



#SQUAMISH 2040

Official Community Plan
Bylaw 2500,2017

DISTRICT OF
SQUAMISH

OFFICIAL COMMUNITY PLAN

Schedule "A"



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Development of the Official Community Plan (OCP) has been led by the District of Squamish ('The District') and represents the cumulative efforts and extensive contributions by Squamish stakeholders through a two-year *Squamish2040: Your Future, Your Plan, Our Squamish* engagement process. The OCP update was guided and enriched by the participation of residents, landowners, local businesses and associations, community and service organizations, advisory committees, and government ministries and agencies.

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Part 1: Foundations

1. OCP Fundamentals

Purpose

1.1 What is an OCP?

The Squamish Official Community Plan (OCP) is the community's long-range plan that guides the continued evolution of Squamish over the next 25 years. The OCP informs decisions on planning and land use management and the provision of services in the community.

1.2 Why is it important?

This OCP reflects the community's values and priorities through its Vision, and presents community-wide Goals, Objectives, Policies, and Guidelines to achieve the Vision. The Plan addresses the 'big picture' for Squamish, and assists in managing change and reconciling the community's diverse interests. The OCP also offers greater certainty for residents, land owners, governments, agencies, community groups, and investors about the future growth of Squamish.

Plan Administration + Scope

1.3 How does the Plan Work?

Squamish2040 is a legally required OCP bylaw, prepared and adopted in compliance with the *Local Government Act*. The Act stipulates what must or may be included in the Plan. An OCP must include land use statements and designations for the amount and location of residential, commercial, industrial, institutional, agricultural, parks and recreation, and public utility uses; and policies for the provision of affordable, rental, and special needs housing. As Squamish works to meet its climate action commitments and carbon neutrality goals, another critical part of the plan are the targets, policies and actions for the reduction of greenhouse gas emissions. OCP policies also address other community priorities including the natural environment, transportation, and community services.

1.4 Who uses it and how?

The OCP is used by many: District Council and staff consider and apply OCP directions and policies to a wide range of municipal decisions (such as budgeting, servicing, capital projects, and in the review of land use and development proposals); citizens, landowners and businesses reference the OCP when making property and investment decisions; school districts, agencies and community organizations rely on the OCP to guide facility planning, program and service delivery.

The OCP is implemented by the District through ongoing planning, decision-making, on-the-ground action, and partnerships. Its implementation also relies on annual strategic planning and resourcing, monitoring, and reporting on progress. Once adopted, all bylaws enacted by Council must be consistent with the OCP. The OCP bylaw, however, does not commit Council, nor local or regional partners, to proceed with specific projects identified in the Plan. The OCP cannot and does not represent any commitments from First Nations, other governments, agencies, or organizations to act according to community objectives or policies.

1.5 Plan Amendments

As a ‘living plan’, the OCP is reviewed and updated at least every five years. Council may also authorize periodic OCP updates to proactively address or respond to changes in the community or local, regional and global trends or opportunities. Both minor and major plan amendments are subject to a formal Council review and approvals process which includes public consultation, a public hearing and, required notifications.

1.6 Application + Scope

The OCP applies to the entire municipal area within the District of Squamish boundary, with the exception of Squamish Nation Indian Reserves (‘reserve lands’) which are governed by the Squamish Nation. Land use decisions concerning fee simple lands owned by the Squamish Nation within municipal boundaries will be informed by intergovernmental agreements and municipal legislation (e.g. the Community Charter and Local Government Act). Federal and provincial lands and authorities are discussed in Section 6.

OCP Organization

The OCP is organized and presented in six parts:

Part 1 establishes a foundation for the plan by charting the community’s Vision, and outlining the District’s Mission and core community Goals for a shared vibrant and sustainable future.

Part 2 presents a community snapshot focusing on People and Place—including the important relationships and shared interests the community has with local First Nations, regional, provincial and federal governments, agencies, organizations, institutions, and businesses. Part 2 also presents a framework for community engagement and participation for meaningful and informed decision making.

Part 3 identifies long-term Objectives and Policies to achieve the Vision and Goals in specific plan areas.

Part 4 presents legislative land use designations, development approval information areas, and temporary use permit policies to guide land use activities within Squamish and clarify development information requirements for municipal review.

Part 5 presents Development Permit Area designations, schedules and associated guidelines for:

- protection of the natural environment;
- protection from hazards such as flood, debris and steep slopes;
- form and character of multi-unit and intensive residential, commercial and industrial activities;
- energy and water conservation; and
- GHG reductions.

Part 6 describes Plan Implementation and the connections between this document and other key municipal regulations, guidelines, and plans. It describes how the District will measure the progress and performance against plan Objectives and targets using community indicators.

1.7 Plan Structure + Function

Squamish2040 presents a community Vision and District Mission, together with Goals, Objectives, Policies, and Guidelines for guiding and directing the growth and evolution of the community. Their purpose and function are described below:

Vision. The overarching aspiration for the future state of the community—what we want to achieve by 2040. The Vision represents community inputs collected and compiled through participation in the OCP update.

Mission. A statement outlining the District’s purpose, mandate and local government role in the community. The mission identifies what the municipality is working towards achieving at this time.

Goals. Ideals or conditions to be achieved; expressed as ‘ends’ or aspirations.

Objectives. Statements of intent or ‘means’ to achieve a Goal or desired end result. Objectives guide future decisions in specific areas and are intended to be achievable, measurable, relevant and time-bound where possible.

Policies. Specific statements that represent a preferred course of action to contribute towards achieving specific OCP Goals and Objectives. Policy directions may be presented as mandatory requirements (e.g. “shall” or “must”) if they are within District jurisdiction and control. For matters that are outside the jurisdiction of the District, ‘advocacy and partnership polices’ are used to describe where and how the District would like to work with First Nations, other governments, agencies, or organizations to advance the community Vision, Goals and Objectives.

Guidelines [Development Permit Areas]. Recommendations, guiding principles or instructions that direct where and how development occurs in a designated Development Permit Area – see Part 5.

Targets and Performance Measures [Plan Implementation]. Established indicators and values that demonstrate progression towards or away from plan Goals and Objectives. Measures or indicators must be specific items of information that describe observable and measurable characteristics or changes in corresponding outcomes – see Part 6.

Squamish2040 Update + Engagement Process

This OCP update is the culmination of an extensive two-year community engagement process designed to revisit and update the community plan for Squamish in 2040. Hundreds of participants, including children, youth, and elders, community organizations, Squamish Nation members, governments, agencies and partners, have participated in its development. Public workshops, citizen led “OCPizza Party” group discussions, online questionnaires, and mobile outreach engagement activities were designed to involve and consult the community on important topics and decisions to guide a shared future for Squamish.

The project was divided into four phases: Visioning & Big Ideas, Emerging Directions, Drafting the Plan & Review, and Finalizing the Plan & Approvals (Figure 1-1).



Figure 1-1. Squamish2040 OCP Update Phases

In Phase 1, the community shared what it values most about Squamish, including visions and priorities for the future. Phase 2 invited the community to dive deeper into emerging policy directions based on inputs from Phase 1, informed by the many plans, strategies and initiatives undertaken by the District in the past 5 years. In Phase 3, the community reviewed a Discussion Draft to affirm the Vision, Goals, Objectives and Policies, prior to its refinement and finalization in Phase 4.

1.8 Community Planning Issues + Key Drivers

Updated OCP plan Goals, Objectives and Policies respond to major trends such as global climate change, and aim to address issues and key drivers that have surfaced through the community engagement process. These include:

- **Rapid Growth:** As a fast-growing community with shifting demographics, carefully managed growth is essential to avoid sprawl and environmental degradation, plan for efficient infrastructure and create complete, connected neighbourhoods where people can live, work, play, and shop. Between 2011 and 2016, the population grew by 13.8% to 19,893, ranking Squamish as the sixth fastest growing Canadian community between 10,000 to 100,000 people.

The bulk of housing growth in the region between 2016 and 2036 is expected to occur in Squamish. The community is also expected to continue to capture a greater proportion of children and families in the Sea to Sky Corridor.

- **Housing Affordability and Supply:** Strong growth and rising housing prices in neighbouring regions are placing pressure on the Squamish housing market. Housing is increasingly unaffordable for many local residents. Residents are concerned about being able to afford or find suitable housing in order to stay in the community. Affordable housing supply is also a key factor for employers who need to attract and retain a skilled local workforce.
- **Economy and Local Jobs:** Local jobs and business opportunities are needed to support a diverse and sustainable economy and improve the quality of life for all. This requires preservation of critical employment lands, promoting business retention, growth and innovation, and focusing on local skill development and infrastructure needs. Increasing local employment opportunities and job participation rates will also ensure that Squamish doesn't become entrenched as a 'bedroom community'.
- **Local and Regional Transportation:** People need safe, convenient and accessible ways to get around Squamish, to neighbouring communities in the Sea to Sky corridor, and around the region. Better options for walking, cycling and transit will help reduce the reliance on single occupancy vehicles and support a more affordable and active community.
- **Environmental Protection:** Squamish's natural environment is the backbone of the community. It provides habitat for fish and wildlife, plants and ecological communities, and valuable ecosystem services. It also supports the health and well-being of residents, and provides world-class recreation and tourism activities vital to the Squamish economy. As Squamish grows, so too does pressure on natural environments within and surrounding the community. Growth must be managed to avoid (firstly) or minimize impacts on the natural environment, and to enhance natural areas wherever possible.
- **Community Health and Well-being:** More than 60% of our health is determined by the environment where we live, work, learn, and play. How Squamish is planned and the way in which the community grows has a significant impact on the health of citizens and generations to come. Though the community is physically active, it is still highly auto dependent which can have a detrimental impact on air quality and advance sedentary behaviours that can lead to chronic illnesses. Healthy built environments that promote active travel, play and connected, accessible and complete neighbourhoods are needed to support social, physical, and mental well-being at all ages and stages of life. For Squamish to thrive, basic needs must be adequately met, from nutrition, housing, sufficient income, health and support services, public health and safety, as well as accessibility, social connections supporting community cohesion and resiliency.

To achieve the Goals, Objectives and targeted outcomes in the plan, focus and attention is placed on the following:

- balancing local jobs and affordable housing;

- maintaining adequate employment lands;
- managing growth pressures for local lands in the face of hazards and a changing climate;
- protecting environmentally valuable resources including food systems;
- enhancing community health, equity, and social sustainability;
- prioritizing active transportation and mobility; and
- increasing emergency management and preparedness.

2. Vision

The Vision for Squamish2040 sets the foundation for the Plan. A clear, shared vision defines and brings meaning to what's important for the future of Squamish. It guides the District's Mission, as well as the Goals, Objectives and Policies of the Plan to inform local decision making.



In contributing to this Vision, the community expressed key values and principles promoting livability, access to natural areas and their protection, affordability, accessibility and community connectedness, equity and inclusiveness, health and wellness, education and lifelong learning, a diverse thriving economy, and creative artistic and cultural expressions vital to community life (Figure 1-2).

The OCP provides direction on how the Vision for Squamish2040 may be achieved and implemented. Most importantly, it compels and guides necessary transitions to adapt to a changing climate, build relationships in a time of Reconciliation, and proactively respond to shifting regional and global contexts and evolving community needs. The Vision will be realized by progressive and innovative actions and collective leadership on the part of the District, residents, businesses, First Nations and government agencies, service providers, non-governmental organizations, investors and developers.



Figure 1-2. Community ‘Vision Tree,’ created from Phase 1 public inputs.

3. Mission

The District’s Mission is to protect and enhance the livability and sustainability of the community, and to embrace and benefit from the opportunities before Squamish. The District of Squamish will be successful in serving the needs of the community and achieving its Vision through the following principles that guide decision-making and prioritize action:

- Forward-Thinking and Responsive Governance
- Balanced and Resilient Economy
- Maximized Built Environment
- Connected Community
- Future-Focused Environmental Stewardship

4. Goals

Squamish2040 is guided by five Goals. The Goals represent community ambitions shared during the OCP update process and build upon the social, economic, and environmental sustainability of Squamish. They have directly informed the development of Objectives and Policies and are woven throughout the Plan.

4.1 Resilient



Squamish residents, community agencies and organizations, government and businesses work together to strengthen resilience and adapt to change creatively and collaboratively. Squamish has a strong and sustainable local economy that can weather global shifts and uncertainty. Squamish is a climate action leader, adapting to the effects of climate change. People, services and facilities are increasingly self-reliant and prepared for emergencies and natural hazard events.

The community's capacity to support itself is strong; all citizens, including those most in need, are supported and have access to local food, appropriate housing and essential community and social services. Municipal plans, policies and operations are adaptive and promote collaboration to effectively sustain the community's long-term social, economic and environmental health.

4.2 Healthy



In Squamish, the health and wellbeing of the community is holistically supported, including the physical, emotional, spiritual facets of health and wellness; it is not simply the absence of disease. A healthy built environment supports active living and mobility; affordable and accessible age and family-friendly housing across the housing continuum; parks and natural open space; and access to healthy local foods in close proximity to all neighbourhoods.

Squamish kids have a strong start and early childhood development is promoted and nurtured, while lifelong learning opportunities enrich and support the community. Squamish's most vulnerable citizens are cared for with dignity and respect, and suitable facilities and services are available for residents of all ages, stages of life, abilities, incomes, interests, and cultures. The community's natural areas and ecological assets on which our health and prosperity depend are protected.

4.3 Connected



In Squamish, people feel connected, welcomed and genuinely included; citizens know their neighbours and feel a sense of community across cultures and generations. The community is accessible by an active transportation network of trails, sidewalks, and cycling paths; it's easy to move around town by transit and shared roadways which connect neighbourhoods to employment and activity centres. Residents have access to a variety of efficient regional

transportation options; commuters are not dependent on single-occupant vehicles. Community

gathering spaces foster social connections, and allow for celebration of our coastal mountain character by reconnecting with the waterfront and surrounding wilderness. Technology and innovation are leveraged to connect Squamish, build digital literacy and support social change and economic growth, bringing us closer together rather than farther apart.

4.4 Liveable



Squamish is highly liveable, with a vibrant small-town feel. Diverse local employment opportunities exist, bringing a balance between well-paying jobs and affordable and diverse age-friendly housing options. Development is sustainably managed and financed to ensure adequate services and amenities support the needs of the community. Natural assets, access to green spaces, blueways, and recreation are maintained and protected. The waterfront and local neighbourhoods in Downtown Squamish thrive with plentiful opportunities for people to live, work, play, and shop. Residents and visitors come together to enjoy local arts and entertainment; year-round activities and world class recreation, festivals and events enrich life, the economy and build our cultural capital. Affordable arts, recreation and cultural programs, and education and training opportunities abound.

4.5 Engaged



The community is passionate and engaged in community and civic life. Residents, including children and youth, understand, actively participate in and have a voice in local decision-making. A culture of collaboration exists along with meaningful opportunities for involvement. Mutually respectful relationships are forged amongst all citizens as we build greater cross-cultural understanding and learn together. Reconciliation efforts between Aboriginal and non-Aboriginal people continue. Opportunities for artistic, cultural and political expression are nurtured. Squamish residents are engaged in meaningful work and volunteerism close to home. The District values, demonstrates and shows leadership in open, transparent, accessible, and forward-thinking governance.

Part 2: People + Place

5. Community Context

Natural History

At the northern tip of a glacially etched fjord, Squamish is surrounded by a spectacular mountain backdrop nestled within a temperate rainforest. Squamish and its surrounding area boasts a dynamic geologic past. The Howe Sound basin is situated at the northern end of BC's Cascade mountain chain, which formed in the last 1.6 million years. Ice ages lasting thousands of years have shaped rugged mountain peaks and serpentine river valleys below. Today the community sits at the confluence of five



major river systems, including the Squamish, Mamquam, and Cheakamus Rivers, along with the Mamquam and Cheekeye Rivers that are tributaries to and enter the Squamish River within 10 km of its confluence with Howe Sound. The Squamish River originates in the Pemberton Icefield, travels almost 150 km and represents approximately 90% of all the water that enters Howe Sound. The Squamish and Stawamus Rivers meet the sea in the Squamish River Estuary, a highly productive ecosystem which drains 3,650 square kilometres of coastal rainforest.

The total land area of the District is 11,730 hectares and relief ranges from 0 – 900 metres above sea level. Squamish is within the Coastal Western Hemlock (CWH) biogeoclimatic (BGC) zone, which has the highest average rainfall of any BGC zone in the province. Natural areas support a range of fish and wildlife species with valuable aquatic and terrestrial habitat value and local biodiversity.

Skwxwú7mesh | First Peoples

Coast Salish peoples have existed and prospered in the lands around Skwxwú7mesh since time immemorial. The incorporated municipal area of the District of Squamish is located on the unceded core traditional territory of the Skwxwú7mesh Úxwumixw (Squamish Nation) which spans 6,732 square kilometres (673,200 hectares). A portion of these lands are also part of the traditional lands occupied by the Tsleil-Waututh Nation.



The Skwxwú7mesh Úxwumixw (Squamish People, villages and community) have rich and diverse links to the lands and waters that embrace all of Howe Sound, including settlements and villages, resource sites, spiritual and ritual places, and cultural management areas. The traditional governance of Skwxwú7mesh Úxwumixw was declared through the ‘Prayer of Amalgamation’ as part of the Squamish Indian Band Amalgamation in 1923.

The Nation’s population spans 23 villages within nine communities stretching from North Vancouver to Gibsons Landing and the northern area of Howe Sound. While geographically dispersed, these communities are linked by their traditions, heritage and culture.

Over 60% of the more than 3,600 Squamish Nation members live on-reserve. Within Squamish, reserve lands include Ch’iyákmes (Cheakamus) IR 11, Poquiosin & Skamain IR 13, Wíwk’em (Waiwakum) IR 14, Íkwikws (Aikweks) IR 15, Siyí7ch’em (Seaichem) IR 16, Kewtín (Kowtain) IR 17, Yekw’ápsem (Yeakwapsem) IR 18, and St’á7mes (Stawamus) IR 24. The Nation’s on-reserve population within Squamish in 2016 totalled 381, with pronounced population growth for several reserves - Wíwk’em (44% growth over 2011) and Yekw’ápsem (22% growth over 2011). As a percentage of the total population, 6.5% of Squamish residents have an Aboriginal identity.

Through their community development plans for their traditional territory, Skwxwú7mesh Úxwumixw aim to increase housing opportunities within Squamish Valley, and balance environmental protection

Kayachtn (Welcome)— Skwxwú7mesh

The word ‘Squamish’ is an English adaptation of the First Nations word ‘Skwxwú7mesh’, which means “Mother of the Wind” and “people of the sacred water”. Within the OCP, ‘Squamish’ is used for consistency with municipal documents. The plan calls attention to the District’s aim to integrate indigenous place names within community plans, wayfinding and signage over time.

and economic vitality, for a safe, secure and nurturing environment to live, study, work, play, and enjoy a high quality of life now and for future generations [excerpted from www.squamish.net].

Early Settlements + Incorporation

In the late 1800s, early European settler activity focused on farming in Squamish. By the early 1900s, the focus was on railroad development with construction of the Pacific Great Eastern Railway linking Squamish through the Cheakamus Canyon north to Pemberton and beyond. An Act to incorporate Squamish received Royal Assent on March 4, 1914, however, the valley



continued to exist as a collection of separate communities linked by Government Road. Downtown Squamish was incorporated as a Village in 1948. Access to Squamish from Vancouver was via ferry, and the highway link was established by 1958. The economy continued to develop, with logging, mining in Britannia (south of Squamish), and operation of the Woodfibre pulp mill in Howe Sound. Expansion of pulp production capacity in BC led to the eventual construction of Squamish Terminals, a deep water port that continues to anchor the economy today. In 1964, Squamish, Brackendale and Mamquam (the “Middle valley” where Garibaldi Estates is today) were amalgamated into a new District Municipality of Squamish.

Squamish has grown and evolved into an active and multi-cultural community made up of established neighbourhoods and outlying rural areas spanning almost 15 kilometres south to north. The majority of community gathering places are located within the local floodplains, including the historic town centre of Downtown Squamish.

Historic excerpts and photograph sourced from the Squamish Historical Society and the Squamish Public Library: <https://www.squamishhistory.ca/historyofsquamish>

2016 Community Snapshot

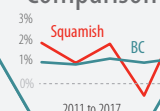
POPULATION & DEMOGRAPHICS

19,893
2016 Census Agglomeration

Growth Rate

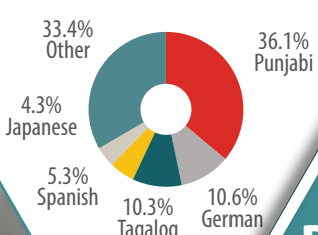
2011-2016 **13.8%**
2006-2011 **14.6%**

Growth Comparison



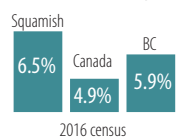
Language

Non-official languages spoken at home (2016)

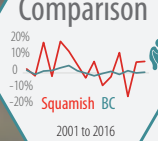


Aboriginal Population

6.5 percent of the population is Aboriginal, slightly higher than the provincial average.



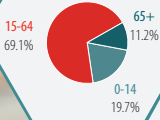
Birth rate Comparison



Age

Squamish has a younger age profile than the rest of British Columbia. Almost 60% of its population is under the age of 40, compared to 49% in metropolitan Vancouver and 47% in the rest of British Columbia.

Age 2016 census



Median Age

37.8

Family Characteristics

10.3% Living Alone
62.4% Living as Couples
4.9% Lone parent family (73% female)
(2016)

Immigration

+16.9% from 2011
77% Non-immigrants
23% Immigrants

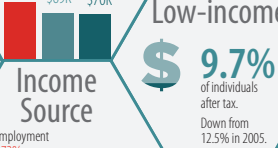


Employment and income

The median household income in Squamish is higher than BC and Canada.

Median Household Income

\$88,366
Squamish \$88.3K, BC \$69K, Canada \$70K



Income Source

9.7% of individuals after tax. Down from 12.5% in 2005.



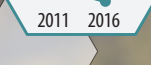
Low-income

9.7%

of individuals after tax. Down from 12.5% in 2005.

