

# Downtown Zoning Changes - October 25 Workshop Information Sheet

## Why

The District is proposing Downtown zoning changes to implement the vision of the Downtown Neighbourhood and Active Transportation Plans and achieve the following:

- Increase commercial and office space Downtown to foster local employment;
- Improve Downtown streetscapes by making them more green and pedestrian and bike friendly, while maintaining parking;
- Preserve the existing small town “High Street” character of Cleveland Avenue.

## Where

A map outlining what properties would be subject to which of the following proposed zoning changes is included in this package.

## What

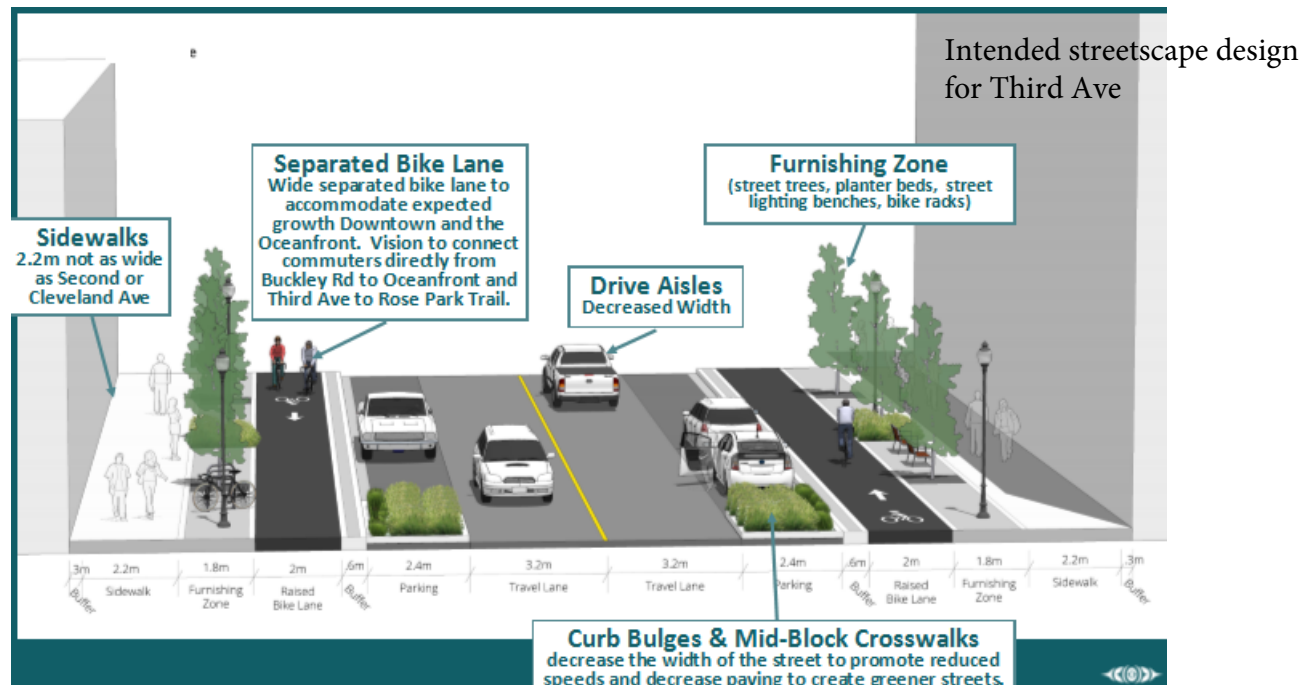
The District is proposing downtown zoning changes around four key topics:

### **Employment Space**

What’s proposed: A flexible employment space option is proposed which would require a minimum 20 % of a building’s gross floor area to be used for employment space, typically retail or office commercial, but would also allow for any other use that is not residential or parking. The employment space can go anywhere in the building, although it is likely some amount will be required along the street frontage at grade. Requiring a proportion of employment space helps achieve the goal of securing employment space to meet long term demand.

