FAR is a more creative way to regulate density and scale than height.
- FAR flexibility can be used to address views and shading by allowing density to be moved around on a lot.
- FAR will allow for a variety of forms and heights.

### Local Examples:

Location	Gross Floor Area (sqft)	Floor Area Ratio
38050 Loggers "Sirocco"	162,846	1.28
37762 Third Ave "MUD-2"	16,407	1.36
38310 Cleveland "Teardrop"	98,865	1.48
37830 Third Ave "Lizzy Bay"	43,240	1.50
38116 Loggers "Mistral"	58,984	1.75
38024 Cleveland	6,347	2.02
38167 Cleveland "Cleveland Gardens"	23,130	2.21
37870 Cleveland "PacWest"	172,500	2.39
38148 Cleveland	13,228	2.40
37881 Cleveland "The Main"	96,896	2.69



# Cleveland Character

## Supporting Info

### Public Open Space

**Creation and activation of public open space will:**

- Support Downtown revitalization;
- Create a vibrant, safe and pleasant public realm;
- Encourage active transportation (walking, cycling, transit);
- Provide mid-block cut-through opportunities for pedestrians;
- Provide ecological benefits (plantings, stormwater management);
- Activate & soften buildings through development of green roofs;
- Ensure commercial activities relate to the pedestrian through attention to architectural details at grade; and
- Contribute to Squamish's overall vitality and activity by providing open space for entertainment, events and tourism.





# Cleveland Character

## What is proposed

### Public Open Space Network

- In addition to activation of all Downtown sidewalks as redevelopment occurs, the Downtown Public Open Space Plan (on adjacent board) identifies:
  - Public parkspace & potential street segment closures to create public space (select east—west streets);
  - Future corner plazas (buildings set back at corners, activation of privately-owned public open space);
  - Waterfront walkways and adjacent green space;
  - Approximate mid-block cut-throughs; and
  - Though not identified on the Open Space Plan, guidelines will encourage creation of privately-owned public open spaces (POPOS) as redevelopment occurs.

### Proposed Measures

- View protection guidelines to maintain key views;
- Solar/shade guidelines to maintain sunlight;
- Outdoor seating, cafes, tables and outdoor displays; and
- Building awnings, lighting, and attention to architectural details at grade.

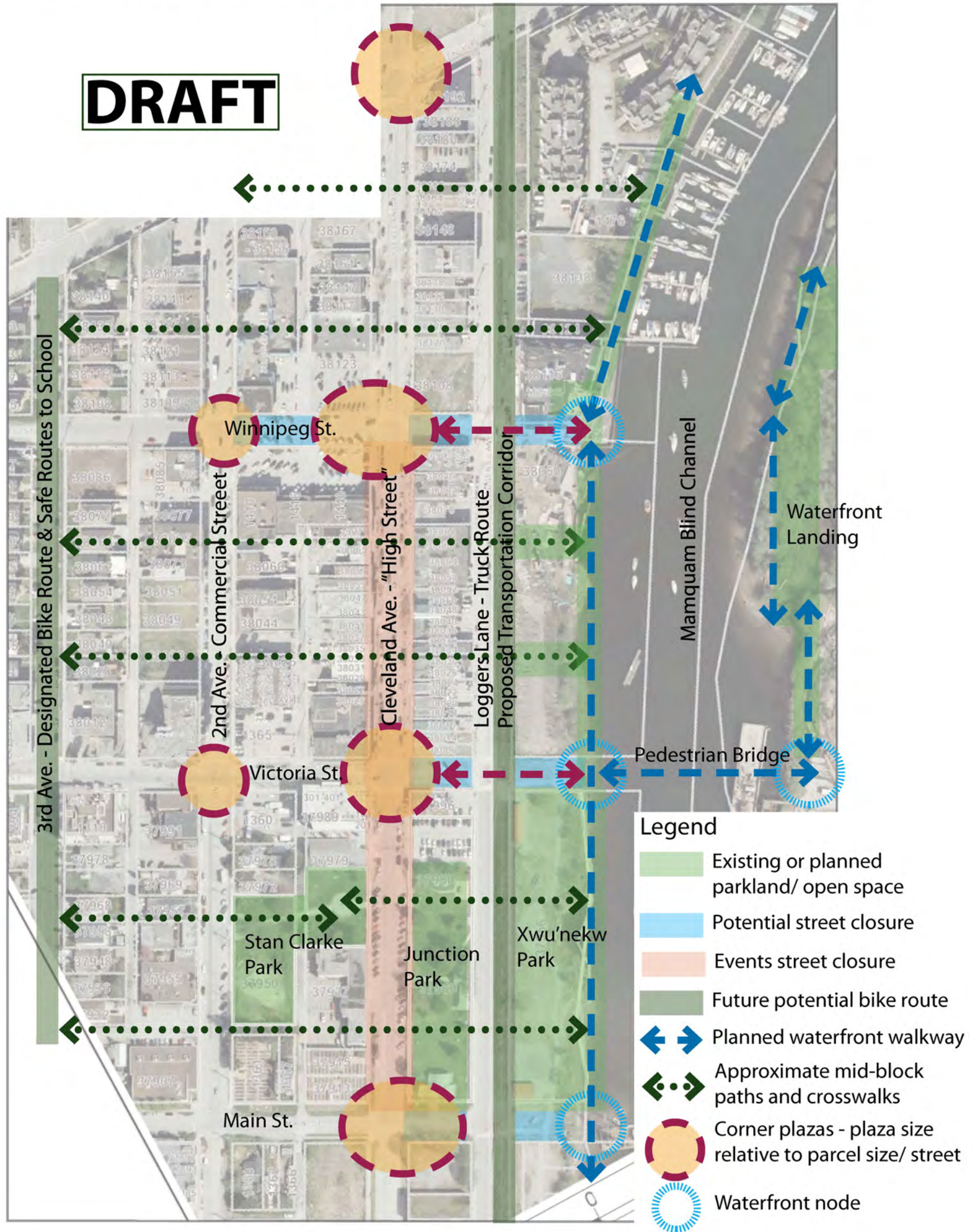


# Cleveland Character Public Open Space Plan

## Downtown Public Open Space Plan



**DRAFT**



- Legend**
- Existing or planned parkland/ open space
  - Potential street closure
  - Events street closure
  - Future potential bike route
  - Planned waterfront walkway
  - Approximate mid-block paths and crosswalks
  - Corner plazas - plaza size relative to parcel size/ street
  - Waterfront node