Un-employment Rate

6.3% (2011) **5.5%** (2016)



Birth Place

Asia 41%, Americas 13%, Europe 40%, Other 13%

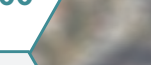


Place of Work

62% in Squamish
14% in SLRD
23% outside SLRD
1% outside BC

Work from home

8.9% (2011) **12%** (2016)



Employment Participation Rate

76.1%



Un-employment Rate

6.3% (2011) **5.5%** (2016)



Family Characteristics

25.5% 20-34 living with at least one parent compared with 22% in 2011.

Total Families (in private dwellings)

5,625 (2016)

Average Household Size

2.6 (2016)

Couple Families

46.4% without children, **53.6%** with children (2016)

HEALTH & WELLNESS



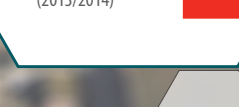
Food Security

In 2011, the proportion of households in the North Shore/Coast Garibaldi (HSDA) that were moderately food insecure was below the provincial rate.



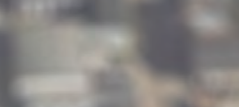
Self-rated Mental Health

Fair/Poor 7%, Good 31%, Excellent/Very Good **61%** (2013/2014)



Sense of Belonging

71%

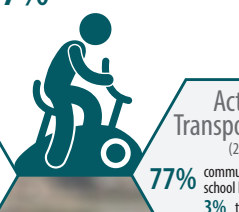


Early Childhood Vulnerabilities

32% Squamish North
38% Squamish South
(overall rate for 1+ developmental scales)

Physical Activity

62% adults 150 minutes/week
17% students 12-17 1 hour/day



Active Transportation (2016)

77% commute to work or school by car as the driver
3% transit
6% walk
4% bike

Child Poverty Rate (2013 by Census Agglomeration Area)

16% Ages 0-17 years in low income families



Apartment

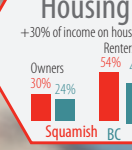
5 year price index +55.8
\$369,800 Squamish
\$526,300 Greater Vancouver

Townhouse

5 year price index +80.8
\$729,400 Squamish
\$675,500 Greater Vancouver

Home Price Index

In 2016, the benchmark price for a detached home was 45% less in Squamish than Greater Vancouver.



Affordable Housing

+30% of income on housing. Renters: Owners 30%, 24%; Squamish BC 54%, 45%

Attached

Squamish Vancouver BC
53% **85%** **55%**

Single Detached

Squamish Vancouver BC
46% **15%** **44%**

Own vs Rent (2016 census)

Own **73%**, Rent **27%**

Median Rental Rate (2016 census)

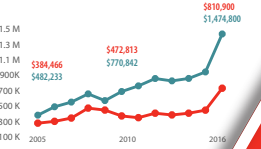
\$1,201

Rent Affordability

36% spent more than 30% of before-tax income on rent.

Home Price Index

In 2016, the benchmark price for a detached home was 45% less in Squamish than Greater Vancouver.



Housing Type

47% of Squamish's population lives in single-detached houses, compared to 15% in Vancouver.



Rental Market

In 2016, Squamish had the lowest apartment vacancy rate in the province.



Own vs Rent (2016 census)

Own **73%**, Rent **27%**

Median Rental Rate (2016 census)

\$1,201

Rent Affordability

36% spent more than 30% of before-tax income on rent.

BUILT ENVIRONMENT



Household Waste Production

Squamish residents dispose of more garbage per person than the provincial average.
634 kg per person (2015)
Down from 1,111kg in 2008.

Water Usage

Average water volume capita of population served is higher than the Canadian average.
CANADA **483** litres/day, SQUAMISH **556** litres/day

Number of Occupied Dwellings

7,377 (2016)
↑11.3% over 2011

Rental Market

In 2016, Squamish had the lowest apartment vacancy rate in the province.

Own vs Rent (2016 census)

Own **73%**, Rent **27%**

Median Rental Rate (2016 census)

\$1,201

Rent Affordability

36% spent more than 30% of before-tax income on rent.

Air Quality

8 mg/m3 micrograms per cubic metres

Average annual airborne particulate matter levels. Planning goal: 6mg/m3

Forestry Road

270+ Kilometres

Parks and Natural Areas

71

Recreation Trails

460+ Kilometres

Squamish Watercourses

514 km Combined length (2016)

Linear Diking

19+ Kilometres

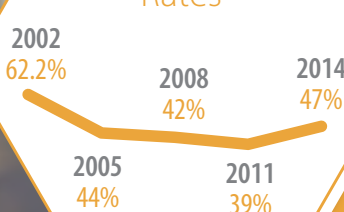
NATURAL ENVIRONMENT



Environmentally Sensitive Areas

42% of municipal area (more than half are riparian & ocean areas)

Municipal Election Turnout Rates



COMMUNITY ENGAGEMENT



SquamishAlert

Number people registered for SquamishAlert Emergency Notification System since its launch in the fall of 2016.

1,948 (as of December 31, 2016)

2010 Squamish Vital Signs Report

45.7% Participation rate.

6. Intergovernmental + Community Relations

First Nations

Strengthening cooperation and mutual support by working collaboratively with First Nations towards respective community goals and objectives is vital to fostering more *Resilient* and *Connected* communities. This important work involves a collective journey towards Reconciliation, as well as revisiting and creating new government to government protocols and processes based on meaningful engagement respecting matters of mutual interest.

Reconciliation Calls to Action

The OCP gives voice to the community's vision to be inclusive and respectful of all, while supporting and enabling citizens to thrive. The importance of Truth and Reconciliation and honouring and strengthening relationships with Aboriginal peoples is vital to this effort. It begins with acknowledging the profound impacts of Canada's colonial history and residential school system on local Aboriginal people, their families, and communities, both Aboriginal and non-Aboriginal. This system was part of a larger policy and process of assimilation for over a century, in which Aboriginal peoples were subject to what can be described as cultural genocide—the destruction of the political and social structures and practices of a group.



The District is committed to initiate a long-term journey towards Truth, Healing and Reconciliation in Squamish, as part of a larger 'Region of Reconciliation' (SLRD, September 22, 2016)—one that is connected to a national movement for Reconciliation in Canada. Reconciliation calls for a reframing of individual and collective relationships citizens hold with Aboriginal and non-Aboriginal people based upon our shared history; a process expected to span many generations. The District supports Reconciliation and healing efforts, engagement and partnerships to build strong relationships with First Nations founded in respect and recognition of Aboriginal rights and title, culture, and heritage.

6.1 Objective

- a. Strengthen relationships with First Nations through policies, processes and actions to advance and support Reconciliation in Squamish.

6.2 Policies

- a. Initiate co-creation of a long-term Reconciliation Framework for partnership and relationship building with First Nations, based on the United Nations Declaration on the Rights of Indigenous Peoples.
- b. Identify and resource Reconciliation efforts as a strategic priority in the District's Strategic Action Plan for full integration within municipal policies and practices, projects, and programs and services.
- c. Collaborate with Squamish Nation to commemorate and honour missing residential school children and community members impacted by the residential school system, including a visible space or monument within the community.

Community Planning with First Nations

The OCP has been written without prejudice nor to infringe on First Nations' Aboriginal title and rights to their traditional territories. The District acknowledges and respects the governing laws, policies, customs and land use plans for the lands and waters within the Squamish Nation's core traditional territory; this includes the *Xay Temíxw (Sacred Land) Land Use Plan* that presents the Nation's vision for forests and wilderness areas, land use and management zones, *Kwékwayex Kwelhàynexw ta Skwxwú7mesh Temixw* (Squamish Nation Wild Spirit Places), and economic development priorities. Also recognized is the *Sea to Sky Land and Resource Management Plan (SSLRMP 2008)*, which provides direction for planning and management of Crown lands, waters and resources within the sub-region, and was built on government to government discussions and legal agreements between the Province and First Nations. Wherever possible it is the intent of this OCP to harmonize and align with planning and management directives and agreements established through these documents.

Squamish Nation is the licensee and owner of lands within the District of Squamish municipal area that have been returned to the Nation through various accommodation and land use agreements with the Province. These agreements pertain to cultural sites and management areas, forestry tenures, licenses of occupation, lands for *Addition To Reserve (ATR)*, fee-simple lands owned by the Nation, and Provincial Crown lands. These lands that have been or may be expected to be acquired by the Nation in the future, both within and outside the municipality's identified Growth Management Boundary, are vital to support the Nation's existing and future cultural, environmental, political, and economic development interests in serving the needs of their community.

6.3 Objectives

- a. Recognize and honour local Indigenous traditions, knowledge, wisdom and self-governance within First Nations' traditional territories.
- b. Strengthen government to government relationships with First Nations and build trust, respect, and resiliency within our shared communities.
- c. Work together to address issues and policy matters of mutual interest and importance through joint planning wherever appropriate to capitalize on shared opportunities and community benefits within Squamish and the region.

6.4 Policies

- a. Respect ongoing processes and Aboriginal Title and Rights matters between First Nations and the Federal and Provincial governments.
- b. Acknowledge Squamish Nation's existing reserve, fee simple and future accommodation lands, both within and adjacent to District of Squamish boundaries, that are vital to the Nation's cultural, environmental, political, and economic interests to serve the needs of their community and future generations.
- c. Explore new ways to bridge municipal and First Nations community planning, as communities work to meet their respective goals, priorities and needs. Facilitate mutual engagement and participation in ongoing District plans respecting natural hazard mitigation, economic development, tourism, education and training, community health and wellbeing, and stewardship and marine planning efforts for Howe Sound.
- d. Jointly develop government to government protocols and processes based on principles for Reconciliation for:
 - i. addressing long-term land, water and resource planning and economic development opportunities within Squamish Nation's traditional territory; and
 - ii. referrals for land use and economic development matters, and policy initiatives and programs of mutual interest and importance.
- e. Work with the Nation in good faith in future joint planning respecting lands held by Squamish Nation both within and outside the District's identified Growth Management Boundary.

- f. The District will remove OCP land use designations and continue to engage with Squamish Nation on future area planning and development servicing (in accordance with joint protocols as they are developed) for future lands confirmed by INAC as *Additions to Reserve* (ATR) that directly contribute to advancing Reconciliation through improved access to land and resources for community and economic development.
- g. Continue engagement with the Squamish Nation to formalize servicing agreements for the provision of municipal services to current Reserve and future ATR lands.
- h. Partner with Squamish Nation and the health authority on community health, education, training initiatives and monitoring to close gaps and improve health outcomes.

Federal, Provincial + Regional Government Relations

The District engages in ongoing collaboration with local and senior governments to implement the OCP's vision, goals and objectives. Interactions with federal authorities focus primarily on fisheries, federal 'species at risk', railway transportation safety, and shipping and navigation legislation. Collaboration with the Province involves the development of public policies and service delivery in areas such as natural resources, agriculture, transportation, the environment, parks, natural hazards, housing and health.

The District of Squamish is part of the Squamish-Lillooet Regional District (SLRD)—a local government federation consisting of four member municipalities (District of Lillooet, Village of Pemberton, Resort Municipality of Whistler, District of Squamish) and four unincorporated rural Electoral Areas (A, B, C, D). The SLRD encompasses approximately 38,000 residents.

The SLRD provides a variety of services in unincorporated areas including solid waste management, building and fire protection, emergency preparedness and 911 services, recreation, water and sewer utilities, transit, trails and open spaces, and financial support for libraries, television rebroadcasting and similar community services.

The SLRD also plays a role in land use planning within the region, primarily through implementation of its Regional Growth Strategy (RGS), adopted on June 28, 2010. The RGS contains strategic directions to promote socially, economically, and environmentally healthy settlements, and to ensure efficient use of public facilities, land, and other resources. It establishes nine major goals, as well as a section on implementation and monitoring.

6.5 Objectives

- a. Work closely with federal and provincial governments to address local community interests where areas of local government jurisdiction are affected.
- b. Collaborate with the SLRD, member municipalities and unincorporated rural Electoral Areas in the region to support the implementation of the Regional Growth Strategy.

6.6 Policies

- a. Establish clear protocols and practices for early and ongoing intergovernmental communication and referrals.
- b. Liaise and coordinate with provincial ministries and federal agencies in regard to their jurisdictional interests and authority.
- c. Collaborate with SLRD member municipalities and unincorporated rural Electoral Areas for continued communication and coordination on regional issues through Elected Officials Forums, round tables, staff information sharing, referral systems, and working committees.
- d. Establish inter-jurisdictional MOU's, protocol agreements and working committees to improve collaboration and coordination on regional issues.
- e. Establish regional protocol measures to assist with inter-jurisdictional disputes and conflict resolution.

7. Squamish Regional Context Statement

The mission of the Squamish Lillooet Regional District (SLRD) Regional Growth Strategy (RGS) adopted in 2008 through Bylaw 1062 is “To enhance the quality of life of constituents through the facilitation of regional and community services for the benefit of present and future generations.” This mission is supported by nine goals which provide the strategic directions that will be used to address growth management challenges within the timeframe of the plan.

Goal 1: Focus Development into Compact, Complete, Sustainable Communities

Goal 2: Improve Transportation Linkages and Options

Goal 3: Support a Range of Quality Affordable Housing

Goal 4: Achieve a Sustainable Economy

Goal 5: Protect Natural Ecosystem Functioning

Goal 6: Encourage the Sustainable Use of Parks and Natural Areas

Goal 7: Create Healthy and Safe Communities

Goal 8: Enhance Relations with Aboriginal Communities

Goal 9: Improve Collaboration among Jurisdictions

The *Local Government Act* requires that each municipality prepare a Regional Context Statement (RCS) as part of its Official Community Plan (OCP) explaining the relationship between the OCP and the RGS. The OCP Bylaw, as adopted by District of Squamish Council, contains goals, objectives and policies that directly support the strategic directions set out in the Squamish Lillooet Regional District RGS.

As a key implementation mechanism for the RGS, this RCS outlines the extent to which the District’s OCP is consistent with the RGS, and, if and where inconsistent, how the municipality intends to achieve consistency over time. It maintains the District’s authority to make local planning decisions, while ensuring that the Council and the Regional Board agree upon matters of legitimate regional interest.

7.1 RCS Table of Concordance

The District of Squamish RCS Table of Concordance (Appendix II) identifies the relationship between the District OCP and the RGS strategic directions. The Table of Concordance includes a summary of the RGS strategic directions for each of the nine goals and identifies the specific OCP objectives and policies which are aligned with the strategic directions as either supporting or implementing policies. In some cases the entire OCP objective or policy is included, in other cases a summary or the objective or policy is provided. District OCP policies and objectives are followed by section reference numbers corresponding to the OCP numbering system.

7.2 Consistency Over Time

The *Local Government Act* requires that the RCS must specifically identify how the official community plan is to be made consistent with the Regional Growth Strategy over time. The District of Squamish OCP policies and objectives reflect strong consistency between the OCP and the RGS. However, minor inconsistencies have been identified between the boundaries of the Settlement Areas depicted in the RGS and some OCP land use designations (**Schedule B**) and the Growth Management Boundary (**Schedule C**). Specific inconsistencies are located in the east Depot Road area, along the Mamquam River upstream from the existing gravel quarries, and in the Little Stawamus Creek area. These inconsistencies are proposed to be addressed through changes to the District of Squamish Settlement Areas through the Regional Growth Strategy update process which is occurring concurrently to the development of this Official Community Plan.

8. Community Engagement + Collaboration

Strengthening engagement and growing a culture of community collaboration and innovation advances the OCP's Goals to be *Engaged, Liveable* and *Connected*. The District is committed to open, transparent and responsive government and providing meaningful opportunities for citizens to actively participate in local decision-making that affects their lives and wellbeing. In this way, 'citizens' goals and aspirations lead us'.

Essential to achieving these goals are open communication, data sharing, and a high level of citizen engagement. Cooperation and partnerships also play a critical role in advancing the OCP's Goals, through intergovernmental and cross-sector efforts.

Information Access + Citizen Engagement

8.1 Objectives

- a. Demonstrate open and transparent leadership and accountability in enterprising government.
- b. Enhance access to information.
- c. Proactively and regularly communicate, engage and solicit community feedback through a diversity of communications channels.

8.2 Policies

- a. Regularly report progress on OCP performance measures, strategic priorities and actions through the District's Annual Report (see OCP Part 6 Implementation Framework).
- b. Make pertinent information readily available to the community. Continue to expand published open data for community use and partner to develop and enhance a community portal for community resources and services.
- c. Improve the quality, variety and access to digital and other communication tools to improve engagement with citizens and businesses.
- d. Support digital literacy programs and initiatives that provide digital resources, services and infrastructure and connect all residents and businesses regardless of income, ability, geographic location, language, or age.
- e. Develop and implement a Corporate Social Responsibility Policy as a framework for integrating sustainability values (social, economic and environmental) within

the municipality's operations, guidelines and business practices (e.g. procurement and waste reduction).

8.3 Objectives

- a. Promote the value and importance of community participation.
- b. Provide residents and affected stakeholders meaningful, early and ongoing opportunities to engage in community decisions that affect them.
- c. Maintain two-way dialogue with all citizens, including the children and youth of Squamish, as well as community partners, governments, and agencies.
- d. Exceed 50% voter turnout by the 2022 local election, and increase turnout by underrepresented groups.

8.4 Policies

- a. Consider all stakeholders affected by and interested in decisions, and provide timely and accessible information necessary for their meaningful participation. Utilize the *International Association for Public Participation (IAP2)* framework in engagement activities for municipal decision making and reporting.
- b. Allocate adequate financial, human and technical resources for effective public participation in policy and decision-making.
- c. Continue to explore, test and learn from best practices and innovative technologies for improved community engagement and electoral participation.
- d. Honour and uphold the *Squamish Children's Charter of Rights* to ensure children and youth rights, needs, voices, and perspectives are represented in municipal policies, processes, civic activities, programs, and initiatives.
- e. Engage the diverse cultural communities within Squamish and celebrate cultural and ethnic diversity through cultural events, festivals and community activities.
- f. Use innovative tactics to stimulate interest, improve outreach and increase citizen participation in civic elections by identifying and eliminating barriers for groups that are voting less. Develop tactics for registering youth as voters upon their 18th birthday.
- g. Publicly communicate all new development proposals and capital projects in a timely, clear and accessible way.

Inter-Agency Collaborations

8.5 Objective

- a. Increase cross-sector collaborations and support community partnerships in planning and delivery of municipal services, programs and facilities.

8.6 Policies

- a. Continue to support ongoing collaborations with Vancouver Coastal Health (VCH) that promote health in priority areas and aim to reduce health inequities and improve local health outcomes.

TEXT BOX: District of Squamish – Vancouver Coastal Health Collaboration Agreement

The Squamish2040 OCP update was supported by collaborations with Vancouver Coastal Health (VCH), community organizations, and researchers. Funding and cross-sector participation in OCP ‘Health Deep Dives’ was provided as part of the planH program (implemented by BC Healthy Communities Society), which enabled deeper integration of healthy communities focus areas. The District’s ongoing partnership with VCH is supported through a Healthy Communities Collaboration Agreement which guides joint work on priority planning areas affecting health including but not limited to:

- Healthy Built Environment (HBE) and neighbourhood design;
- healthy housing;
- local food systems;
- active transportation;
- age-friendly and accessibility policies; and
- early childhood development.

- b. Strengthen partnerships and collaborations with School District 48. Undertake proactive joint planning with the Board of Education for future school expansion sites and associated amenities to support community growth in the short, medium and long-term (Section 9), as well as in the areas of active transportation (Section 20), early childhood development, and healthy built and social environments (Section 25). Advance opportunities for joint programs and shared facilities that provide greater access to wider range of offerings within the community.

Part 3: Objectives + Policies

9. Growth Management

Squamish continues to experience strong growth. In 2016, Squamish was listed in the Top 25 fastest growing Canadian communities with a population over 5,000, reaching 19,512 residents. This was a 13.7% increase over the 2011 Census and was significantly higher than the provincial growth average (5.6%) and the national growth average (5%). The bulk of housing growth in the Squamish Lillooet Regional District (SLRD) between 2016 and 2036 is expected to occur in Squamish (42%). Squamish is also expected to continue to capture a greater proportion of children and families in the Sea to Sky Corridor, and is an increasingly popular choice for families looking for more affordable alternatives to Metro Vancouver.

SLRD municipalities are generally expecting an average annual growth rate between 1.5-1.8% to the year 2036. Adjusting for Squamish's historically higher growth rate over the regional average, the community could see a higher projected growth trajectory, potentially reaching 30,000 by 2031 and 34,000 by 2036. Substantial development capacity remains available within existing neighbourhoods and designated development areas to accommodate this anticipated population growth. Under a high growth scenario, however, Squamish could see approximately 24,000 new residents by 2036 with an associated housing need for 9,600 new units, or 480 units per year. In this high growth scenario, some additional lands identified for future growth may be required within the timeline of this plan to meet both local housing and employment needs. Under a low or moderate growth scenario, additional residential capacity will not be required.

Strong growth management policy will ensure Squamish evolves in a manner that contributes to its livability and reflects the community's vision, values and needs without compromising those of future generations. Carefully managing growth avoids sprawl, preserves natural areas, maintains a working land base and green infrastructure, minimizes municipal infrastructure costs, and facilitates complete and connected neighbourhoods generating a net-positive contribution to the community. Fostering increased local employment opportunities will reduce the reliance on long distance highway commuting and the associated impacts. Growth management policies in this plan focus on establishing a Growth Management Boundary, outlining requirements of sub area planning, and addressing conditions for extension of municipal servicing.

The Growth Management Boundary adds clarity and strengthens the District's land use, infill, area planning, and development phasing policies. It delineates the areas within which residential growth, development and infrastructure investment should be directed in Squamish over the next 20 years. It also promotes compact and complete development within a defined area, supports infill, improves walkability and transit viability, and reduces carbon emissions by discouraging or restricting residential sprawl into undeveloped lands on the periphery of the community.

Sub area plans are comprehensive, long range plans prepared for a distinct geographic area within the municipality and are adopted by bylaw as schedules of the OCP. Sub area plans provide a greater level of detail respecting land uses, density, and form and character attributes for a defined area. They can be focused on established neighborhoods, newly developing areas, or sites with unique qualities. Sub area plans are generally consistent with overall policies of the OCP, but they typically present area specific policies and plans based on detailed analyses.