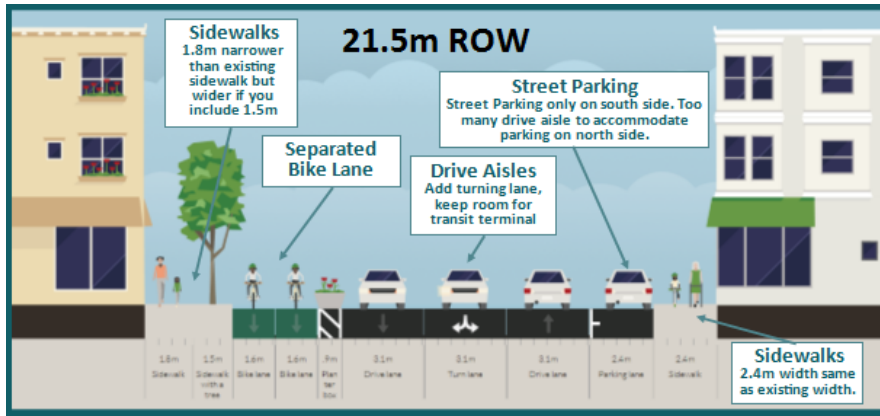
### **Setbacks along Second, Third and Pemberton Avenues**

For Third Avenue: A setback of 2.5 metres is proposed to achieve separated bike lanes and maintain on street parking.

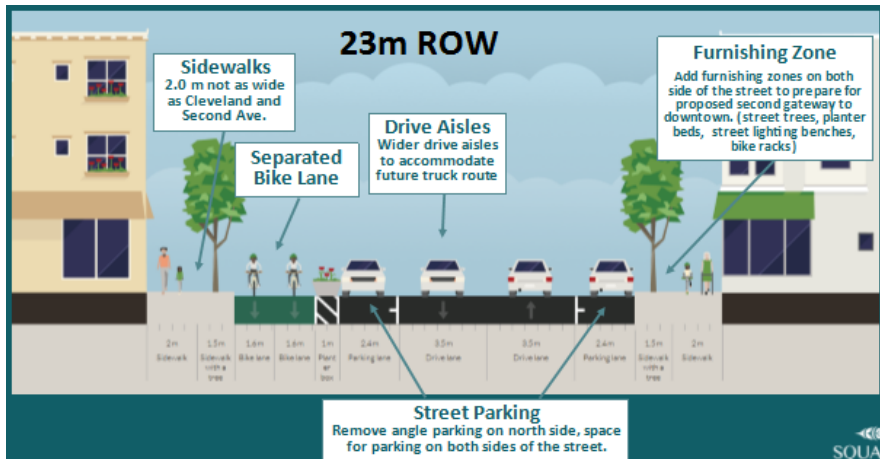


**Setbacks along Second, Third and Pemberton Avenues**

For Pemberton Avenue: A 1.5 metre setback is proposed to achieve a separated bike lane, central turning lane, and wider drive aisles to accommodate increased vehicle traffic; on street parking is preserved where possible.



Intended streetscape design for Pemberton Ave (east of Loggers Lane)



Intended streetscape design for Pemberton Ave (west of Loggers Lane)

For Second Avenue: No setback is proposed, as the proposed bike lanes have been eliminated, favouring a pedestrian oriented street with wide sidewalks, street trees; on street parking is maintained.



Intended streetscape design for Second Ave

Overall, these various setback cahnges help achieve more pedestrian and bike friendly streets while keeping on street parking where possible.

### **Cash-in-lieu Parking Regulations**

What's proposed: The downtown cash-in-lieu parking area is proposed to have a maximum of 4 cash-in-lieu stalls with the option to increase the number of commercial spaces that can be bought out as a 1 to 1 ratio of commercial stalls provided on-site to cash-in-lieu stalls.

For example, if the required number of commercial parking stalls is 8, then 4 can be bought outright, and if 2 are provided on site, another 2 can be bought out for a total buy out of 6 stalls.