Sewer and water utility operating expenditures make up a significant portion of the District of Squamish's annual budget. Focusing residential development in areas with existing infrastructure provides additional tax revenue to support ongoing maintenance costs for that infrastructure. Carefully managing the extension of municipal services can help maximize existing infrastructure and minimize future infrastructure costs.

Growth Management Boundary

9.1 Objectives

- a. Promote compact infill development rather than sprawling greenfield development to make efficient use of the limited land base and existing infrastructure.
- b. Enable development to accommodate anticipated community growth.

9.2 Policies

- a. Direct all residential development and associated commercial, industrial and institutional development to occur within the District's Growth Management Boundary, shown on **Schedule C**.
- b. Direct the majority of residential development within the Growth Management Boundary to the following areas:
 - i. Downtown;
 - ii. Oceanfront Peninsula;
 - iii. Waterfront Landing;
 - iv. Quest University;
 - v. Tantalus Road area;
 - vi. Ross Road area, provided an area-wide or partial Cheekeye Fan debris flow hazard structural mitigation strategy has been accepted by Council; and
 - vii. infill of vacant and underutilized lands and brownfield sites within existing neighbourhoods.

- c. Recognize that although *Future Residential Neighbourhood* areas identified on **Schedule B** are identified for long-term residential growth, they are not intended to accommodate growth until substantial completion of residential infill development opportunities has occurred.
- d. Recognize substantial completion of residential infill development opportunities within the Growth Management Boundary to have been achieved once either:
 - i. the District’s population reaches 34,000, as identified by either annual provincial population estimate, or the federal census; or
 - ii. construction has been completed for 75% of the development potential established under:
 - A. the combination of any density targets outlined in all approved sub area plans referenced in Sections 9.4.a. and 9.4.c.;
 - B. the maximum densities enabled under existing zoning regulations for vacant parcels in areas not included in a sub-area plan; and
 - C. Floor Area Ratios identified in land use designations for vacant, undeveloped parcels in the Downtown area.
- e. Despite Section 9.2.a., consider the following land uses for all lands outside the Growth Management Boundary:
 - i. significant employment generating activities, excluding service commercial;
 - ii. industrial activities which requires minimal servicing;
 - iii. recreation tourism activities consistent with the Squamish brand; or
 - iv. economic development opportunities located around the municipal airport;
 - v. proposals consistent with 9.2.f.
- f. Despite Sections 9.2.a. and 9.2.c., consider residential neighbourhood development in a portion of *Future Residential Neighbourhoods* parcels located adjacent to existing developed neighbourhoods once the District’s population has reached 22,500—as identified by either annual provincial population estimate or the federal census—provided the following criteria are met:
 - i. the development proposal provides extraordinary community benefits; and
 - ii. Council has adopted policies that address all items identified in Section 9.2.h.

- g. An extraordinary community benefit considered in relation to development on *Future Residential Neighbourhood* land must significantly exceed community amenities secured through the standard development process and must achieve some or all of the following goals:
 - i. provides Squamish with a transformative improvement that supports the community goals of resilience, health, connectivity, livability and engagement;
 - ii. takes advantage of either a previously identified or new opportunity;
 - iii. resolve a major community challenge for which no other viable solution exists; and
 - iv. protect core assets critical to the Squamish brand and identity including, but not limited to, adventure recreation amenities related to rock climbing, trail running, mountain biking, wind sports and water sports.

- h. Address the following policy needs through the adoption of relevant guiding policies by Council prior to consideration of any development in *Future Residential Neighbourhoods*:
 - i. brand asset inventory identifying the specific recreational and connectivity value of all trails and key recreational assets within the District;
 - ii. community amenity contribution policy specifying target contributions and allocation of contributions pertaining to rezoning applications throughout the District;
 - iii. affordable housing policy identifying expectations for affordable and inclusionary housing provision, integral to the development/project and/or contributions secured through rezoning applications;
 - iv. missing middle housing policy and regulations enabling and encouraging the development of diverse housing types within a neighbourhood such as duplexes, triplexes, fourplexes, courtyard apartments, and bungalow courts;
 - v. updated community wildfire protection plan defining wildfire risk areas, identifying measures necessary to mitigate wildfire risks and outlining a plan of action and proposed cost to implement the measures; and
 - vi. a steep slope Development Permit Area (DPA), adopted as an amendment to the OCP.

- i. Ensure Council and the community engage in a preliminary, cursory consideration of proposed extraordinary benefits for development in *Future Residential Neighbourhoods* to determine the adequacy of the proposed benefits prior to the full development application receiving Council consideration.
- j. Once substantial completion of residential infill has occurred, consider the following prior to initiating *Future Residential Neighbourhood* sub area planning:
 - i. OCP growth management policies;
 - ii. real estate market conditions of supply and demand; and
 - iii. proximity to and capacity of municipal servicing infrastructure.
- k. Consider major changes to the Growth Management Boundary only as the outcome of either:
 - i. a comprehensive review and update of the OCP;
 - ii. ongoing joint planning with First Nations described in 9.2.1;
 - iii. sub area planning for the Cheekeye Fan in response to acceptance by Council of an area-wide or partial fan hazard mitigation strategy; or
 - iv. a comprehensive public engagement process that clearly identifies the rationale, benefits and consequences of the proposed change and involves meaningful community review to ensure the public concerns and aspirations are consistently understood and addressed.
- l. Recognize transfer of provincial Crown lands to First Nations through past or future negotiated accommodation agreements. Work with First Nations to identify and consider future changes to land use governance and growth management policies to address lands acquired to facilitate First Nation’s cultural and economic development objectives. OCP amendments under this policy will involve:
 - i. early and ongoing government to government engagement between the First Nation and the District of Squamish respecting land use and development interests;
 - ii. determination of shared principles and protocol for governing land use and development within the community; and
 - iii. collaborative and harmonized joint land use planning.
- m. Recognize Squamish Nation governance for future lands added to any existing Squamish Nation reserve or established as new reserve lands through the federal *Indigenous and Northern Affairs Canada Additions to Reserve (ATR)*

process. In these cases, local government land use designations and zoning do not apply and will be repealed.

- n. For proposed recreation or adventure tourism resorts outside the District's Growth Management Boundary or on the periphery of the District of Squamish boundary that have Council support, do not support the inclusion of residential development beyond what is required for staff accommodations, and commercial occupancy, to avoid development sprawl.
- o. Despite 9.2.a, ALR lands (outside of First Nation Reserves) are intended for agriculture and related uses in accordance with the Agricultural Land Commission Act (ALCA) and Regulation, regardless of their inclusion within the Growth Management Boundary.

Sub Area Planning

9.3 Objectives

- a. Guide the scope, timing, and character of existing and new sub area development planning.
- b. Undertake early and ongoing consultation to seek input from the community for sub area plan development.

9.4 Policies

- a. Recognize the following adopted sub area plans identified on **Schedules C**, which form part of the District of Squamish OCP:
 - i. Oceanfront Peninsula Sub Area Plan (Bylaw 2157, 2010) **Schedule N**;
 - ii. Waterfront Landing Sub Area Plan (Bylaw 2483, 2016) **Schedule O**;
and
 - iii. Sea to Sky University Sub Area Plan (Bylaw 1812, 2004) **Schedule P**.
- b. Require sub area plans adopted by Council before any new residential or commercial development approvals are issued on properties identified for Future Sub Area Plans on **Schedule C**.
- c. Complete sub area plans in the following existing neighbourhoods, identified as Neighbourhood Planning Areas on **Schedule C**, initiated through the annual budget process and by a resolution of Council:
 - i. Garibaldi Estates
 - ii. Logger's East
 - iii. Dentville

- iv. Valleycliffe
- v. Brackendale
- vi. North Yards
- vii. Garibaldi Highlands

d. Prepare sub area plans in accordance with OCP objectives, directions and policies and include the following components, as appropriate:

- i. detailed land use plan, including total developable land, maximum dwelling units, commercial and industrial land uses, consideration of neighbourhood nodes;
- ii. locations of institutional, educational and emergency services including police, fire and rescue services;
- iii. phasing and sequencing of the proposed development, with integrated consideration of neighbouring servicing, municipal infrastructure planning and provision, and phasing of public services and amenities;
- iv. fiscal impact assessment;
- v. density targets and housing mix for the complete build out of the sub area in order to ensure the efficient and fiscally responsible provision of municipal infrastructure, public facilities and transportation systems, and to inform evaluation of the completed proportion of residential infill development opportunities within the Growth Management Boundary as per Section 9.2.d.;
- vi. inventory of natural hazards and hazard mitigation and response strategies, including a wildfire interface hazard assessment and a Fuels Management Strategy;
- vii. inventory of environmentally sensitive areas and wildlife habitats, and identification of significant, contiguous areas for protection and restoration, based on an environmental impact assessment of proposed future development;
- viii. inventory of existing recreational values and opportunities for protection and enhancement of trail corridors, parks, open space, and greenway corridors;
- ix. healthy built environment principles, including, but not limited to, walkability, concentration of uses and services, transportation, proximity to natural areas and green spaces, accessible and affordable housing and food, and opportunities for social connections;

- x. multi-modal transportation network and circulation plan, including pedestrian and cycling trails, neighbourhood connectivity and linkages, and transit;
 - xi. strategies to address potential conflict between proposed areas of development and lands used for natural resource economic activities, including identification of forest stewardship opportunities and practices;
 - xii. public amenities;
 - xiii. agricultural opportunities, including local food production;
 - xiv. consideration of a district or alternative energy system;
 - xv. approaches to address proximity to railways where applicable using strategies outlined in 'Guidelines for New Development in Proximity to Railway' produced by CN Rail;
 - xvi. design guidelines, including consideration of sustainable design and technologies;
 - xvii. consideration of climate change impacts;
 - xviii. jobs-to-housing density target ratios;
 - xix. evaluate watershed hydrology and develop strategies to address stormwater, groundwater, drainage and water quality issues in order to mitigate impacts on existing developed or natural areas;
 - xx. heritage assets; and
 - xxi. any other matters as directed by Council.
- e. Ensure preparation of a sub area plan includes comprehensive public engagement. The engagement process, whether led by proponents or the District, should identify and address community aspirations as well as public concerns, and provide residents with information on the rationale, benefits and consequences of the proposed plans.
- f. Consider the integration of Conservation Subdivision Design principles in sub area planning to minimize disturbance to environmentally sensitive areas and maximize preservation of greenspace by:
- i. initiating development planning by identifying and protecting conservation areas such as riparian areas, old growth forests, wildlife habitat areas, steep slopes, and buffers;
 - ii. clustering development into nodes in order to preserve larger, contiguous conservations areas zones; and
 - iii. utilizing compact neighbourhood design and higher densities to minimize the overall development footprint and required infrastructure.
- g. As part of a Garibaldi Estates neighbourhood sub area planning process:

- i. provide opportunities for increased housing diversity and density; and
 - ii. initiate a public process to repeal the 'District of Squamish V.L.A. Subdivision Bylaw 211, 1966' to support infill development near the Garibaldi Village commercial area.
- h. Amend the Sea to Sky University Sub Area Plan to provide additional detail regarding the spatial allocation of park space, a future school site, trail and active transit connectivity, a neighbourhood node and the remaining residential development capacity.
- i. Amend the Zoning Bylaw to ensure that development of land included in the Sea to Sky University Sub Area Plan meets the projected housing density, housing mix and commercial uses outlined in the sub area plan.

Extension of Servicing

9.5 Objectives

- a. Ensure the fiscally responsible provision of municipal services and minimize infrastructure life-cycle costs.
- b. Adequately service new development to support public health.

9.6 Policies

- a. Do not extend municipal water and sewer servicing to land within the Growth Management Boundary designated as *Conservation and Ecological Reserves*; *Resource*; or *Restricted Industrial* on **Schedule B**.
- b. Do not service land outside the Growth Management Boundary with municipal water and sewer except:
 - i. where existing infrastructure is already provided;
 - ii. for public health reasons; or
 - iii. for land uses consistent with 9.2.e which have been approved by Council.
- c. Do not extend municipal water and sewer servicing to areas located above an elevation of 200 metres, unless for public health reasons.
- d. Discourage the extension of municipal infrastructure services to isolated properties and consider servicing these properties only in situations where the development is consistent with the objectives of the OCP, demonstrates a net positive impact and benefit to the community, and when accompanied by an

adopted sub area plan. Consideration may also be given to extension of services to avoid a proliferation of small independent systems that may be prone to failure resulting in increased health risks.

10. Natural Environment

Squamish is blessed with significant natural assets that provide rich habitat diversity and valuable ecological services, traditional foods and supplies, and places for outdoor recreation and enjoyment that contribute to community wellbeing. Ecosystem goods and services (natural capital) are an integral part of the municipality's infrastructure system. They provide quantifiable value to the community, including climate regulation and carbon storage, air and stormwater infiltration and purification, nutrient cycling and crop pollination, as well as potable water.

A variety of designated and protected provincial parks and ecological reserves exist within Squamish, such as the Skwelwil'em Squamish Estuary Wildlife Management Area, Brackendale Eagles Provincial Park, and the Baynes Island Ecological Reserve. However, many unprotected sensitive ecosystems are at risk of degradation and increasing fragmentation. Sensitive ecosystems account for approximately 42% of the municipal area; more than half are riparian or ocean areas. Another 30% are considered important ecosystems that provide habitat, wildlife corridors and ecosystem services, but have been modified by human use.

Protecting the environment while accommodating housing, employment and associated recreation and amenity needs requires careful planning to protect both ecological and human health. The OCP elevates local values respecting environmental protection and stewardship expressed by the community and presents policies to avoid and minimize cumulative impacts to natural areas and biodiversity over time. The plan also identifies objectives, policies and actions to protect water quality and source supply, and maintain air quality within the Sea to Sky air shed.

Natural Areas Network

10.1 Objectives

- a. Preserve, protect, restore and enhance the natural environment, its ecological functions and local biodiversity.
- b. Preserve watershed health and ecosystem network connectivity through integrated watershed management.

10.2 Policies

- a. Establish and preserve a comprehensive natural areas network within Squamish to support the health and productivity of aquatic and terrestrial ecosystems.
- b. Protect areas with significant ecological and habitat values, including sensitive ecosystems and important wildlife corridors.
- c. Work with First Nations, regional and senior governments, agencies, and community organizations in the protection, management and stewardship of

natural areas, local parks, ecological reserves, and wildlife management areas in perpetuity.

- d. Work with community partners to assess ecosystem health, set ecosystem protection targets, and track ecological values and natural assets over time.

Environmentally Sensitive Areas

10.3 Objectives

- a. Protect sensitive ecosystem areas, including species and ecosystems at risk.
- b. Minimize habitat loss and fragmentation of environmentally sensitive areas.
- c. Rehabilitate and enhance previously degraded or fragmented natural areas.

10.4 Policies

- a. Maintain and periodically update the District's inventory and classification of environmentally sensitive areas and associated environmental DPA guidelines as new information and best practices are available.
- b. As collected, incorporate information on species and ecosystems at risk, wildlife habitat mapping, travel data, and wildlife trees and buffers to augment the District's environmentally sensitive areas designations.
- c. Preserve sensitive ecosystem areas in their natural condition and maintain these areas free of development and human activity to the maximum extent possible.
- d. Wherever possible, seek public ownership of designated environmentally sensitive lands.
- e. Work with community partners on a strategy to prioritize, acquire, protect, and restore environmentally sensitive lands.
- f. Wherever possible, link sensitive areas such as aquatic habitats to parks, greenways, or other natural areas to strengthen the natural areas network.
- g. Support and partner on community projects that restore the overall function and health of local ecosystems.

Ecologically-Sensitive Development

10.5 Objectives

- a. Support long-term ecosystem integrity, human health and resilience.
- b. Employ comprehensive environmental permitting and environmental management guidelines to assess development growth in concert with the community's environmental values and protection objectives.

10.6 Policies

- a. Apply clear growth management and land use policies to focus compact growth while directing development away from highly environmentally sensitive areas.
- b. Require site-specific assessments prior to any proposed development of lands designated as an Environmental Review Area within Development Permit Area 1 (**Schedule K-1**) for the Protection of the Natural Environment, its Ecosystems and Biodiversity. Site-specific environmental assessments should incorporate habitat protection and environmental management objectives for specific moderate and high sensitivity ecosystems identified within and adjacent to the site.
- c. For land use planning and development of future sub area plans and *Future Residential Neighbourhoods* (**Schedule B**), environmental assessments must consider the context of larger habitat systems as part of the District's natural areas network. Area planning and impact assessments should identify strategies for protecting environmentally sensitive areas, their living resources and the connections between them.
- d. Wherever possible, assess and consider cumulative effects of site-level development and potential development impacts at a larger scale and over time. Plan to avoid or mitigate cumulative impacts on terrestrial and aquatic health, water quality and landscape fragmentation resulting from development.
- e. For new or significant redevelopment, the preferred approach to achieve the District's environmental objectives is to first avoid negative environmental impacts, followed by minimizing or mitigating impacts, restoration, and finally compensation.
- f. Pursue creation of an environmental conservation fund or habitat bank to provide additional compensation options. Establish robust criteria for habitat contributions and compensation guidelines with input from senior government

agencies. Use of conservation funding will be allocated according to local ecological enhancement priorities at the District’s discretion.

- g. Wherever possible, newly created legal lots will preclude designated buffer areas, such as streamside protection and enhancement areas (SPEAs), necessitating private conservation covenants. Providing a sufficient buildable area to meet minimum lot area, and accessible and usable outdoor open space outside of riparian and other sensitive areas must be clearly demonstrated at subdivision.
- h. Provide opportunities for the integration and public enjoyment of natural areas and support low-impact, sustainable recreation where appropriate and without adversely affecting environmentally sensitive areas.
- i. Promote an environmental ethic and build understanding and awareness through public education.

Eco-Assets

10.7 Objective

- a. Recognize, maintain and support ecosystem services and ecological assets.

10.8 Policies

- a. Apply and integrate natural capital in the municipality’s *Asset Management Plan* to recognize the role of ecosystem services (eco-assets) and provide for their maintenance and regular support alongside traditional capital assets.

Squamish River Estuary

10.9 Objectives

- a. Sustain the ecological health and productivity of the Squamish River Estuary, while balancing shared interests and activities to support the socio-economic base of the community.
- b. Consider the Estuary as an ecological unit and promote broad awareness and build understanding about the presence, ecological features and function and value of the Squamish River Estuary.

10.10 Policies

- a. Continue to partner with Squamish Nation, senior governments, local agencies, and organizations and community representatives (industry, environment,

commercial and recreation interests) in shared leadership, multi-jurisdictional coordination, integrated management, and stewardship of the Squamish River Estuary.

- b. Coordinate planning and management of land and water areas for Estuary conservation, and industrial, commercial, recreation, and intermodal transportation-related uses while maintaining the Estuary’s environmental integrity.
- c. Ensure development is subject to environmental impact avoidance and mitigation measures, and considers appropriate buffers for distance, noise and visual separation to protect natural habitat areas.
- d. Recognize the Estuary transportation corridor (**Schedule B** and Figure 10-1) as a regionally and provincially significant access route linking Squamish Terminals Ltd. to the Highway 99, and as being designated for future road and rail infrastructure as needed. For all future transportation proposals, review, consult and consider the ecological, economic and social impacts of the transportation corridor.

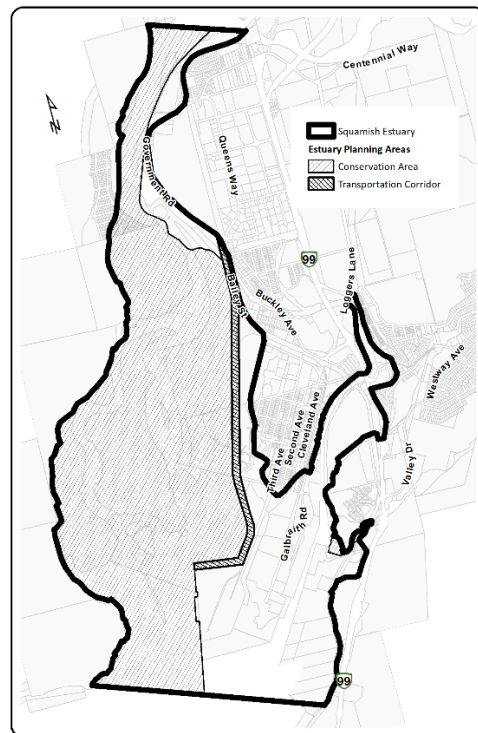


Figure 10-1. Squamish Estuary

- e. Recognize and honour the Habitat Compensation Agreement between BCR Properties Ltd. and the Department of Fisheries and Oceans in relation to

compensation requirements of applicable future development for Site B identified in Figure 10-2.

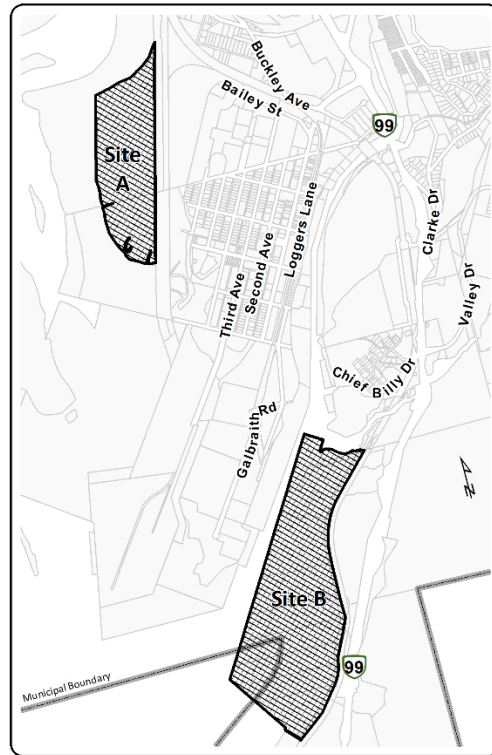


Figure 10-2. Site A and Site B

- f. Recognize industrial access needs to the west side of the Squamish River to support existing resource tenures; while access is not precluded by OCP policy, proposals must protect and preserve environmental values of the conservation area.
- g. Collaborate with the Squamish Estuary Management Committee (SEMC), Squamish Nation and the Province to maintain the ecological integrity of the estuary conservation area identified in Figure 10-1 and the Skwelwil'em Squamish Estuary Wildlife Management Area (WMA) identified in Figure 10-3. Supported uses and activities are those that maintain the natural productivity of the Estuary (low impact public trails or educational access where appropriate and feasible), and are required to repair and maintain municipal diking infrastructure. Assess any new flood protection works and review requirement for additional compensation to address environmental impact.

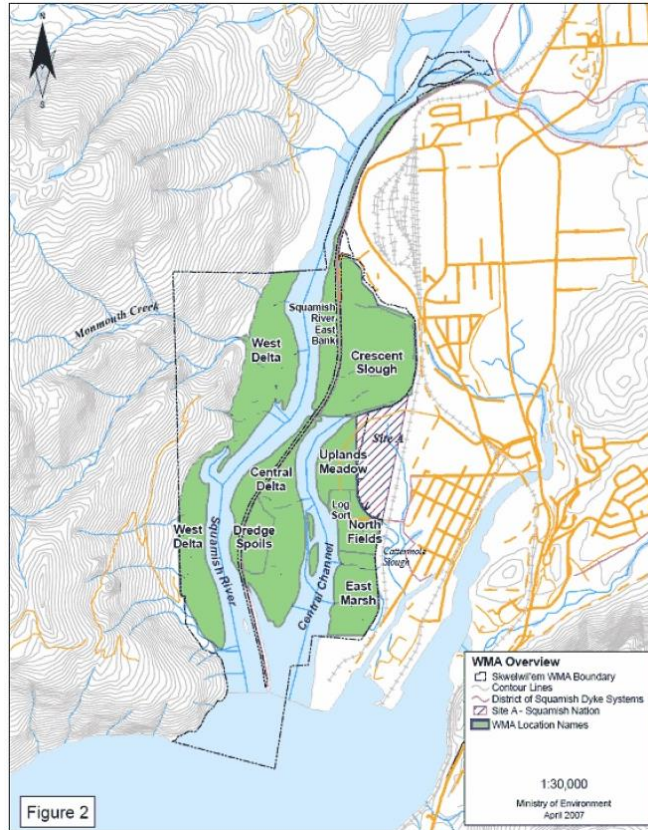


Figure 10-3. Wildlife Management Area

- h. Recognize fish and wildlife values, along with significant Squamish Nation cultural values and recreational values associated with Site A, identified in Figure 10-2, in the Central Estuary and support its management in alignment with the *Skwelwil'em Squamish Estuary Wildlife Management Plan (2007)*.
- i. Ensure permitted uses and any development within the Estuary maintain its flood and drainage relief functions, including the flood capacity of the Squamish River, and drainage relief provided by the Cattermole Basin and the Bridge Pond.
- j. Continue to support re-watering of the Mamquam Blind Channel and its tributary systems to improve flows, and enhance environmental features by reconnecting the Mamquam River with the Mamquam Blind Channel and the lower portion of the Squamish River Estuary.
- k. Support Estuary conservation and restoration initiatives such as local pilot 'blue carbon' off-set projects that promote the role of estuary ecosystems as natural carbon sinks for climate mitigation.

- l. Ensure waterfront development and recreation activities do not compromise the unique setting and preservation of ecological values and services of the Upper Mamquam Blind Channel as part of the Squamish River Estuary.
- m. Work with SEMC and local partners to coordinate and maintain effective communication channels for Estuary-related information and initiatives.
- n. Recognize and build awareness of the Estuary as an Important Bird Area and encourage measures to protect local bird populations.
- o. Limit structures in the Estuary to those with the purposes of trail building and maintenance, pedestrian access, habitat enhancement, hydrologic functioning, enhancement, erosion control, and interpretive signage.

Coastal / Marine Planning

10.11 Objectives

- a. Recognize, value and promote ecosystem services provided by coastal and marine environments.
- b. Protect, restore and enhance the ecological features and functions of coastal and near shore areas.
- c. Work collectively within the region to sustain a healthy marine environment within Howe Sound.

10.12 Policies

- a. Develop and implement a Marine Action Strategy to identify, prioritize and resource local actions for protecting and maximizing waterfront and marine resources as important assets providing valuable ecological services, and social, cultural and economic benefits.
- b. Continue to build partnerships and collaborate to monitor and protect waterfront and marine areas. Establish a Marine Working Group to coordinate and align efforts of all coastal stakeholders and agencies with jurisdictional authority and interests in the local marine environment.
- c. Play a proactive leadership role and work with First Nations and senior governments to monitor and address marine issues such as unauthorized mooring, derelict vessels, and ship and non-point source pollution of the coastal environment.

- d. Continue to participate in initiatives and forums to enhance dialogue and collective action among First Nations, local and regional governments, marine stakeholders, and community organizations to support the health and sustainability of Howe Sound.
- e. Support participation and benchmarking activities in the provincially-led cumulative impacts project for Howe Sound. Work with other agencies and groups to inventory and more closely define environmentally sensitive areas in the marine environment.
- f. Plan and design waterfront sites to minimize impacts on the marine environment, in accordance with best management practices, all federal and provincial regulations, and municipal development guidelines.
- g. Infill of marine areas to create additional upland developable area beyond the natural boundary is strongly discouraged. Where required for contaminated sites remediation and coastal flood protection, the location and shoreline alignment of structures should wherever possible follow High Water to maintain marine channel area. Wherever possible, apply 'Green Shores' principles in their planning and design.
- h. Ensure foreshore development is undertaken in a manner that secures and enhances public shoreline access without adversely affecting aquatic habitat. Access points should be practical and universally accessible for public use and enjoyment.
- i. Support opportunities for coordinated project review with senior governments and First Nations for projects proposed within the marine environment.

Wildlife Corridors + Managing Attractants

10.13 Objectives

- a. Establish, maintain, and enhance natural habitat connectivity and greenway corridors for wildlife movement.
- b. Minimize wildlife attractants to reduce human-wildlife conflicts and the annual number of bears destroyed.

10.14 Policies

- a. Work with all levels of government, First Nations and the community to define and establish wildlife habitats and corridors.

- b. Protect wildlife habitats and corridors during land use planning and development, and pursue opportunities to restore fragmented ecosystems and reconnect isolated species or populations.
- c. Work with provincial partners and community stakeholders in the Wildlife Working Group to jointly monitor human-wildlife conflicts and develop management strategies through: education; community planning; waste management; implementation and enforcement of bylaw; and, management of green spaces and active transportation routes.
- d. Undertake necessary companion updates to the Wildlife Attractant Bylaw, zoning, building, solid waste, and other municipal bylaws to reflect best management practices for preventing human-wildlife conflicts.
- e. Work with waste management providers on ongoing improvements to the municipal solid waste management program, including waste handling and landfill operations.
- f. Work with the development community to minimize potential wildlife conflicts through design and adherence to minimum standards and best practices (e.g. wildlife-resistant landscape plantings, waste facility design, and construction site management).
- g. To maintain accreditation as a 'Bear Smart Community' in accordance with the provincial Bear Smart Community Program, update the District's Bear Conflict Management Plan (BCMP) and incorporate Bear Smart criteria within municipal processes and initiatives.
- h. In partnership with the Conservation Officer Service, communicate wildlife information and events for public safety where and when warranted. Play a leadership role in community and visitor education about effectively managing wildlife attractants.
- i. Work in partnership with provincial agencies and Squamish Nation to address unauthorized camping, and to develop camping best practices and regulations throughout the corridor.
- j. Work with businesses in tourism, film and events to align Environmental Management Plans (EMPs) with municipal zero waste strategy goals and wildlife attractant regulations. Require EMPs for any large-scale event permit issued by the District.

Water Quality

10.15 Objective

- a. Enhance environmental water quality and reduce point and non-point source contaminants.

10.16 Policies

- a. Apply stormwater development standards and best practices that employ natural or engineered filtration measures and prohibit discharge of unmanaged stormwater into watercourses.
- b. Cooperate with provincial agencies in the protection and safe management of surface waters through monitoring, guidelines and standards, and education and communication strategies, per Health Canada's *Guidelines for Canadian Recreational Water Quality* and per the Canadian Council of Ministers of the Environment's *Canadian Water Quality Guidelines for the Protection of Aquatic Life*.
- c. Work with businesses and recreational user groups to manage and ensure adequate waste water pump-out facilities and sewerage infrastructure are in place for water-based uses and adjacent developments.
- d. Work with senior agencies, emergency response teams, businesses and organizations on integrated spill and pollution event response planning.

Air Quality

10.17 Objectives

- a. Maintain regional air quality within BC's provincial standards to protect human health.
- b. Reduce particulates and other emissions from transportation, industry, building heating and other human created sources.

10.18 Policies

- a. Reduce transportation emissions through OCP policies encouraging compact development, active and alternative transportation, and expanded regional and interregional transportation options. Consider exposure to transportation-related air pollutants in land use and development decision making.

- b. Promote anti-idling initiatives, education and enforcement of the District’s Anti-Idling Policy and Anti-Idling Bylaw to reduce both corporate and community vehicle emissions.
- c. Maintain restrictions on open air burning under the District’s Fire Service Bylaw and continue to support alternatives for yard waste disposal through the District’s yard waste collection program.
- d. Participate with neighbouring municipalities and the Sea to Sky Clean Air Society in initiatives to implement the *Framework for Air Quality Management Planning in the Sea-to-Sky Airshed*, as resources and capacity allow.
- e. Work with the health authority on local directives to monitor and report on air quality, and mitigate air quality impacts during air quality advisories.
- f. Support clean air initiatives through building practices, such as replacement of non-EPA certified woodstoves, promotion of heating alternatives, and use of non-CFC heating, venting and air conditioning (HVAC) equipment.

Trees, Soils + Invasive Species Management

10.19 Objectives

- a. Protect and maintain the integrity of green infrastructure and sensitive ecosystems.
- b. Maintain water quality and drainage while controlling soil erosion and sedimentation.
- c. Encourage the preservation and management of forested areas and tree stands.
- d. Prevent the use and spread of noxious or invasive species and hazardous materials.

10.20 Policies

- a. Control site alteration activities through robust regulations and best practices for soils removal and deposition, vegetation, and invasive species management.
- b. Discourage illegal dumping, movement of contaminated materials and unauthorized tree cutting through appropriate fines and enforcement measures.
- c. Minimize site disturbance and vegetation and soil stripping, particularly on steep slopes.

- d. Require the use of appropriate native and non-invasive plant species in conjunction with bear aware practices.
- e. Prioritize retention of healthy, mature vegetation during redevelopment wherever possible. Where significant trees cannot be reasonably accommodated in site planning (e.g. conflict with utilities and services or tree hazard), demonstrate integration and replacement of significant vegetation on site.
- f. Develop a long-term Urban Forest Strategy for Squamish with goals to grow the local forest canopy, enhance watershed health and increase functioning green infrastructure and carbon sequestration, and link intact and fragmented ecosystems.
- g. Collaborate with the Sea to Sky Invasive Species Council, community groups and government agencies to minimize the further introduction and spread of invasive species in the area, and to develop an invasive species management plan to prevent, eradicate, contain, and control the spread of invasive species within the District and Sea to Sky Corridor.
- h. Progressively eliminate the use of cosmetic/non-essential pesticides as well as neonicotinoids on all lands except to treat high risk invasive plants, starting with municipal properties; and educate the public regarding environmentally friendly alternatives to conventional pesticides.

11. Hazard Lands

The location, geology and topography of Squamish expose the community to numerous natural hazards.

Squamish is located in the floodplain of the Squamish, Mamquam, Stawamus, Cheekeye, and Cheakamus rivers and the low-lying coastal margin of Howe Sound. Nearly all of the commercial and industrial lands, the Downtown core, and a majority of residential neighbourhoods are located in areas subject to flood hazards. Extensive diking and pump stations provide a significant level of protection for flood-prone areas of the municipality. The District’s *Integrated Flood Hazard Management Plan (IFHMP)* provides an updated and comprehensive approach to flood management. The IFHMP outlines a combination of strategies to mitigate flood risk, including protecting existing development, accommodating hazards for new development, avoiding development in the highest risk areas, and encouraging growth in low risk areas. These strategies are depicted in Figure 11-1.

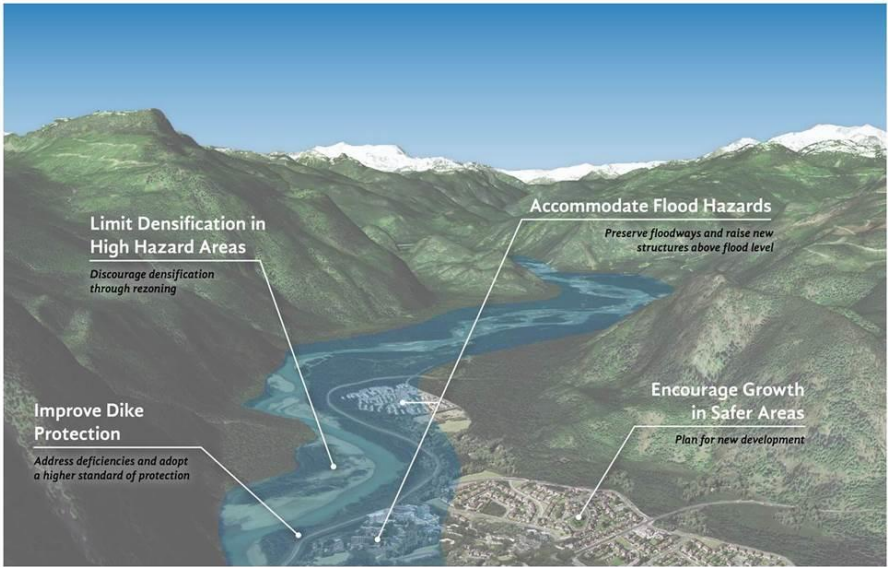


Figure 11-1. Flood Risk Mitigation Strategies

A component of accommodating flood hazard is the preservation of primary and secondary floodways, identified on **Schedule L**. Primary floodways are located along main stem rivers and are not protected by standard dikes. Secondary floodways are designated areas within a dike-protected floodplain that are critical for conveying floodwaters in the event of a dike breach. DPA 2 contains policies to preserve and protect the function of Primary and Secondary Floodways.

In addition, areas of Squamish are located within the Cheekeye Fan, a debris flow flood hazard area identified on **Schedule D-1** which has been subject to extensive study. The 2009 OCP designated a Cheekeye Special Study Area and included policies to restrict permanent development in high risk zones and to mitigate risk in the remaining areas of the fan. During the development of this OCP an application has been under consideration for a large-scale development on the Cheekeye Fan. The application includes funding and construction of area-wide mitigation including a debris flow barrier. This

application has been the impetus for considerable study and planning with associated community engagement and Council consideration. This study included the submission of two Expert Review Panel reports in 2014 and 2015. The first report established the maximum credible debris flow event that the community should plan for while the second report provided recommendations for loss of life risk tolerance criteria. Both reports concluded that risk to existing development should be mitigated whether or not there is any future development on the Cheekeye Fan. The panels further reiterated that all forms of mitigation including engineered mitigation structures, land use zoning and education should be considered.

Squamish is situated in the Coast Mountains at the head of North America's southernmost fjord, Howe Sound; and, consequently, it is surrounded by steep terrain identified on **Schedule E**. Geological hazards faced by the community include debris flows, mass movements from landslides on steep slopes, rock fall, and seismic hazards.

Finally, Squamish is surrounded by heavily forested land dominated by the Coastal Western Hemlock biogeoclimatic zone. The proximity of developed lands and forests result in wildfire interface hazard for some areas of the community. A *Community Wildfire Protection Plan* has been developed for the District. The intent is to create a 'FireSmart' community and to reduce vulnerability to the threat of wildfires.

In BC, climate change is anticipated to result in increased temperatures, increased forest fire hazard, changing precipitation regimes, and more extreme precipitation events. Squamish has experienced a 1.2°C increase in temperature over the past century and a slight rise in precipitation. At the same time, continued growth and development will increase the potential consequences of these hazards for the community.

General Natural Hazards + Constraints

11.1 Objectives

- a. Assess and manage the multiple natural hazards in Squamish to maintain these risks within levels acceptable to the public.
- b. Mitigate risks associated with natural hazards by utilizing strategies of protection, accommodation, avoidance and retreat as appropriate.
- c. Direct growth away from areas most vulnerable to natural hazards towards more suitable locations.
- d. Consider how projected changes in future climate may increase risks associated with nature hazards.

11.2 Policies

- a. Prohibit development in areas subject to unacceptable flood and debris flow hazards, rockfall, landslide, seismic, or other natural hazards as identified in policies within this section.
- b. Require a hazard assessment prepared by a Qualified Professional in accordance with the District's 'Terms of Reference for Natural Hazard and/or Risk Assessments' for all land development applications located within a natural hazard area identified in **Schedule D-1** or **Schedule E** as deemed necessary by the District.
 - i. Notwithstanding the above, hazard or risk assessments for building permit applications within flood hazard areas shall only be necessary as required by the Floodplain Bylaw, DPA 2 or as deemed necessary by the Building Inspector.
 - ii. Where a hazard assessment confirms that a development site could reasonably be within a landslide, debris flow, or debris flood area, subsequent risk assessments shall be required in accordance with the framework for flood risk assessments presented in Appendix F of *APEGBC Professional Practice Guidelines – Legislated Flood Assessments in a Changing Climate in BC*. The determination on whether a Quantitative or Qualitative Risk Assessment is required shall be determined by a Qualified Professional in consultation with the District and APEGBC guidelines, and shall consider the size and type of hazard, the type of proposed development, and local site conditions.
- c. Utilize the following loss of life risk tolerance criteria if a Quantitative Risk Assessment is required as a minimum acceptable threshold for new development in areas subject to landslide, debris flow, debris flood or rockfall:
 - i. for existing development, the individual risk to loss of life per annum shall not exceed 1:10,000; and
 - ii. for new development, the individual risk to loss of life per annum shall not exceed 1:100,000; and
 - iii. societal (group) risk for loss of life per annum shall be within the Broadly Acceptable or As Low As Reasonably Practicable (ALARP) zones shown in Figure 11-2; and
 - iv. where societal risks to life fall within the ALARP zone, the risk assessment report shall explain to the satisfaction of the Approving Officer why the cost of reducing the risk further is considered

grossly disproportionate to the benefit gained (as per the definition of ALARP).

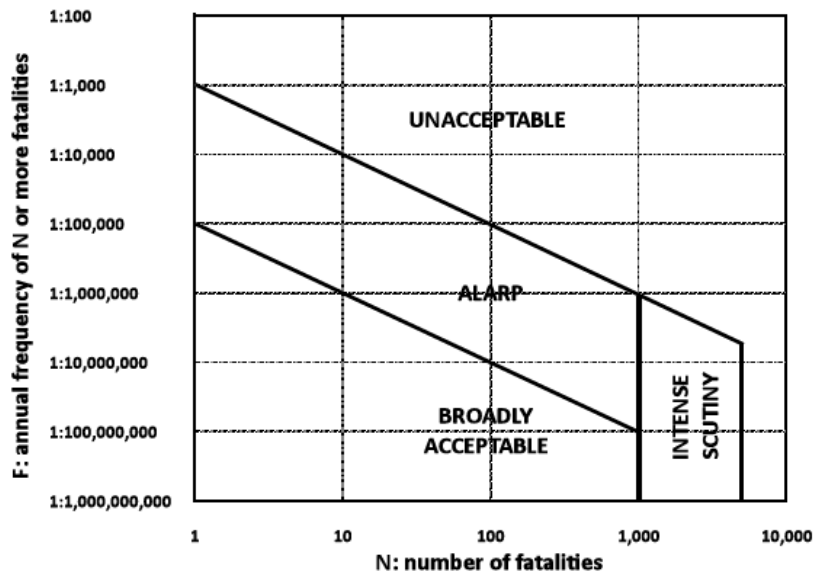


Figure 11-2. Frequency – Number of Fatalities Diagram

- d. Require a ‘save harmless’ restrictive covenant pursuant to Section 219 of the Land Title Act for any property identified as being subject to natural hazards prior to building permit approval where a site-specific exemption is being sought, and all rezoning, subdivision or development permit approvals.
- e. Prohibit subdivision or rezoning of existing lots which creates situations where future development requires exemptions under the Floodplain Bylaw for flood construction level or floodplain setback.
- f. Update the *Integrated Flood Hazard Management Plan (IFHMP)* every 10 years to incorporate new information, updated requirements, updates in climate data and analytic tools, ongoing development, and changing community priorities. Provide interim updates as necessary to incorporate specific changes in key areas of policy, science, and/or engineering.
- g. Develop and implement a comprehensive public education program concerning natural hazards and natural hazard mitigation, particularly about risks from flooding and wildfire. Simplify and streamline the availability of information for residents and developers.
- h. Decline operation and maintenance responsibility for new dikes not identified in the IFHMP that are proposed to support subdivision or rezoning applications on

the basis that new dikes are “not in the public interest” as specified in the *Land Title Act* due to significant ongoing costs and maintenance responsibilities.

- i. Exempt non-residential uses in the Downtown FCL Exemption Area (identified on Schedule H of the Floodplain Management Bylaw) from elevating above the required designated flood construction level to preserve the historic streetscape shown on, subject to provisions in the Floodplain Bylaw and as certified by a Qualified Professional.
- j. Designate, protect and acquire legal land tenure required for new dikes and upgrading existing dikes, including the future sea dike and a more robust standard for the Squamish River and Mamquam River south dike as shown in Schedule B of the Floodplain Bylaw. Keep land required for future dike purposes free of development and infrastructure.
- k. Discourage the storage of environmentally harmful chemicals within flood hazard areas. Mitigate risks where chemical storage within flood hazard areas may or must occur by mandating protection or containment strategies as recommended by a Qualified Professional.
- l. Develop a long-term strategy for managed retreat from vulnerable areas which includes:
 - i. opportunistically retreating existing development to restore adequate flood setbacks from watercourses; and
 - ii. prioritizing the removal of key facilities and critical infrastructure outside of flood hazard areas at the end of their current life cycle.
- m. Avoid siting new critical District facilities in areas with high risk from flood hazards.
- n. Avoid re-building of critical damaged infrastructure in areas inappropriate for the hazard.
- o. Require development proposals to incorporate safe refuge areas and/or secondary road accesses where safe evacuation is not a realistic option.
- p. Collaborate on an investigation of regional weather trends and intense precipitation events in Squamish to determine if there already has been an increase in extreme events over the past 50 years.
- q. Collaborate on an investigation of future projected changes in extreme events, and determine whether Intensity-Duration-Frequency curves need to be updated in anticipation of future change.