Also proposed is to allow for unlimited cash-in-lieu stalls for small lots fronting onto Cleveland Ave, as an incentive to retain the existing lot size.

The dollar amount of cash-in-lieu is proposed to be increased from \$6,000 per stall (existing amount) to \$15,000 per stall, as an interim increase, until a more accurate amount per stall can be calculated through a Parking Garage feasibility study (forthcoming).

### **Cleveland Avenue Character Preservation**

Initial concepts proposed for discussion:

Apply density regulations (Floor Area Ratios, or FARs) along Cleveland Ave, as there are currently no density regulations in place. FARs are a more creative way to regulate density and scale than height, and will allow for a variety of buildings along Cleveland.

Step back upper storeys of new buildings to reduce the visual impact and physical presence of taller buildings on Cleveland's public spaces, allow for more sunlight at street level and preserve views.

Set narrow frontages (maximum commercial unit widths) along Cleveland to maintain the historic small scale of Cleveland which was originally subdivided into 25ft - 50ft wide lots and to foster a unique and identifiable downtown destination.

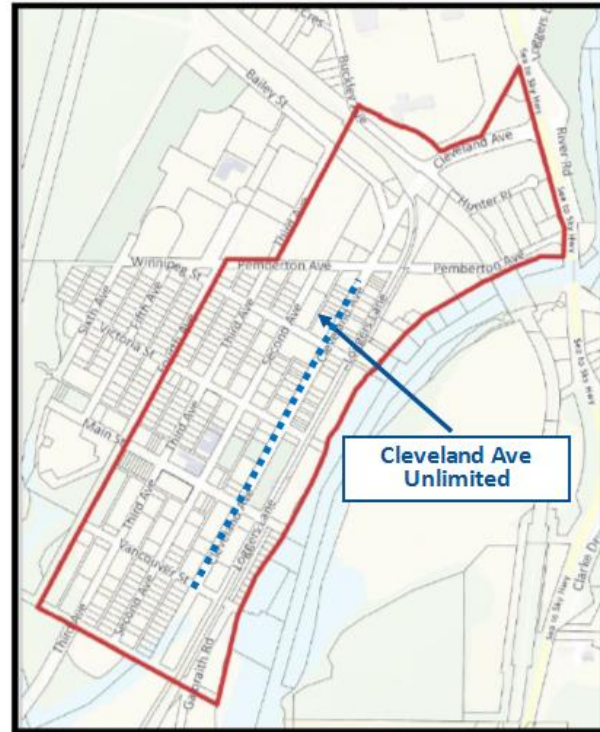
A new Downtown Public Open Spaces Plan is proposed, to be included as part of the Official Community Plan Update. A strong public open spaces plan will help us to protect views from Downtown, maintain access to sunlight and reduce shading impacts, and generally activate these spaces to bring people into Downtown and create spaces where people want to linger and socialize.