Flood Hazard Management: River and Creek Hazards

11.3 Objectives

- a. Minimize and mitigate the risk of loss of life, property damage, and economic impacts from river, debris flood and debris flow hazards.
- b. Reduce the community's vulnerability to flooding and improve community resiliency.

11.4 General Policies

- a. Adopt dike crest elevations as defined in the IFHMP based on estimated water levels for the 1:200 year return period flood, with provision for freeboard and climate change.

11.5 Controlled Densification Areas Policies

- a. Recognize Controlled Densification Areas (Restricted Densification, Limited Densification, or Conditional Densification) designated in **Schedule D-2**.
- b. Support park, open spaces natural habitat, recreational trail, greenway corridor, barrier-free public recreation, or agricultural uses in Controlled Densification Areas and Primary Floodways in **Schedule L** to provide flood relief.
- c. Do not support Restricted Densification Areas for rezoning and OCP amendments that increase development potential, such as an increase to permitted dwelling units, floor area ratio, or height.
- d. Do not support Conditional Densification Areas for rezoning and OCP amendments that increase development potential, such as an increase to permitted dwelling units, floor area ratio, or height, unless the following criteria are met.
 - i. The development is floodproofed in accordance with the Floodplain Bylaw, without exemptions, using the method deemed most appropriate by the developer's Qualified Professional.
 - ii. A continuous perimeter of erosion and scour protection is provided to prevent loss or damage of floodproofing fill and/or foundations during the design flood event.
 - iii. The increased development potential is confirmed to avoid adverse effects on the conveyance capacity of a Secondary Floodway identified in **Schedule L**. Adverse impacts are defined as increasing flood levels by more than 0.10 metres for any individual

development and greater than 0.15 metres as the cumulative increase for all future developments as compared with flood modeling completed for the IFHMP.

- iv. Any lands left at existing grade or intended to provide flood relief must receive permanent designation that prohibits future development or obstruction within those lands.
 - v. Unmitigated environmental impacts are avoided and the development preserves a 30 metre buffer to the natural boundary of all natural watercourses.
 - vi. Development does not create an unmitigated transfer of flood or erosion risk to neighbouring parcels due to re-directing floodwater from a river dike breach and/or changes in local hydrology or drainage patterns.
 - vii. If the development is proposed adjacent to the Squamish or Mamquam River south dike, the dike frontage is upgraded at the applicant's expense and a statutory right-of-way for the 1:500 year return period dike shown in the Floodplain Bylaw is provided.
 - viii. A Qualified Professional and Qualified Environmental Professional certify that the above conditions can be met.
 - ix. An independent third-party peer review on any or all of the above criteria is completed at the District's sole discretion at the applicant's expense.
- e. Do not support Limited Densification Areas for rezoning and OCP amendments that increase development potential, such as an increase to permitted dwelling units, floor area ratio or height, unless the application meets all of the requirements for Conditional Densification Areas listed in Section 11.5.d. and the proposed density does not exceed 29 units/hectare of net development area. Follow the steps below to identify net development area.
- i. Identify the total lot size.
 - ii. Assess the proposed development lot for constraints to identify land that cannot be developed.
 - A. Complete a site bio-inventory, riparian assessment, hazard assessment (excluding flood hazard), and any other review as required to identify any lands that cannot be developed (non-development areas).
 - B. Identify any other non-development areas such as dike setbacks and statutory rights-of-way.
 - iii. Subtract the non-development areas from the total lot area to identify the gross development area.

- iv. Subtract a 20% road allowance from the gross development area to identify the net development area.
- f. Apply the most restrictive designation to the entire property where all or part of a property falls within one or more Controlled Densification Area.
- g. Defer approval of any rezoning application or subdivision of more than 3 lots located in a Controlled Densification Area until upstream flood protection works meet APEGBC requirements for a 'standard' or 'adequate' dike.

11.6 Floodways Policies

- a. Protect Primary Floodways along rivers identified in **Schedule L** to preserve flood conveyance, allow for natural river processes and maximize environmental productivity.
- b. Protect Secondary Floodways identified in **Schedule L** to preserve floodway conveyance capacity and avoid increasing hazards in upstream or adjacent areas.
- c. Deny requests for variances and/or site-specific exemptions to the Zoning Bylaw, Floodplain Bylaw and DPA 2 guidelines that could adversely affect floodway conveyance or increase flood levels in adjacent or upstream areas (e.g. by reducing building setback or increasing site coverage).
- d. Allow existing high-risk properties within Primary Floodways identified in **Schedule L** to remain privately owned, subject to regulations in the Floodplain Bylaw and DPA 2 which are intended to maintain Primary Floodways free of buildings, fill and other infrastructure.
- e. Undertake in-stream sand and gravel extraction when required for flood mitigation purposes in accordance with the IFHMP and coordinate extraction activities with Squamish Nation, approving agencies and stewardship groups.

Flood Hazard Management: Coastal Flood Hazards

11.7 Objective

- a. Minimize and mitigate the risk of loss of life, property damage and economic impacts from coastal flood hazards.
- b. Plan for anticipated sea level rise in order to minimize adverse impacts, facilitate adaptation to impacts that are already occurring or anticipated to occur, and take advantage of new opportunities.

11.8 Policies

- a. Upgrade existing sea dikes and construct new sea dikes to protect against coastal flooding caused by high tides, storm surge and sea level rise in accordance with the *IFHMP Coastal Flood Hazard Mitigation Strategy* including adopting the dike crest elevations and acceptable overtopping rates defined by the IFHMP.
- b. Adopt Provincial guideline recommendations to plan for 1 metre of sea level rise by 2100 and 2 metres of sea level rise by 2200.
- c. Support ongoing information gathering initiatives, including:
 - i. collecting coastal wind and water level data;
 - ii. completing tsunami, aerial, and submarine landslide studies; and
 - iii. building a Howe Sound Light Detection and Ranging (LIDAR) database.
- d. Update the *Coastal Flood Hazard Mitigation Strategy* and Flood Construction Levels at least every 10 years or as new information becomes available to reflect updated climate and sea level rise projections and development in the region.
- e. Explore opportunities to use leading-edge approaches like bioengineering erosion protection to safely combine hazard and risk mitigation with environmental stewardship. Encourage new oceanfront development to meet Greenshores Bronze certification at a minimum.
- f. Participate in the *Lower Mainland Flood Management Strategy* to promote a collaborative and learning approach to adapting to sea level rise on BC's south coast.
- g. Employ a precautionary approach for planning in areas vulnerable to sea level rise by:
 - i. directing development that is not already contemplated in the Growth Management section of this plan away from areas vulnerable to sea level rise and storm surge inundation;
 - ii. encouraging recreational use and activities without infrastructure in these areas; and
 - iii. adopting a precautionary approach for new coastal development by adopting and enforcing coastal setbacks in accordance with relevant Provincial guidelines in order to reduce hazard exposure and preserve space for future sea dike construction beyond 1 metre of sea level rise. Setback relaxations should only be considered on lots

existing prior to adoption of this OCP in cases of significant hardship where meeting the setbacks would sterilize the land.

Cheekeye Fan Debris Flow Hazard

11.9 Land Use Objectives in the Absence of Area-Wide Mitigation

- a. Minimize risks and mitigate hazards for development proposals located within the Cheekeye Fan debris flow hazard area in the absence of an area-wide or partial fan structural mitigation strategy that has been accepted by Council.

11.10 Land Use Policies in the Absence of Area-Wide Mitigation

- a. Prohibit any land subdivision, habitable space, or permanent buildings and structures within the Cheekeye Fan Debris Hazard Zones C1 and C2, identified in **Schedule D-1**.
- b. Process in-stream development applications for rezoning, subdivision, development permits, and building permits for which the District has accepted fees for prior to March 24, 2015, and are located within Debris Hazard Zones C3 or C4 identified in **Schedule D-1** of the OCP following submission of a risk assessment by a Qualified Professional that supports the applications and which meet the requirements outlined in Section 11.10.g.
- c. Process applications received after March 24, 2015, for extensions, reconstruction, or new buildings and subdivisions up to and including 3 lots or 3 new dwelling units located within Debris Hazard Zones C3, C4 and C5 identified in **Schedule D-1** following submission of a risk assessment by a Qualified Professional that supports the applications and which meet the requirements outlined in Section 11.10.g. Process applications for minor and major repairs without the submission of a risk assessment, *provided there is no increase to the existing floor area and the renovation doesn't create a new dwelling unit.*
- d. Do not process new applications received after March 24, 2015, for rezoning and for subdivision greater than 3 lots or 3 dwelling units located within the Debris Hazard Zones C3 or C4 identified in **Schedule D-1** of the OCP until new hazard mapping and appropriate development controls are in place.
- e. Process applications for rezoning and subdivision greater than 3 lots or building permits for greater than 3 new dwelling units located within Debris Hazard Zone C5 identified in **Schedule D-1** following submission of a risk assessment by a Qualified Professional that supports the application and which meets the requirements listed in Section 11.10.g.

- f. Process development applications that do not require rezoning for land intensive open space, outdoor recreation and restricted industry activities on the Cheekeye Fan provided they do not require any permanent structures, following submission of a risk assessment by a Qualified Professional that supports the applications and which meet the requirements listed in Section 11.10.g. New municipal services and permanent buildings are not permitted in association with these uses.
- g. Require that risk assessments by a Qualified Professional (QP) submitted to support applications within the Cheekeye Fan meet the District's Terms of Reference for Natural Hazard and/or Risk Assessments and the following minimum requirements:
 - i. The QP must either have prior experience in performing risk assessments, or have had their risk assessment reviewed by another QP who has experience in performing risk assessments.
 - ii. The QP must use the magnitude - cumulative frequency relationship identified in the *Report of the Cheekeye River (Ch'Kay Stakw) and Fan Expert Review Panel* April 23, 2014.
 - iii. The risk assessment must incorporate multiple hazard events with probabilities up to and including the 1:10,000 year return period, 5.5 million m³ event.
 - iv. The risk assessment must comply with the framework laid out in Appendix F of *APEGBC Professional Practice Guidelines – Legislated Flood Assessments in a Changing Climate in BC*.
 - v. Individual and societal risk to loss of life shall be assessed using Figure 11-2 and shall achieve the risk tolerance criteria in Section 11.2.c. to permit new development.
 - vi. On-site and/or off-site, developer-funded mitigation strategies shall be proposed, as required, to achieve the risk tolerance criteria in Section 11.2.c.
- h. Amend the Zoning Bylaw to implement OCP policies in this section that restrict the development of permanent structures in specific areas of the Cheekeye Fan in the absence of an area-wide or partial fan structural mitigation strategy that has been accepted by Council and implemented.
- i. Prohibit new land subdivision and long-term leases at the Squamish Airport in the absence of an area-wide debris flow hazard mitigation strategy that has been accepted by Council and implemented. However, consider short-term and reversible approvals for leases and structures at the airport that exclude residential use and overnight accommodations and comply with recommendations of the October 21, 2015, Kerr Wood Leidal Memorandum

titled “*Building Permits At Squamish Airport (Cheekeye Fan) Flood Management Approach*” or updated Qualified Professional recommendations on the topic solicited by the District.

11.11 Cheekeye Fan Mitigation Objective

- a. Require that proposed area-wide or partial fan structural risk mitigation proposals for the Cheekeye Fan debris flow hazard area adequately address the associated risk and can be sustainability maintained.

11.12 Cheekeye Fan Mitigation Policies

- a. Ensure that a proposed area-wide or partial fan mitigation strategy for the Cheekeye Fan debris flow hazard area includes or addresses:
 - i. updated hazard/risk assessment studies and mapping prepared by a Qualified Professional and accepted by the District that clearly identifies areas impacted by the hazard and the baseline risk levels;
 - ii. confirmation that the risk tolerance criteria listed in Section 11.2.c. have been achieved;
 - iii. detailed design of engineering structures by a Qualified Professional Engineer including applicable studies/reports and approvals by the District and all relevant Provincial and Federal agencies;
 - iv. cost estimates and funding plans for all capital costs, operations and maintenance costs, and restoration costs following a major event;
 - v. land tenure securing operations and maintenance access for mitigation structures;
 - vi. establishing the maintenance authority and operations and maintenance requirements;
 - vii. development control policies and land use strategies to maintain risk within tolerable levels for existing and proposed development on the Cheekeye Fan; and
 - viii. confirmation that under post-mitigation, post-development conditions, the combination of new mitigation and new development results in a net decrease of total risk to life on the fan.
- b. Require that hazard mitigation strategies associated with a proposed area-wide or partial fan structural risk mitigation strategy for the Cheekeye Fan debris flow hazard area are implemented prior to subdivision approval to create three or more new lots or dwelling units within the Cheekeye Fan debris flow hazard area zones C1, C2, C3 and C4 identified in **Schedule D-1**.

11.13 Future Land Use Objective for Area-Wide Mitigation Zone

- a. Develop a sub area plan for the Cheekeye Fan in the event that Council accepts area-wide or partial fan structural risk mitigation.
- b. Ensure that risk is maintained within tolerable levels for future development.

11.14 Future Land Use Policies for Area-Wide Mitigation Zone

- a. Amend the Cheekeye Fan development control policy framework in the OCP as appropriate if an area-wide or partial fan hazard mitigation strategy and updated mapping is accepted by Council. The framework should address risk tolerance levels for new development, including identifying a set of compatible land uses and conditions for new development to proceed.
- b. If an area-wide or partial fan hazard mitigation strategy in accordance with Section 11.12 is accepted by Council for the Cheekeye Fan debris flow hazard area, require adoption of a sub area plan within the Cheekeye Fan debris flow hazard area zones C1, C2, C3 or C4 prior to consideration of applications submitted following the adoption of this OCP to:
 - i. amend OCP land use designations;
 - ii. rezone a property; or
 - iii. subdivide to create three or more new lots or dwelling units.
- c. Develop the sub area plan for land within the Cheekeye Fan debris flow hazard area in consultation with all relevant stakeholders through a collaborative process with the Squamish Nation.
- d. Develop the sub area plan in accordance with the Cheekeye Fan debris flow hazard mitigation strategy, land use policies and associated development controls accepted by Council. In addition to the sub area planning requirements outlined in the OCP, the sub area plan should consider:
 - i. employment lands opportunities, including opportunities associated with the Squamish Airport;
 - ii. locations for uses outlined in Section 23.2.b. relating to a Forestry Land Strategy;
 - iii. joint servicing for existing Squamish Nation reserve lands and other land uses in the area;
 - iv. buffering and development standards to address proximity of the Squamish Airport to Squamish Nation reserve lands, residential development and employment land uses; and

- v. changes to the Growth Management Boundary to reflect new development areas.

Steep Slopes

11.15 Objectives

- a. Manage development in steep slope areas to reduce risk to life and property, prevent risks to down-slope properties, and prevent slope destabilization.

11.16 Policies

- a. Where the natural grade of a slope on or adjacent to a proposed development site is equal to or greater than 25%, as identified by **Schedule E** or the District's Building Inspector or Approving Officer, a slope stability assessment report prepared by a Qualified Professional may be required to identify any slope stability hazards, assess the safety of the site, and propose any mitigation measures necessary to ensure the safety of the proposed development and existing neighbouring development.
- b. Do not consider lands where the natural grade of a slope on or immediately adjacent to a development site is equal to or greater than 25% for single-family residential development.
- c. Consider multi-family residential applications in areas where the natural grade within a proposed development footprint has a slope less than or equal to 40%, subject to a geotechnical assessment, and certification by a Qualified Professional.
- d. Do not consider lands for development where the natural grade of a slope on or immediately adjacent to a development site is greater than 40%.
- e. Develop a steep slope DPA for the District of Squamish in consultation with relevant community partners.
- f. Investigate the implications of future climate change on slope stability, and update policies if necessary based on the results.

Wildfire Interface Hazard

11.17 Objective

- a. Protect vulnerable areas of the community from existing and potential climate change induced wildfire interface hazard.

11.18 Policies

- a. Update the *Community Wildfire Protection Plan* and assess the projected future impacts of climate change (both changes to temperature and precipitation) on wildfire hazards.
- b. Develop and adopt a Wildfire Hazard DPA designation for wildland urban interface areas following completion of the updated *Community Wildfire Protection Plan*.
- c. Incorporate 'FireSmart' guidelines for residential development in high risk interface areas, particularly with respect to building materials and landscaping requirement, within a first priority 10 metre radius zone around structures.
- d. Encourage the provincial government and SLRD to initiate development of a comprehensive regional fire risk mitigation strategy.
- e. Promote a 'FireSmart' community through initiatives developed in consultation with wildfire management professionals, Squamish Fire Rescue, developers, builders, other communities (e.g. Whistler), other levels of government, foresters, and landscape professionals.

12. Diverse + Affordable Housing

With a local housing market increasingly connected to Metro Vancouver, Squamish housing costs have continued to rise. A growing affordability gap disproportionately affects low to moderate-income residents and vulnerable populations, and can exacerbate issues such as poverty and food insecurity, with particular concern for children and youth in core affected groups. Housing also impacts the community’s ability to attract and retain employees to sustain a vibrant economy.

Housing is considered affordable when 30 percent or less of a household’s gross income goes towards paying for housing costs. More than a third of Squamish homeowners and over half of Squamish renters spend more than 30% of their total before-tax household income on housing (considered unaffordable), putting them in core housing need.

While progress has been made in expanding secondary suite options, few secured affordable or purpose-built rental units have been constructed over the last decade. There are very low to no rental vacancies. Greater coordinated action is needed to substantively address affordability across the entire housing continuum and to ensure affordable housing creation goes hand-in-hand with growth. The housing continuum ranges from non-market temporary housing (emergency shelter) through transitional and supportive housing, to independent subsidized and affordable rental, and permanent market rental and ownership housing (Figure 12-1). The District will work with community partners on a ‘Housing First’ approach to resolve homelessness in Squamish.

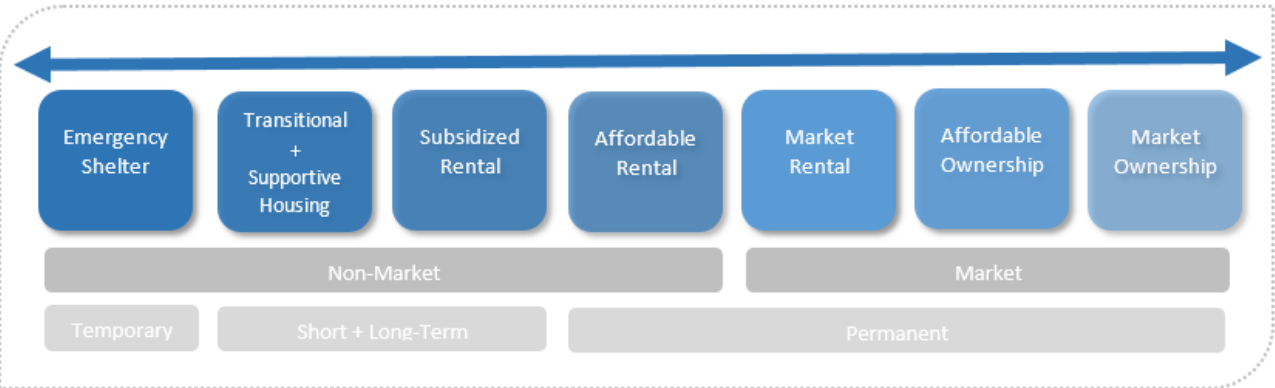


Figure 12-1. Squamish Housing Continuum

This OCP builds on the *Squamish Affordable Housing Framework (2014)* and advances final policy recommendations of the Squamish Housing Task Force (2016), and the Squamish Integrated Housing Solutions Group (2017). The plan contributes to an overall vision for a diverse mix of affordable housing in the District, to be expedited and achieved through local housing programs and partnerships. Direct District action is primarily focused on the affordable rental and modest market sector of the local housing continuum, while facilitating and supporting partnerships for the creation of non-market supportive housing by local housing organizations and agencies.

Housing diversity is needed to accommodate a range of needs and life stages. Currently the local housing stock is predominantly made up of single detached homes, although its overall proportion has decreased since 2001, and the proportion of attached housing (duplex, townhomes and apartments) is on the rise. The District’s relatively young, working-age population, and the number of households with children, is driving the need for family-friendly housing. Multigenerational and senior housing options are also needed, as well as flexible housing forms that can accommodate live-work options where appropriate. The District seeks to achieve a greater range of medium-density housing forms to address what is known as the ‘missing middle’ (Figure 12-2).



Figure 12-2 Missing Middle Housing Forms [www.missingmiddlehousing.org]

Inclusive Housing Mix + Diversity

12.1 Objectives

- a. Provide a range and mix of housing options for residents of all ages, incomes and abilities.
- b. Achieve a diverse and inclusive mix of housing forms, unit types and sizes, tenures, and price options within each development and neighbourhood.

12.2 Policies

- a. Through zoning amendments, allow a greater variety of housing forms and blended densities scaled to fit within traditional single-unit areas (cottages, courtyard housing, row housing, duplexes, triplexes and stacked flats, etc.), while continuing to support small-lot infill, secondary suites and detached carriage homes, where appropriate.
- b. Support mixed-income inclusionary housing in both new and existing neighbourhoods that is attainable by residents with low incomes and/or special needs that are not typically met with market housing.

- c. Increase the proportion and size range of attached multi-family units through rezoning and development, and sensitively integrate medium to higher density residential uses within the District.
- d. For projects seeking rezoning for residential development, at least 20% of the dwellings must be 3-bedroom units, and at least 10% of the dwelling units must be 1-bedroom units.
- e. Encourage micro-units, flex units and tiny homes where appropriate and able to be serviced with adequate water and sewer services. Consider pilot projects to test out and address unit design and implications for neighbourhood livability. Prepare guidelines and/or standards for their construction and successful integration.
- f. Discourage exclusively large-lot single-unit developments and establish maximum lot sizes for single detached dwellings in the Zoning Bylaw to prevent consolidation of large detached residential lots.

Age Friendly + Accessible Housing

12.3 Objective

- a. Provide age-friendly, accessible and special needs housing to meet local housing needs as they evolve over time.

12.4 Policies

- a. Facilitate provision of a range of seniors' and multigenerational and/or extended family housing forms supporting 'aging in place', and alternative care and innovative home share options in close proximity to services and amenities.
- b. Encourage new multi-unit developments to exceed minimums identified in the BC Building Code's *Adaptable Housing Standards* (as amended).
- c. Develop guidelines for universal accessibility of all new and substantial housing re-development in consultation with seniors and disability groups as well as architectural and development professionals.
- d. For projects with 10 units or more, a minimum 10% of units should be 'visitable' by those with mobility challenges or visual impairments (e.g. access to front door with no steep grades/changes, wide accessible front door, and accessible washroom).
- e. Support and work with local agencies in providing housing and wrap-around services to meet local needs for transitional housing for homeless adults,

families and youth, supportive housing those with mental health and/or addictions issues, as well as independent or assisted living facilities for people with physical, cognitive and/or developmental disabilities.

Residential Infill

12.5 Objective

- a. Support residential infill that contributes to complete, compact and livable neighbourhoods that maximize efficient use of municipal transportation systems and infrastructure.

12.6 Policies

- a. Residential infill is supported in all Squamish neighbourhoods.
- b. Encourage greater residential densities in growth areas identified in Section 9.2.b., neighbourhood nodes generally identified on **Schedule C**, commercial and employment areas, education centres, and along transit corridors.
- c. Consider the following criteria when assessing infill development applications:
 - i. avoidance and/or mitigation of risk from natural hazards such as flooding, debris flow, wildfire interface, and geological hazards;
 - ii. proximity to commercial mixed-use, recreational, institutional services and schools for daily activities for complete neighbourhoods;
 - iii. impact on the inventory of commercial and industrial properties to avoid displacing existing and, ideally, add to local employment opportunities;
 - iv. provision of a range of housing types and tenures that are suitable to a range of needs for equity and accessibility for all;
 - v. connectivity to transit and integration with the community's active transportation plans and measures to mitigate impacts to the surrounding road network and vehicular traffic;
 - vi. protection and restoration of environmental values;
 - vii. design strategies to increase energy and water conservation, and minimize greenhouse gas emissions;
 - viii. impact and contribution to local park and open spaces, trails, access to natural areas, as well as sufficient usable outdoor areas for social gathering, recreation and play suitable to children, youth and adults;
 - ix. alignment of development densities with targets established through sub area plans to support municipal servicing infrastructure; and
 - x. incorporation of opportunities for food production.

- d. Promote conservation design principles that concentrate or cluster housing / development while allowing for preservation and acquisition of environmentally sensitive lands, additional useable open space and recreational amenities.
- e. Discourage panhandle subdivision, except where topographical or other significant physical constraints prevent conventional subdivision and where it does not adversely affect the use, access, existing infrastructure, privacy, and enjoyment of surrounding properties.
- f. Incorporate genuine employment and 'live-work' options, and consider live-work zoning in appropriate locations where it meets the following criteria:
 - i. close proximity to existing commercial activity or mixed-use developments/districts with potential to develop a hub of commercial activity and incubate business growth;
 - ii. proposed unit size and proximity of the 'work' component is of a sufficient area for a viable business, possibly incorporating a maximum proportion of space that can be dedicated to residential use;
 - iii. unit design functions primarily as a 'work' environment rather than a 'live' environment to encourage ongoing commercial use and limit residential reversion (conversion to strictly residential use of the property);
 - iv. limited displacement of the available inventory of commercial and industrial uses so that the proposed development does not impact existing or future employment opportunities; and
 - v. inclusion of a mechanism through which live-work units will be maintained into the future.

Affordable Housing

12.7 Objectives

- a. Increase the supply, availability and access to affordable housing units across the local housing spectrum/continuum.
- b. Manage and preserve affordable housing units in perpetuity.

12.8 Policies

- a. Maintain a local housing inventory and conduct an annual housing needs survey as part of an ongoing monitoring program to assess the housing situation across the entire housing continuum. Make available data on community need, demand and program outcomes.

- b. Work with housing stakeholders to identify multi-year targets for affordable housing/unit creation across the housing continuum as part of the District's long-term affordable housing program.
- c. Endorse a 'Housing First Strategy' or approach to housing vulnerable populations, whereby housing and support services are provided as a first step, with no requirements for sobriety or abstinence from substance abuse or treatment for mental health issues.
- d. Prioritize affordable housing as a top priority for community amenity contributions (CACs) in the short to medium term.
- e. Through the District's Community Amenity Contribution Policy for new rezoning applications, set targets and negotiate inclusion of a percentage of affordable units to be constructed, or provided cash in lieu, subject to a housing agreement to ensure affordability in perpetuity.
- f. Expand the District's Affordable Housing Reserve Fund and utilize to facilitate constructing, producing or delivering perpetually affordable rental or price restricted units in Squamish. Adopt eligibility criteria (e.g. employment, residency, income) for occupancy and management of District-owned units through a housing corporation. Consider expanded uses of the reserve for rent banks, secondary suite incentives, and cooperative property management programs.
- g. Utilize density bonusing and other incentives to encourage provision of on-site affordable and rental housing (including secondary suites).
- h. Maximize surplus or underutilized municipal assets and lands and give priority for affordable housing projects wherever appropriate.
- i. Employ expedited permitting processes as well as fee and charge reductions and waivers for affordable housing projects.
- j. Extend additional incentive or fee reductions for affordable housing projects that exceed provincial building energy efficiency requirements.
- k. Explore future property tax levies (per household/year) through general taxation for affordable housing as well as permissive tax exemptions on affordable housing.
- l. For a net gain in affordable housing, any proposed rezoning, or redevelopment of existing rental housing or manufactured home parks, proposals must, at a minimum:

- i. provide 1:1 replacement plan for the existing housing *in addition to* other affordable housing contributions outlined in District policies; and
 - ii. sufficiently address tenant displacement to the District’s satisfaction (notification and opportunity for input, consideration of right to purchase new units, as well as relocation assistance and compensation plans).
- m. Update municipal regulations for existing manufactured home parks and work with landlords and tenants to ensure their maintenance according to health, and safety standards.

Workforce Housing

12.9 Objective

- a. Provide adequate and affordable workforce housing in the community.

12.10 Policies

- a. Consider and address the need for affordable housing generated by new large-scale commercial or industrial development projects (e.g. model workforce housing demand to *ensure that adequate business infrastructure meets the needs of employers and employees*).
- b. Explore creation of a workforce housing index and workforce housing fund (or update existing Affordable Housing Reserve Fund to include workforce housing) for collecting cash contributions for employees per square metre of commercial/industrial projects by industry type.
- c. Encourage and work with employers to coordinate voluntary employer-assisted housing programs.

Purpose-Built Rentals

12.11 Objective

- a. Provide alternatives to home ownership and expand the inventory of affordable rental units.

12.12 Policies

- a. Monitor and target the construction of purpose-built rental housing to meet projected demand and maintain overall market supply. Focus rental projects in

areas close to transit, employment and services, mixed density residential infill areas and neighbourhood nodes.

- b. Employ incentives to support the creation and affordability of new rental housing.
- c. Consider a variety of means to achieve affordability such as modest unit sizes and on-site common amenities, level of finishing and other design considerations.
- d. Secure long-term affordability of rental units through housing agreements (preferred means) for terms of 60 years or the life of the building, whichever is greater, and include legal provisions mandating no-stratification or separate sales covenants.
- e. Closely consider the priority of rental accommodation, affordable housing availability, rental vacancies, proposals to relocate persons occupying the residential building, and any other potential impacts or relevant matters, prior to authorizing any residential strata title conversion of previously occupied buildings.
- f. Develop policy and regulations addressing short term/vacation rentals that reduce the available inventory of rental housing, and monitor and resource adequate enforcement of unauthorized rentals.

Housing Coordination+ Partnerships

12.13 Objective

- a. Coordinate affordable and social housing initiatives to ensure that all residents' needs, including those most disadvantaged, are met over the next 20 years.

12.14 Policies

- a. Actively work with housing stakeholders and the non-profit community housing sector to address the affordability gap faced by the community:
 - i. plan and facilitate the construction of safe, secure, affordable, and core needs housing (shelter, transitional and supportive housing) subsidized by BC Housing and/or other provincial government ministries; and
 - ii. secure potential buildings and sites for affordable and financially self-sustaining housing through partnerships, joint grant

applications, allocation of municipal Affordable Housing Reserve funds, and long-term low-interest financing through BC Housing.

- b. Pursue potential opportunities to collaborate and coordinate with Squamish Nation both on and off-reserve housing programs.
- c. Advocate and encourage other levels of government to provide financial support and/or lands for affordable housing (e.g. provincial Crown lands available through the Crown grant process).

13. Commercial Land Uses

Commercial lands within Squamish have traditionally been located in the Downtown core; however, other areas of the community have seen growth of commercial activity over time. The Garibaldi Village area has developed as a significant retail and services centre for community members, residents of the region, and visitors to the Sea to Sky Corridor. Many commercial businesses are located within the Squamish Business Park alongside light industrial activities. Pockets of commercial land use can be found in neighbourhoods, such as Brackendale, Valleycliffe and Dentville, while other neighbourhoods like Garibaldi Highlands have no commercial development.

Through the OCP public engagement process, community members identified several priorities relating to commercial land uses. These included a strong preference for good employment opportunities within Squamish over employment opportunities elsewhere that require commuting. In addition, community members expressed an interest in complete walkable neighbourhoods. A diverse network of commercial services is necessary to meet these interests—and to provide commercial opportunities that meet day-to-day needs within neighbourhoods—along with more specialized commercial activities suited to larger commercial nodes.

In 2014, an *Employment Lands Strategy* was completed for the District of Squamish which included an analysis of the supply of commercial land available. The strategy concluded that there was enough existing and future planned commercial capacity in the four core commercial areas (Downtown, Squamish Business Park, Garibaldi Village, and the Oceanfront) to meet projected demand in a medium growth employment lands demand projection. It was only under a high growth employment lands demand projection that there was an expected shortage within the timeframe of the study (leading up to 2031), occurring around the year 2025. The study indicated that some potential future commercial shortage in a high growth employment lands demand projection could likely be offset through pocket development in neighbourhoods outside of the four core areas.

Since the strategy was completed and through the OCP drafting process, significant revitalization of the Downtown core has been underway and the Oceanfront Peninsula is moving ahead. However, not all of the commercial development projected in the *Employment Lands Strategy* is being achieved through the redevelopment process. A continued focus on development of commercial space will be necessary to meet the goals outlined in the OCP.

Focused Commercial Development

13.1 Objective

- a. Support existing commercial areas in the District by directing new commercial activities to these areas.
- b. Foster mixed use developments that contribute to the development of a complete community.

13.2 Policies

- a. Concentrate commercial development that serves the day-to-day needs of Squamish residents in the downtown area, secondary mixed-use commercial areas (Garibaldi Village), and in neighbourhood nodes identified on **Schedule C**. These day-to-day services include, but are not limited to, pedestrian oriented retail, liquor stores, grocery stores, pharmacies, restaurants, neighbourhood commercial, and personal health service offices.
- b. Prioritize infill and redevelopment of underutilized commercial lands to achieve compact urban form and to avoid dispersed commercial development.
- c. Amend the Zoning Bylaw to incentivize or mandate a higher proportion of commercial spaces along with public amenity spaces within mixed-use developments.
- d. Enact a new District of Squamish Sign Bylaw to maintain minimum standards for quality, well designed and scaled community signage and coordinate with form and character guidelines to balance commercial signage needs with community aesthetics and character.

Neighbourhood Nodes

13.3 Objective

- a. Create complete neighbourhoods where residents can meet their daily needs in a walkable gathering place.
- b. Reduce automobile reliance for accessing day-to-day commercial activities.
- c. Provide a focal point and identity for each neighbourhood in the community.

13.4 Policies

- a. Encourage development of identifiable small-scale neighbourhood nodes, identified on **Schedule C**, to concentrate local commercial activities, institutional uses, recreational amenities, transit connections, or other compatible uses within existing and new residential neighbourhood development.
- b. Assess proposals for neighbourhood commercial development in proximity to a neighbourhood node against compliance with the following criteria:
 - i. a location near key intersections (e.g. intersection of two arterial roads or a collector and an arterial road) or on a major road;

- ii. adjacent to other neighbourhood amenities such as parks or existing commercial uses; and,
 - iii. transit connectivity.
- c. Encourage mixed-use developments within neighbourhood nodes. Examples of suitable uses that may be located above neighbourhood commercial spaces are residential, office, or professional services.

Highway + Tourist Commercial

13.5 Objective

- a. Minimize commercial sprawl along the Highway 99 (Sea to Sky Corridor).

13.6 Policies

- a. Prohibit expansion of Commercial/Industrial designations along Highway 99 beyond those identified on **Schedule B**.
- b. Separate existing commercial and industrial areas along Highway 99 using treed/natural areas, open space, or by other suitable forms of development reflective of the natural environment.
- c. Recognize the Klahanie site north of Darrell Bay for the purposes of accommodating tourist and recreation commercial development and establishing a substantial gateway feature to the community. Highway strip commercial development uses are not supported in this location.
- d. Discourage any new commercial land uses involving drive-through facilities within the District.

14. Industrial Land Uses

Recent economic shifts in Squamish have resulted in a greater share of jobs in the services sector in addition to residents commuting to Whistler and Greater Vancouver for employment. A current priority for Squamish is retaining employment opportunities within the community and strengthening job growth in step with population growth. This will contribute to a more complete community while reducing automobile dependence and the associated social and health impacts of commuting. An adequate supply of land is necessary to support employment uses and encourage local job creation.

In 2015, an employment lands inventory and projections were completed as part of the *Employment Lands Strategy* (ELS) process. The strategy and projections highlighted a number of employment lands supply challenges facing Squamish. A considerable amount of employment land has been lost due to residential rezoning and re-designation. Under projections for medium growth scenario, Squamish will encounter an insufficient supply of medium industrial employment lands due to constraints such as affordability, adjacency issues, hazard limitations, residential use conflicts, and uncertain regulatory or tenancy environments. Displacement is a concern facing some industrial operations, particularly medium industrial businesses located in the BC Rail North Yards (identified in Figure 17-2), an area that also functions as port lands and is important to the local wood products industry, manufacturing, and rail logistics. Finally, conflicting and unclear land use policies has created confusion for land owners. A potential location for additional employment lands development is the Cheekeye Fan; however, for some industrial uses, this area is only available if area-wide debris flow hazard mitigation is implemented. The Cheekeye Fan could also serve as land for forest industry uses displaced from the waterfront such as log handling and primary processing.

The District of Squamish is among a number of communities on the BC Coast that provide port facilities without having Federal Port Authority Status. Squamish port facilities include both a deep sea vessel facility and short sea facilities. The presence of the port facilities, rail connection and highway access provides a significant opportunity for industrial activity in Squamish.

Employment Lands Maximization

14.1 Objectives

- a. Protect the employment function of existing employment lands.
- b. Maximize existing employment land and industrial opportunities in the community for a flexible and adaptive inventory that can meet future needs.
- c. Minimize land use conflicts in transition areas between industrial activities and other uses.

14.2 Policies

- a. The re-designation of employment lands to other designations such as residential and residential mixed-uses is not supported.
- b. Restrict retail and professional office uses in areas designated for industrial use.
- c. Maintain and regularly update an employment lands inventory.
- d. Develop and incorporate a jobs-to-housing density target ratio as development criteria in future sub area plans.
- e. Amend the Zoning Bylaw to:
 - i. clarify and differentiate light industrial, medium industrial and heavy industrial uses, and ensure permitted uses within these zones match the industrial intent without encompassing commercial uses; and
 - ii. consider more intensive use of light industrial lands through increased Floor Area Ratios and building heights while balancing impacts to the economic impacts of light industrial activities.
- f. Advocate for improved, safer access to and from Site B and support the use of Site B for expanded specialized water-dependent industrial and port terminal uses.
- g. Support the use of the BC Rail North Yards site, west of the rail tracks, for medium and heavy industrial use.
- h. Engage in joint planning with the Squamish Nation to explore new employment opportunities on lands, including, but not limited to, the following:
 - i. Site B, including the extension of municipal services to the site;
 - ii. the Cheekeye Fan, including restricted industrial land uses that are appropriate in the absence of area-wide hazard mitigation;
 - iii. Fee simple Squamish Nation lands; and
 - iv. Crown Land within District boundaries.
- i. Consider options for facilitating or incentivizing the paving of log sort operations.

Land Use Compatibility

14.3 Objective

- a. Address compatibility between employment activities and other land uses.

14.4 Policies

- a. Require development applications for new industrial activities to address associated impacts on existing adjacent or nearby uses. Land use impacts should be mitigated using the following screening and buffering strategies as appropriate: exterior lighting design, landscaping, berms, fencing, and setbacks. This policy does not apply to industrial development at the Site B location.
- b. For residential or commercial development applications adjacent to land zoned for industrial activity, consider and incorporate buffering, screening, disclosure statements, restrictive covenants, and development design to mitigate impacts from industrial operations such as noise, sound and air contaminants. Consult with VCH and Ministry of Environment on such proposals.
- c. Encourage transitional uses such as the Mixed Employment land use designation for lands located between industrial and residential areas, in particular light industrial activities at grade with office, light industrial or residential above grade.

Port Facilities + Marine Activities

14.5 Objective

- a. Encourage and facilitate port facilities, marine employment and marine industrial activities.

14.6 Policies

- a. Support ongoing industrial land use of the port facilities, including handling cargoes, storage, and transfer of goods and materials, and other port facilities-related uses and associated employment activity.
- b. Encourage expansion and diversification of marine-based port facilities and activities at Squamish Terminals Ltd., Oceanfront Peninsula, Mamquam Blind Channel, Darrell Bay, Watts Point, the Woodfibre facility, and potential facilities at Site B.

- c. Consider the future expansion of existing industrial facilities (Squamish Terminals Ltd., Site B, etc.) when assessing the transportation corridors and road infrastructure in the community, specifically truck routes through the Downtown and future road network improvements.
- d. Consider changes to the Training Berm west of Squamish Terminals Ltd., such as berm extension, access realignment or clear span bridge installation, that balance and enhance environmental, recreational and industrial values and uses. Utilize the project review process outlined in the *Squamish Estuary Management Plan* as appropriate.
- e. Engage in ongoing planning and policy development to ensure coordinated waterfront land uses that support economic development while preserving environmental values.
- f. Recognize the transportation corridor connecting Third Avenue near the Squamish Terminals Ltd. facility to Bailey Street (identified in **Schedule B** and Figure 10-1) as an element of the *Squamish Estuary Management Plan* reflected in the land use designations of this OCP.

Heavy Industry Monitoring

14.7 Objective

- a. Participate in heavy industrial monitoring and cumulative effects review.

14.8 Policies

- a. Advocate for District involvement and participation in ongoing monitoring of cumulative effects' impacts from all aspects of permitted heavy industrial activities, including impacts to:
 - i. the Howe Sound marine environment;
 - ii. environmentally sensitive areas, such as, but not limited to, the Squamish River Estuary and surrounding Wildlife Management Area; and
 - iii. local and regional air quality.
- b. Advocate for and work with the Province to annually measure and report on GHG emissions and airborne particulate matter from industrial facilities in Squamish.

15. Civic & Institutional Lands Uses

As a regional service hub for the Sea to Sky Corridor, Squamish is home to a range of civic and institutional land uses. These uses encompass educational facilities, health care facilities, and public agencies. Collectively, these land uses are a critical component of the network that supports the daily life of residents.

Education facilities include a network of public and independent primary, elementary and secondary schools, the School District No 48 (Howe Sound) School Board Offices, and post-secondary institutions. Quest University, located east of the Garibaldi Highlands, is a liberal arts school serving approximately 700 students. Capilano University maintains a campus in the District; however, at present courses are not being offered in Squamish. The Oceanfront Peninsula Sub Area Plan includes 5.4 hectares of land dedicated to education use; these lands are intended to support a range of outdoor, environmental and fine arts programs along with a traditional post-secondary or university curriculum.

Healthcare and public agency lands include Municipal Hall, the District Public Works Yard (which also houses Bylaw Services and Animal Control Services), the Squamish General Hospital, the Squamish RCMP Detachment and Emergency Operation Centre, the Garibaldi Cemetery, and the West Coast Railway Heritage Park.

Institutional Uses

15.1 Objectives

- a. Retain and attract new institutional uses in Downtown Squamish.
- b. Integrate and support civic and institutional uses within the community to meet the needs of residents.

15.2 Policies

- a. Encourage future institutional uses that serve the entire municipality or region to locate Downtown.
- b. Encourage private and non-profit post-secondary schools and technology institutions to locate Downtown.
- c. Support the build-out and ongoing integration of existing and future post-secondary campus lands and facilities.

Educational Facilities

15.3 Objectives

- a. Plan for and meet anticipated needs for school facilities and support services in the school district.
- b. Maximize the use of institutional facilities available to the community.

15.4 Policies

- a. Consult with School District on the number, location, size, type, and timing of required school facilities and support services needed to accommodate future growth.
- b. Undertake joint school site planning for new residential areas as part of sub area planning processes to accommodate the projected student population.
- c. Work with the School District to facilitate school site acquisitions through the subdivision approval process.
- d. Refer all new or significant redevelopment projects to the School District that substantially increase the net residential density of a neighbourhood, as well as other land use and development proposals within close proximity to existing or future school sites.
- e. Support community partnerships and joint use agreements for schools and community facilities, particularly playfields, gymnasiums, parks, theatres, kitchen and garden facilities, and other amenities or programs and services that benefit the community.