### **Have Your Say!**

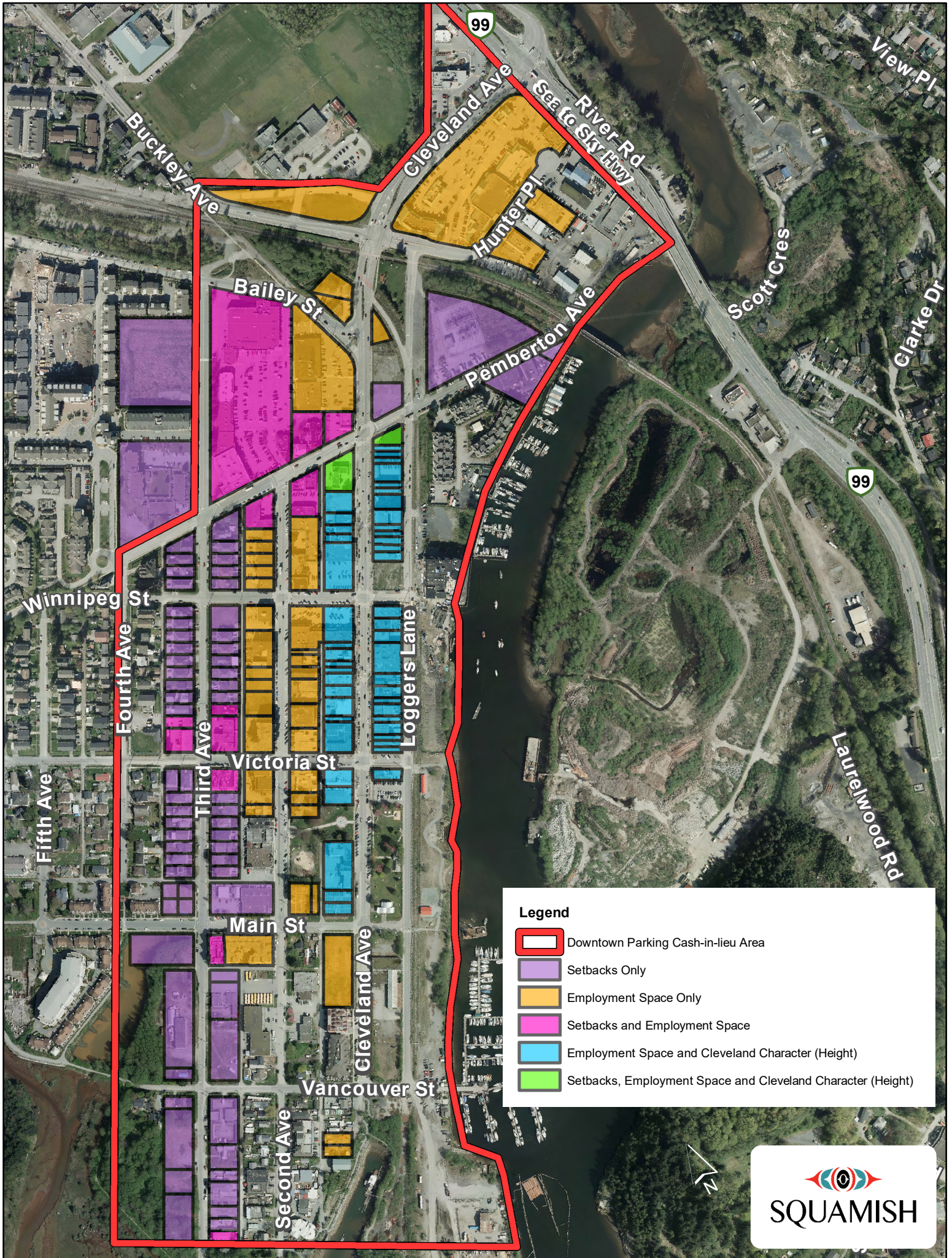
Give us your feedback on these topics by filling in the attached comment sheet. For anyone unable to attend the workshop, or wanting to provide further input, the workshop presentation, poster package and other information will be posted on the project webpage and comments can be emailed to [planning@squamish.ca](mailto:planning@squamish.ca) or dropped off in person at Municipal Hall.

Stay up to date by following the project webpage: <https://squamish.ca/downtown>

Schedule D – Downtown Squamish Off-Street Parking Requirements







**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)







# SQUAMISH

## DOWNTOWN ZONING CHANGES WORKSHOP COMMENT SHEET

*Thank you for participating in tonight's workshop. Please provide any additional comments in the boxes below.*

**Setbacks**

**Employment Space**

## **Parking – Cash-in-lieu**

## **Cleveland Character Preservation**

Please note that staff will not respond to questions posed on this comment sheet.  
Please contact the District of Squamish Planning Department at 604-815-5002  
or email your questions to [planning@squamish.ca](mailto:planning@squamish.ca)

Optional: Your Name \_\_\_\_\_  
Optional: Your contact information \_\_\_\_\_