Animal Control Services

15.5 Objective

- a. Promote and enforce responsible pet ownership to ensure the community is safe and enjoyable for all residents.

15.6 Policies

- a. Promote responsible pet ownership and care through public education in conjunction with local community organizations.
- b. Enforce the District's Animal Control Bylaw and offer temporary shelter with the highest standards of care and hygiene for lost, impounded or surrendered dogs.

- c. Work with Wildsafe BC to promote best practices for keeping hens in an urban environment and maintain a registry for urban hens.

Cemetery Services

15.7 Objective

- a. Provide respectful and cost-effective cemetery services and commemoration opportunities that meet the cultural, economic, religious, and social needs of the community.

15.8 Policies

- a. Develop a Cemetery Master Plan and update the District's Cemetery Bylaw as needed.
- b. Respect the use and tranquil character within the Mount Garibaldi Cemetery by maintaining an appropriate buffer for land uses and development adjacent to the cemetery site, and prohibit commercial filming.

16. Downtown Squamish

Downtown is the heart of Squamish. It will continue to serve as the primary shopping, tourist, cultural, institutional, entertainment, and social centre of the community. Downtown has spectacular views of the Stawamus Chief, Howe Sound, Mamquam Mountain, and (Mount Garibaldi). Many opportunities exist to strengthen Downtown and to attract more visitors and residents.

To guide revitalization of the Downtown and the surrounding area, a number of initiatives have been undertaken including the following:

- *Squamish 2000 Plan*;
- *Comprehensive Downtown Development Strategy* (and 2003 update);
- *Downtown Squamish Concept Plan* (2005);
- *Smart Growth Downtown Squamish Concept Plan* (2005);
- *Downtown Neighbourhood Plan* (initiated in 2006);
- *Waterfront Landing Sub Area Plan* (2007); and
- *Upper Mamquam Blind Channel Land Use Study & Policy Statement* (2012).

In addition, two sub area plans related to the downtown area are attached as schedules to the OCP: the *Squamish Oceanfront Peninsula Sub Area Plan* (2010) and the *Waterfront Landing Sub Area Plan* (2017). This OCP draws on these previous and existing planning documents to form a single unified vision. Land use decisions are intended to be consistent with the vision outlined in this OCP.

Downtown is intended to support a mix of land uses including a range of housing types and tenures, commercial services and shopping, employment areas including light industrial activities, parks and open spaces, cultural facilities, recreation and natural area connections.

Downtown Land Uses

16.1 Objectives

- a. Maintain Downtown as the vibrant heart and focal point of the community.
- b. Create an active destination downtown that attracts locals and visitors.
- c. Support a broad range of activities in the downtown area that contribute to both a complete neighbourhood and a regional service centre.

16.2 Policies

- a. Encourage the development of pedestrian oriented retail, tourist oriented retail, and day-to-day commercial services in the downtown area.

- b. Direct public-serving offices, commercial office space and institutions to the downtown area to enhance vibrancy and diversity.
- c. Direct high density residential, business and leisure space to the area designated as Downtown Gateway to support compact, walkable, pedestrian-oriented development within walking distance of a future multi-modal transportation hub.
- d. Recognize Downtown, particularly along Cleveland and Second Avenues, as a preferred location for the following types of uses:
 - i. street-fronting commercial and retail uses including food stores, specialty goods, and liquor stores;
 - ii. personal services such as doctors, dentists, lawyers and accountants;
 - iii. commercial offices and region-serving offices;
 - iv. facilities and institutions;
 - v. mixed-use residential/commercial;
 - vi. tourist accommodation and commercial recreation; and
 - vii. financial institutions.
- e. Encourage a diverse mix of land uses that support living, working, playing and learning Downtown including multi-unit residential (low, medium and high density), commercial mixed-use, arts and cultural facilities, entertainment, places of worship, neighbourhood parks, recreational facilities, trails, civic, light industrial, and institutional uses.
- f. Support the continued use of the harbour as a “working harbour” and seek to achieve a balance between residential/commercial, industrial and public uses.
- g. Encourage development of commercial space on the first and second stories in the downtown area.
- h. Limit large format retail stores in the downtown area to grocery stores. No other types of large format retail stores are supported in the downtown area.

16.3 Objective

- a. Reinforce the Downtown as the community’s arts, culture and entertainment hub.

16.4 Policies

- a. Enhance and celebrate valued arts and culture elements and resources within Downtown Squamish. Maintain a range of amenities and venues to support arts,

cultural expression, entertainment, education, and community life (e.g. art galleries, public library, theatres, museums, and performing arts facilities).

- b. Recruit people to activate the Downtown through arts, culture and entertainment uses, programming, and special events and celebrations that strengthen the Squamish brand in line with the District's *Branding, Development & Marketing Action Plan* (2014).
- c. Work with the Downtown Business Improvement Association, Squamish Arts Council and the Public Art Select Committee to establish arts and culture hubs or precincts in the Downtown. Promote creative clusters for existing and newly developing arts and cultural organizations.

Downtown Public Realm

16.5 Objective

- a. Develop a vibrant, active and inclusive public realm with distinct urban character and high quality urban design authentic to Squamish.

16.6 Policies

- a. Promote Downtown gathering places (indoor and outdoor), programs, services, and events that celebrate diversity within the community.
- b. Work with the community partners to encourage further Downtown shopping, marketing, promotion and events, as well as façade enhancements, patios and sidewalk seating areas to activate Downtown streets.
- c. Explore the possibility for seasonal closures of portions of Cleveland Avenue or other Downtown streets to motor vehicles.
- d. Consider opportunities, sites, and designs for a major Downtown public plaza.
- e. Promote temporary public realm interventions such as street closures, pocket parks, temporary seating, and pedestrian covers.
- f. Facilitate temporary revitalization of vacant land and brownfield sites in the downtown area in the absence of near term development. Consider incentives and taxation to encourage uses such as community food or flower gardens, landscaped areas, urban farms, markets spaces, plazas, festivals and performances venues, artisans work space, parks, picnic areas, and parking.
- g. Complete a comprehensive Downtown view corridor study to identify important public realm view corridors which should be protected during the development

process. Prior to its completion, consider individual project impacts on views and solar impacts from significant Downtown development applications for new buildings 12 metres or higher on a case by case basis.

- h. Create inviting, attractive and functional road, sidewalk and trail entrances to Downtown, including a distinctive gateway feature along Cleveland Avenue that creates a sense of arrival to downtown.

Float Homes

16.7 Objectives

- a. Ensure float homes, where permitted, meet the highest standards for environmental protection and are compatible with surrounding waterfront land and water uses.
- b. Maintain opportunities for public water access and recreation along the foreshore, and regular, unobstructed viewpoints of the water from the shoreline.

16.8 Policies

- a. The District will assess and carefully consider long-term needs and available locations for adequate marina and moorage space within the community prior to considering proposals for additional float home residential uses.
- b. Assess and carefully consider the suitability of any float home development applications in proximity to marine industrial activities south of Westminster Street in order to avoid creating land use conflict that could negatively impact industrial operations.
- c. Consider float homes only on water lots where approval or tenure for the proposed use has been obtained from the appropriate land owner and agency. Untenured float homes or liveaboards without appropriate tenure are not supported.
- d. Do not support continuous uninterrupted float home development along the Mamquam Blind Channel. Where permitted, use water lot zoning to establish float home density maximums and clearly define open water areas along the shoreline where float homes are restricted.
- e. Require float home development proposals to address the following considerations:

- i. impacts of the development on the marine environment and foreshore area;
 - ii. compatibility with coastal flood protection measures, potential dredging activities and marine transportation;
 - iii. requirement for servicing with municipal water and sewer;
 - iv. compliance with all building, floatation and fire protection requirements set out in the *British Columbia Float Home Standards*;
 - v. adequate available upland area to provide necessary support services such as parking and waste facilities;
 - vi. provincial and federal regulatory regimes such as navigable waters requirements;
 - vii. interface with waterfront public realm and recreation activity areas;
 - viii. maintenance of public access and viewpoints; and
 - vix. compatibility with surrounding waterfront land and water uses.
- f. Require float home developments to meet established DPA guidelines for protection of the natural environment and form and character.

17. Squamish Business Park

The Squamish Business Park (identified in Figure 17-1) is approximately 140 hectares and represents one of the District's central employment lands hubs. The District of Squamish adopted a *Business Park Sub Area Plan* in 2002. However, the 2002 plan lacked clarity for the area's shifting context and was identified as needing updating by the 2014 *Employment Lands Strategy*. Through the OCP process, the *Business Park Sub Area Plan* has been integrated directly into this plan. Former sub area plan policies have been revised to provide greater direction and certainty around intended future uses. This is to better differentiate the extent and location of light, medium and heavy industrial use areas, and to direct the nature and extent of business and service commercial uses supported by the plan. To comprehensively plan for this area, the BC Rail North Yard lands, west of the railway line and partially bordering Squamish Nation's Yekw'ápssem Reserve, are now considered inclusive of the Squamish Business Park.

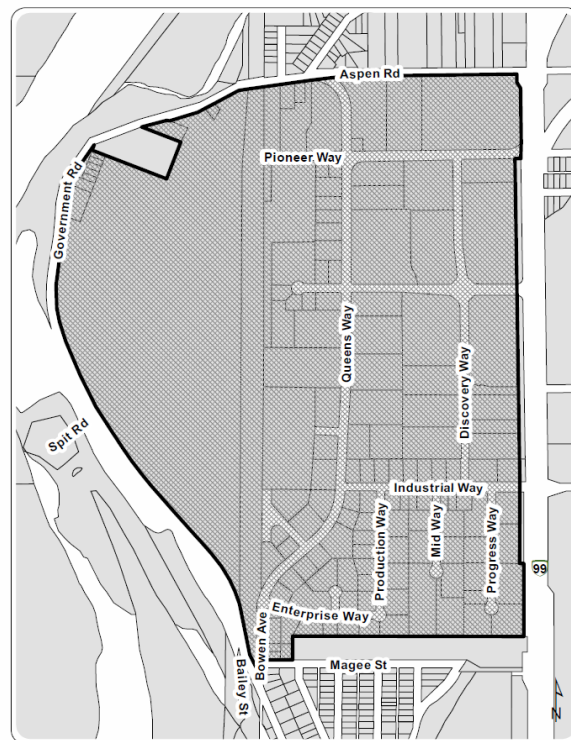


Figure 17-1. Squamish Business Park

Business Park Industrial Uses

17.1 Objective

- a. Maintain and protect industrial employment opportunities within the Business Park.

- b. Within the Business Park, encourage knowledge based, high tech and rec-tech industries in the north portion of the Business Park.

17.2 Policies

- a. Recognize the primary intention of the Business Park is to support the ongoing operation of a range of industrial activities and to ensure these activities are not displaced due to the encroachment of incompatible land uses.
- b. Ensure the former BCR North Yards property (District Lot 4262, Group 1 New Westminster District, Except Portions In: (1) Reference Plans 2511, 2518, 2530, 2651 and 19103 (2) Plan 4820) and surrounding lands identified in Figure 17-2 are utilized for intensive industrial purposes. Light industrial uses and commercial uses are not supported in this area to ensure that the land remains suitable for medium to heavy industrial activity that produces visual, acoustic or other nuisance disturbances.

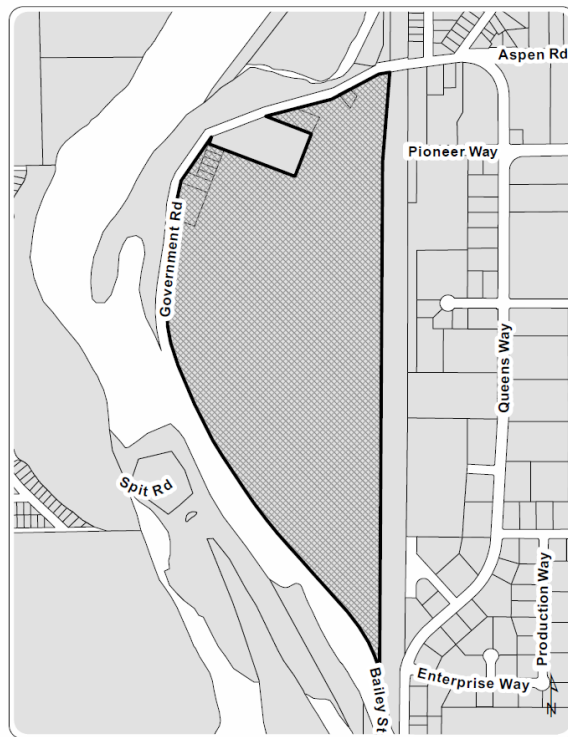


Figure 17-2. BCR North Yards Property

- c. Collaborate with landowners and industrial tenants on the BC Rail North Yards property to undertake long-term planning for land use, access and infrastructure to support ongoing industrial uses while sensitively addressing neighbouring residential areas through appropriate buffering.

- d. Remaining undeveloped land within the Business Park are intended for high employment density land uses in the light industrial, knowledge based, high tech and rec-tech fields, and craft beverage manufacturing. Purely commercial activities are not supported in these areas.
- e. Amend the Zoning Bylaw to prohibit outdoor storage or production in the portion of the Business Park depicted in Figure 17-3.

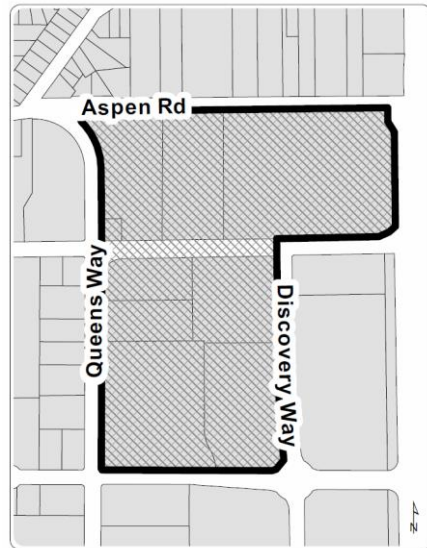


Figure 17-3. Area of no outdoor storage.

Business Service Commercial Uses

17.3 Objective

- a. Provide opportunity for a limited range of service commercial activities in specific areas of the Business Park that complement industrial activities.
- b. Ensure appropriate transitions between business park land uses and surrounding areas.

17.4 Policies

- a. Support a limited selection of existing commercial activities that are complementary to light industrial development within the Business Park on land designated for *Industrial Business*. Limit commercial activities to uses such as:
 - i. auto oriented service commercial activities;
 - ii. building supply outlets;
 - iii. accessory retail sales of products that are assembled or fabricated on site as part of a light industrial operation provided the retail use

- occupies no more than 20% of the gross floor area of the overall premises;
 - iv. offices that are not used by the general public on a day-to-day basis such as consulting firms, software and high tech firms, and research and development companies; and
 - v. public institutional uses and indoor recreational uses that require warehouse type spaces.
- b. Direct large format retail outlets to land designated *Tourist and Highway Commercial* at the eastern side of the Business Park. Large format grocery retail is not supported in any location within the Business Park.
- c. Discourage businesses within the Business Park that serve the day-to-day needs of Squamish residents such as pedestrian oriented retail, regional or neighbourhood level shopping centers/malls with multiple tenancies, specialty goods, liquor stores, grocery stores, pharmacies, restaurants, financial institutions, as well as personal service type offices such as doctors, dentists, lawyers, accountants and travel agencies. These uses are more appropriately located in the other commercial centres such as Downtown, Garibaldi Village, and in neighbourhood nodes throughout the community.
- d. Despite Policy 17.4.c., support a single Business Park commercial service centre on the southern half of Lot B Section 3 Township District Lot 5032 Group 1 New Westminster District Plan EPP32696, located northwest of the Commercial Way-Discovery Way intersection. This commercial service centre is intended to include a limited number of small scale, centrally located commercial uses such as business services, retail stores, restaurants and other commercial uses with good pedestrian, bicycle and transit access to serve the needs of Business Park employees.
- e. Maintain landscaped buffers along boundaries of the Business Park generally as shown on Figure 17-4, including municipal land between Highway 99 and the Business Park frontage, as well as District lands at the south end of the Business Park, north of Magee Street (Lot 21 District Lots 759, 760 and 5032 Plan 18954), which are preserved for drainage and ecological functions.

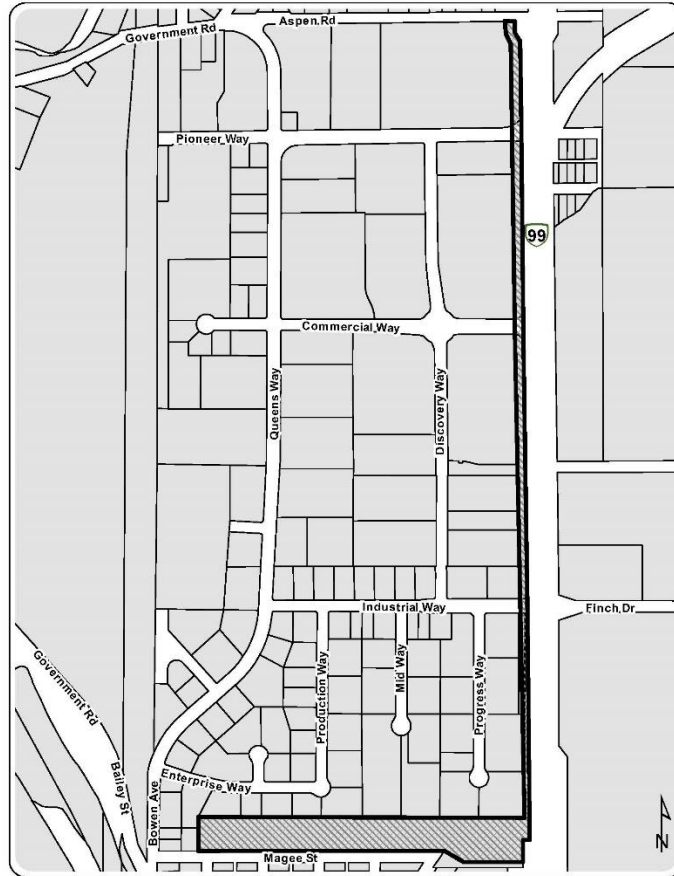


Figure 17-4. Business Park Buffers

- f. Ensure development adjacent to the southern side of Aspen Road is sensitive to the residential properties north of Aspen Road. Development along the south side of Aspen Road should consider incorporating elements such as:
 - i. neighbourhood commercial and residential development fronting Aspen Road;
 - ii. an integrated active transportation corridor along Aspen Road; and
 - iii. a landscaped boulevard along Aspen Road.

18. Parks + Recreation

Squamish prides itself on unparalleled access to outdoor adventure. Unique geography, such as the Stawamus Chief, Smoke Bluffs Park, the Spit, and river and trail networks, has positioned Squamish as one of the best multi-sport destinations in the world. Squamish offers a range of outdoor recreation opportunities within the District's boundaries, including rock climbing, mountain biking, kite boarding, windsurfing, paddling, canyoneering, rafting, trail running, horseback riding, hiking, and fishing and bird watching. Mountaineering and backcountry touring are also accessible close to town.

The District owns and operates Brennan Park Recreation Centre, the community's largest indoor/outdoor recreation facility. At the facility, residents and visitors can access an ice surface, a turf field, grass soccer pitches, ball diamonds, BMX track, mountain bike skills park, and tennis courts. A variety of parks and playgrounds are located throughout the community. The recreational greenways and trail network includes multi-use pathways along river dikes and between neighbourhoods, and rugged mountain biking and hiking trails in forested areas. Recreation services and programs are delivered from key recreation hubs including Brennan Park Recreation Centre, the Youth Centre, the Squamish 55+ Activity Centre, and Totem Hall. Key community partners that provide recreation amenities and services include Quest University, School District 48 and Squamish Nation.

Access to nature and recreation contributes to citizens' physical and mental health and well-being, and is linked to improved concentration, cognitive functioning, and restorative benefits, while reducing stress, chronic disease, depression, and anxiety. Access to and preservation of natural open spaces, parks, trails, and recreation amenities in Squamish is a community priority. The OCP focuses on preserving green space and expanding access to neighbourhood parks, trails, recreation hubs, and waterfront areas. The OCP also ensures there is affordable, accessible, and age-friendly recreation programs for all members of the community.

Recreation-based tourism continues to contribute to the local economy and has attracted innovative 'rec-tech' businesses that are capitalizing on the community's human capital, passion and outdoor adventure orientation. The development of the Sea to Sky Gondola, among other recreation-based businesses, add to the adventurous lifestyle for tourists and Squamish residents. The District's recreation hubs and open spaces are used for a wide array of events, from music festivals to outdoor races.

Natural Open Spaces, Parks + Greenways

18.1 Objectives

- a. Preserve, connect and enhance access to natural areas, open spaces and outdoor recreation.
- b. Supply appropriate parklands, play spaces and recreation infrastructure to meet the needs of the community and accommodate new growth.

- c. Ensure safe, convenient access to neighbourhood parks and recreation amenities within a 10-minute walk of all existing and new residential developments.

18.2 Policies

- a. Balance outdoor recreation activities with conservation values on lands designated *Parks, Greenway Corridor & Recreation (Schedule B)*.
- b. Develop guidelines to determine compatible and incompatible recreational land uses in environmentally sensitive areas (**Schedule K-1**).
- c. Develop an integrated network of neighbourhood and community parks, play spaces and recreation amenities in accordance with the District's Park Network (**Schedule H**). Address park deficiencies in underserved areas such as Dentville, North Yards, Garibaldi Estates, Valleycliffe, and Garibaldi Highlands, and improve access for and inclusion of Squamish Nation, as identified in the *Parks and Recreation Master Plan (2012)*.
- d. Secure quality usable parkland wherever feasible through land development. parkland dedication is preferred over cash-in-lieu. Do not consider buffer areas for environmental protection as part of required parkland dedication at subdivision.
- e. Apply the *Parks and Recreation Master Plan (2012)* Parkland Acquisition Guidelines respecting parkland location, area and design, such as:
 - i. securing and locating new neighbourhood parks in prominent, accessible locations that are connected to the District's Trail Network (**Schedule G**) and act as focal areas for the neighbourhoods they serve.
 - ii. locating parks adjacent to or in proximity to neighbourhood features, such as commercial uses, open space, or schools, and link to trails and other connections in the area.
 - iii. considering local area infrastructure needs and amenities as well as safety, accessibility, aesthetics, and recreation in parkland design.
 - iv. providing adequate, quality, useable open space opportunities for play, social gatherings, leisure activities, food growing, rest and relaxation.
- f. Ensure amenities within District parks reflect the interests of the neighbourhood and community, and include community gathering spaces and a range of age-appropriate play elements that can be used year round.

- g. Support creation and management of dog-friendly parks and trails where appropriate.
- h. Work with BC Parks to proactively address impacts of increased visitation on local and regional transportation, and parking infrastructure requirements.
- i. Continue to work in partnership with the Smoke Bluffs Park Committee to direct, monitor and manage uses in accordance with the *Smoke Bluffs Park Management Plan (2017)*.

Recreation Access + Amenities

18.3 Objective

- a. Expand and enhance access to recreation amenities, services and programming for increased health, wellness and social connections.

18.4 Policies

- a. Recognize the Brennan Park Recreation Centre as a centralized, high intensity recreation zone intended to serve the indoor and outdoor recreation needs of the community.
- b. Implement a phased expansion plan for Brennan Park Recreation Centre to accommodate the needs of the growing community, including, but not limited to, an additional ice rink (near term), fitness facility and pool (long term).
- c. Engage community residents regarding service needs and recreation planning.
- d. Enhance recreation access, services and programming for children and families, youth, seniors, and vulnerable and at-risk populations, providing a range of affordable, age-appropriate and accessible play, recreation and nature exploration opportunities.
- e. Explore opportunities for mobile recreation services and ‘pop-up’ programming for greater outreach in neighbourhood centres, parks and public open spaces, schools, and community facilities.
- f. Ensure key recreational areas are supported with adequate sanitary facilities, particularly during peak periods.
- g. Collaborate with Squamish Nation to explore and expand recreational, cultural, and health programming, service and amenity partnerships, and integration of Squamish Nation culture and heritage in community facilities, parks, and trails.

- h. Develop joint-use agreements for existing and proposed recreational facilities within the District to maximize available recreation opportunities.
- i. The development of pedestrian or vehicular crossings of the Squamish River are not supported in order to:
 - i. preserve the wilderness character of land west of the Squamish River; and
 - ii. protect the ecological integrity of Brackendale Eagles Provincial Park.

Trail Network

18.5 Objectives

- a. Maintain an integrated and connected multi-use recreational trail network.
- b. Develop a sustainable funding source for trail network maintenance and enhancement.

18.6 Policies

- a. Maintain and enhance the District’s Trail Network identified on **Schedule G** as a means of providing active, accessible transportation and recreation connections throughout Squamish.
- b. Ensure land development activities respect and contribute to the District’s Trail Network. Proposals for development activities must:
 - i. inventory existing trails located in areas proposed for development through the development process at the applicant’s expense;
 - ii. preserve the character, quality and function of Existing Critical Connector Trails identified on **Schedule G**;
 - iii. contribute to the construction of Future Critical Connector Trails identified on **Schedule G** and located on the development property in a character and quality reflective of the Squamish trail network;
 - iv. secure existing or proposed trails through mechanisms such as municipal dedication, rights-of-way or covenants;
 - v. relocate any trails lost to development with a trail of similar character and quality, preferably in the immediate area; and
 - vi. consider trail network maintenance or enhancement funding contributions to accommodate the additional riders that the development will bring to the immediate area and the trail network in general.

- c. Establish and engage a Trail Advisory Committee in early and ongoing consultation as part of the land development process. When trails must be relocated or removed to accommodate development, the advisory committee will provide recommendations:
 - i. to ensure trails are replaced with trails of a similar quality and character;
 - ii. to ensure trail connectivity is maintained by designing a functionally connected network across developments;
 - iii. specifying appropriate funding for off-site trail replacement; and
 - iv. specifying appropriate funding for maintenance caused by the increased riders brought by a development.
- d. Work with stakeholders to regularly update the District’s trails inventory and *Trails Master Plan* when needed.
- e. Identify and improve trail access and minimize neighbourhood impacts through development of trailhead staging areas in high traffic access locations. Incorporate parking, and amenities such as information kiosks, refuse containers, and bathroom facilities as appropriate.
- f. Develop incentives for landowners to dedicate trails and trailhead/staging areas at the time of development.
- g. Provide pedestrian access from the downtown area to the estuary trails through connections at street ends or at a similar interval to the existing street end spacing (200-300 metres).
- h. Maintain the old dike trail on the western edge of Downtown and the Squamish River estuary as a public pathway with barrier-free access. Retain setbacks for thick vegetative buffers of native trees and shrubs to minimize visual impacts of buildings and structures on abutting properties on the estuary and trail system.
- i. Work with organizations representing all trail user groups to minimize conflict, designate and sign trails appropriately, and protect the environment.
- j. Enhance public alpine recreation access, including maximizing opportunities for access associated with mountain tourism developments.
- k. Ensure the trail network identified on **Schedule G** is considered in infrastructure and financial planning.
- l. Explore public/private partnerships and sponsorships to source and leverage diverse trails funding streams.

Recreation Economy

18.7 Objectives

- a. Protect and capitalize on the District’s recreation assets to build the Squamish brand and grow the local economy.
- b. Enhance recreation assets through local collaborations and partnerships.

18.8 Policies

- a. Support the sustainable development of activities and amenities that align with the Squamish brand vision.
- b. Acknowledge and track the economic and social value of local outdoor recreation activities such as mountain biking, climbing, and wind and paddle sports.
- c. Assess and enhance the District’s permanent events infrastructure and amenities. Consider development of an expanded stadium facility that would meet the needs of Loggers Sports and be available to other events.
- d. Partner with recreation stakeholders to monitor recreation growth and increasing user demands, and responsibly manage recreation activities in local parks and natural areas.

Water-based Recreation

18.9 Objectives

- a. Develop and maintain water-based recreational assets.
- b. Promote stewardship of local blueways and marine areas.

18.10 Policies

- a. Promote marine-based recreation opportunities and low impact, water-based recreational access in and around the ocean, channels, and rivers (“blueways”).
- b. Establish and promote connections to regional and national trail systems, such as the Sea to Sky Marine Trail within Howe Sound, and the larger TransCanada trail network.
- c. Secure public access to and staging areas for water-based recreation opportunities while minimizing habitat disturbance.

- d. Work with Squamish Nation and private landowners to facilitate and secure uninterrupted public access to the dike system through the land development process wherever possible.

Camping

18.11 Objectives

- a. Manage camping within the District to maximize visitor accommodation opportunities and minimize negative community impacts.

18.12 Policies

- a. Support expansion of the number and range of affordable camping options within areas designated *Greenway Corridors and Recreation*.
- b. Work with provincial and federal agencies and Squamish Nation to minimize environmental and cultural impacts of illegal camping within Squamish.
- c. Consult and work with Vancouver Coastal Health to ensure local campgrounds and group gathering places provide proper servicing and meet health standards.

19. Climate Change Mitigation + Adaptation

Deforestation and the release of greenhouse gases, such as carbon dioxide from fossil fuel consumption and methane, are regarded as the primary causes of human induced climate change. The District of Squamish must work to mitigate and eliminate local and regional emissions that contribute to climate change while at the same time be prepared for and adapt to these changes.

The Province of BC has committed to reducing greenhouse gas (GHG) emissions by 80% (from 2007 levels) by 2050. It is estimated that local governments have control or influence over approximately 45% of these emissions.

As a signatory to the BC Climate Action Charter, the District of Squamish is working to reduce energy use and greenhouse gas emissions within its municipal operations. The District reports annually on its efforts to reduce emissions from the municipal fleet, facilities, buildings, and operations and on efforts to support reductions in community-wide energy use and emissions.

Along with mitigation, adaptation is a necessary response to climate change. Communities must plan for and respond to the impacts of climate change, which will continue to happen for decades even if we mitigate (due to GHGs already in the atmosphere). The local impacts of climate change in Squamish have so far been relatively modest. However, significant large-scale impacts are expected in the form of increased precipitation, higher temperatures, rising sea levels, increased extreme weather events, and more weather variability. These changes have far-reaching (and often unpredictable) environmental, social and economic consequences.

A recent District initiative involving local, regional and subject matter experts led to the creation of the *Adapting to Climate Change in Squamish: background report*. This document identified the top near-term impact priorities (i.e. issues decidedly relevant for Squamish that can lead to considerable consequence) and long-term priorities (i.e. issues relevant to Squamish that should be considered) for the District to address. Near-term priorities include sea level rise, increased forest fires and extreme precipitation. Long-term priorities include changing river flows, water supply vulnerability, economic development, health, and food security.

In this plan climate change is a 'lens' or consideration that affects a wide range of planning, development and other land use decisions. For this reason mitigation and adaptation measures are dispersed throughout the OCP. Policies which support climate change mitigation include infill policies in Section 9 (Growth Management) and alternative transportation policies in Section 20 (Transportation and Mobility). Climate change adaptation policies are primarily located within Section 11 (Hazards Lands), Section 21 (Municipal Infrastructure), Section 25 (Community Health + Wellbeing) and Section 26 (Food Systems).

Corporate Carbon Neutrality + Leadership

19.1 Objectives

- a. Demonstrate municipal leadership in energy efficiency.
- b. Minimize greenhouse gas emissions from District operations.
- c. Achieve and maintain corporate carbon neutrality.

19.2 Policies

- a. Finalize and advance the District’s Corporate Carbon Neutrality Program to achieve and maintain corporate carbon neutrality.
- b. Continue work on creating a locally planned and managed carbon credit/trading marketplace within the District which enables the purchase of offsets that support tangible local projects.
- c. Improve energy efficiency of existing municipal facilities.
- d. Construct new municipal facilities (more than approximately 1,000 square metres of floor space) to achieve BC Energy Step Code Level 4, LEED Gold, or equivalent standard of energy performance.
- e. Update the District’s purchasing policy to understand and evaluate the life cycle costs and carbon implications of both large capital expenditures and ongoing purchases.
- f. Reduce emissions associated with the municipal fleet.
- g. Reduce emissions associated with municipal infrastructure through energy consumption optimization.

Community Greenhouse Gas Reductions

19.3 Objective

- a. Reduce GHG emissions within Squamish to 80% below 2007 levels by 2050.
- b. Demonstrate community-wide leadership in energy efficiency and reduction of fossil fuel use.
- c. Encourage renewable energy sources in buildings, vehicles, and infrastructure.

19.4 Policies

- a. Prioritize completion of a *Community Energy and Emissions Plan* (CEEP).
- b. Encourage compact land use patterns that support complete communities, infill development, a diversity of transportation options, and a greater mix of land uses.
- c. Emphasize active transportation and public transit as an essential part of the District transportation and land use network.
- d. Ensure that high-density employment areas are easily accessed by active transportation and transit networks, and that local employment opportunities provide alternatives to lengthy vehicle commutes.
- e. Support and advocate for the implementation of effective regional transit services.
- f. Facilitate the development and coordinated management of low impact alternative and renewable energy sources such as solar, bioenergy, geothermal, wind power, micro hydro, small-scale hydro, or run-of-the-river hydroelectric projects, subject to:
 - i. minimal impacts on recreational amenities;
 - ii. limited visual impacts from all infrastructure and transmission lines;
 - iii. minimal impacts on natural ecosystems; and
 - iv. community consultation.
- g. Consider District-owned and operated heating and cooling systems where sufficient demand is demonstrated, including implementation of a District Energy Utility in the downtown area.
- h. Encourage clean energy technology initiatives and business opportunities throughout the region.
- i. Reduce greenhouse gas emissions associated with the landfill operations.

Green Building Design

19.5 Objective

- a. Encourage efficient, low-carbon, innovative development practices that conserve, recycle or generate energy, water, materials, and other resources.

19.6 Policies

- a. Work with the development community to encourage green building practices including deconstruction, reduced waste generation, and the energy efficient use of resources during construction for all buildings.
- b. Encourage building and site design that incorporate features to enable ground water recharge such as green roofs, vegetated swales and pervious paving material. Consider amendments to the Zoning Bylaw to require building and site design that reduces the amount of impervious surface.
- c. Consider options for encouraging, incentivizing or mandating energy efficiency practices in the design, construction, retrofitting and renovation of building such as:
 - i. amending the Zoning Bylaw to encourage energy efficient building construction for multi-family and commercial development through the provision of density bonuses for energy efficient construction;
 - ii. offering incentives for energy efficient building construction such as building permit rebates, development cost charge adjustments, and permit fast-tracking;
 - iii. promoting existing incentive opportunities from other agencies to encourage energy retrofit programs for existing structures through education; and
 - iv. progressing through the BC Energy Step Code to reach net zero energy ready buildings by 2032.

Climate Change Adaptation

19.7 Objectives

- a. Expand the District’s understanding of how climate change will impact the region.
- b. Proactively identify and plan for the impacts of climate change that development will be exposed.

19.8 Policies

- a. Improve knowledge of climate change and associated impacts in the region including investigation of historical trends and projected changes in extreme temperature and precipitation.
- b. Consider development of an ‘adaptation checklist’ that requires new development to address expected regional climactic impacts, enhance resiliency and minimize risk, and take advantage of positive impacts.

20. Transportation + Mobility

Accessible and sustainable transportation is a cornerstone of a healthy, liveable community. The District is working towards an efficient, balanced, and fully integrated multi-modal transportation system. With increasing population growth and neighbourhood development densities, improving transportation network connectivity and promoting active and alternative low-emission modes, while providing for commercial transportation needs and economic functions, are key for smart and sustainable growth.

Local terrain, land use and employment patterns, and dispersed residential neighbourhoods and employment lands constrain and influence citizens' transportation choices and behaviors. Other determinants, such as income, age or ability, may present further barriers to mobility. Squamish is largely automobile oriented: more than 80% of residents travel to work or school by car. Vehicle transportation currently makes up the bulk of community greenhouse gas emissions (GHG) (55% of total emissions).

In response, the OCP directs the design of complete, compact and connected neighbourhoods to support walking, cycling and the use of public transit for improved health outcomes. Practical, safe and accessible alternative transportation options are prioritized to reduce reliance on single occupant vehicles (SOVs) and minimize GHG emissions. The Plan aims to grow local employment to reduce or eliminate commuting; it also supports integrated land use and transportation planning and sidewalk and cycling infrastructure funding and trail network improvements to foster greater connectivity within and between local neighbourhoods and key destinations. Improving access, efficiency and reliability of local transit and encouraging transit-oriented development to increase viability and ridership are needed. Partnering is required to improve regional multi-modal transportation options and undertake long-range transportation planning within the Sea to Sky Corridor and beyond to address cumulative growth impacts and manage congestion within the corridor.

Squamish is one of the few communities in Canada with access to rail, road, air, and ocean transportation. The port facilities at the Squamish waterfront are critical to local and Western Canadian economies especially in supporting the movement of goods within the Asia Pacific region.

Major Transportation Network

20.1 Objective

- a. Enhance and sustainably fund the District's transportation network for the safe, efficient and sustainable movement of people and goods.

20.2 Policies

- a. Optimize the District's major transportation network and transportation facilities identified on **Schedule F-1**, and designated as *Facilities, Utilities and Transportation Corridors* on **Schedule B**, and maintain them in good repair.

- b. When evaluating major road network improvements, balance against criteria such as funding/affordability, timing (need or value) and ability to support mode shift, GHG reductions, connectivity gaps, and avoid impacts on environmentally sensitive areas wherever possible.
- c. Employ a variety of tools to finance transportation infrastructure upgrades, including Development Cost Charges (DCCs), developer contributions, and capital expenditures.
- d. Review the **Schedule F-1 Major Transportation Network** with the DCC Bylaw at least once every two years.
- e. Work with Ministry of Transportation and Infrastructure (MOTI) to review any future proposed capacity improvements and/or widening of Highway 99. Do not support the expansion of Highway 99 beyond four lanes within the municipal boundaries.
- f. Ensure designated truck routes within the District provide for the safe and efficient movement of people and goods through the community.
- g. Evaluate possible alternative connections between the Garibaldi Highlands and Highway 99, including a Pia Road/Dowad Drive connection and a Pia Road/Newport Ridge Drive connection, and identify infrastructure requirements to accommodate future growth in the Garibaldi Highlands area. Consider whether both vehicle connections to the Garibaldi Highlands are required and prioritize a reasonable access bike route with a maximum grade of approximately 8%.
- h. Consider developing a connection between the east end of Valleycliffe and Finch Dr to address increasing traffic flows along Westway Avenue from neighbourhood growth, and to provide an alternative emergency access route to Highway 99.

20.3 Objective

- a. Improve overall connectivity and transportation safety throughout Squamish.

20.4 Policies

- a. Pursue options to increase local road and trail connectivity, minimize reliance on Highway 99, and connect all new and future neighbourhoods, employment areas, commercial districts, and recreation and tourism destinations.
- b. Work with Squamish RCMP and District Bylaw Enforcement to improve road safety through measures such as managing vehicular speeds and maintaining

unobstructed transportation network routes. Consider local road speed reductions and incorporation of traffic calming measures where warranted.

- c. Improve north/south connectivity throughout the community. On the west side of Highway 99, prioritize completion of the Pioneer Way extension of Discovery Way through to Pioneer Way, and the Pioneer Way/Government Road connection as per the Major Transportation Network Plan **Schedule F-1**, and improve associated linkages with the Discovery Trail.
- d. Work with MOTI to address highway crossing issues and optimize signalized intersections for safe east/west connectivity across Highway 99.
- e. Improve vehicle and pedestrian safety and connectivity at signalized Highway 99 intersections such as Darrell Bay Rd, Alice Lake Rd, Cleveland Ave and connections to future neighbourhoods north of Garibaldi Way.
- f. Continue efforts to improve the safety of the Corridor Trail at the Pemberton underpass (under the Highway 99 bridge) at the Mamquam Blind Channel.
- g. Work with CN Rail to assess and improve rail safety throughout Squamish, with a particular focus on meeting Transport Canada's grade crossing standards by 2021. Explore and leverage funding sources to address and maintain priority public crossings. Minimize land use and rail transportation conflicts and trespass; seek alternative access options where necessary and partner on community education and enforcement.

20.5 Objective

- a. Create a welcoming sense of arrival in Squamish and support community wayfinding.

20.6 Policies

- a. Designate and improve key community gateways along Highway 99 to enhance wayfinding, neighbourhood identity and placemaking (with key locations including Darrell Bay, south and north Provincial Parks districts, Valleycliffe/Hospital Hill, Downtown Squamish, Garibaldi, and Depot Road/Brackendale).
- b. Provide clear wayfinding and directional signage for the Squamish street network, trails, and bicycle routes linking neighbourhood destinations, community amenities and attractions.
- c. Promote a landscaped 'parkway' ambiance along Highway 99 that extends through Squamish between Darrell Bay and Paradise Valley Road. Maintain

landscape guidelines for treatment of adjacent lands for visual buffering of development.

Downtown Transportation

20.7 Objective

- a. Accommodate and enhance multi-modal transportation for safe, convenient and seamless travel to/from and within Downtown Squamish.

20.8 Policies

- a. Undertake updated Downtown/network traffic modelling to inform development of the Downtown Transportation Plan and consider future projected growth in concert with employment and industrial needs in ongoing multi-modal transportation planning.
- b. Develop a Downtown Entrance/Gateway Plan aimed at resolving multi-modal network connections, commercial transportation routing, emergency access, and the Cleveland Avenue and Pemberton Avenue entrances.
- c. Develop a vision and secure an appropriate location for a Downtown multi-modal transportation hub, also with potential to incorporate rail service access in the long-term.
- d. Establish a multi-modal and active transportation corridor along Loggers Lane and the decommissioned railway right-of-way as development occurs.

20.9 Objective

- a. Facilitate the safe, reliable and efficient movement of goods between Highway 99 and the inter-modal port and rail facilities, and commercial and industrial lands within and adjacent to the Downtown.

20.10 Policies

- a. In the short-term, Loggers Lane is designated for truck routing in the Downtown connecting to Cleveland Avenue and Highway 99, as identified on **Schedule F-1**. Actively pursue acquisition of the BC Rail right-of-way for widening of Loggers Lane (designated as future *Transportation Corridor* on **Schedule B**).
- b. To improve safety and reliability of the truck network, prioritize improvements to Vancouver Street intersections at Third Avenue and Loggers Lane, and work with MOTI on operational improvements at Cleveland Avenue and Highway 99.

- c. Enhance transportation safety and reduce congestion along truck routes while ensuring functional movement of goods. Balance road network design and function with community livability goals promoting and minimizing conflicts with active travel modes. Consider road upgrades to critical truck routes to address these considerations when necessary.
- d. In the medium-term, plan for a secondary Downtown access to accommodate future traffic volumes at an east-west crossing on Pemberton Avenue to connect Loggers Lane to Highway 99 via Laurelwood Road (arterial standard to accommodate trucks).
- e. Monitor mode shifts and traffic demands over time and consider and assess the feasibility of a Westminster Street crossing of the Mamquam Blind Channel for long-term Downtown access, if needed to accommodate future growth. Review cost-benefits and environmental, archeological, visual, economic, and social impacts of crossing options with community stakeholders.
- f. Work with local and regional partners on sustainable goods-movement strategies (including barges, low-emission trucks where heavy transport is not necessary, and other means for local “lighter” transport via low-speed electric vehicles, bicycles, etc.). Consider marine rather than highway transportation to reduce greenhouse gas emissions.

20.11 Objectives

- a. Maintain reasonable parking systems and infrastructure to support resident, commercial and visitor parking in balance with active transportation and Downtown revitalization.
- b. Encourage more efficient use of on-street parking facilities (particularly in peak periods), reduce parking demand, and shift travel to alternate modes (transit, walking and biking).

20.12 Policies

- a. Monitor Downtown parking inventory and utilization, and secure a location for a shared parking facility as part of, or in close proximity to a multi-modal hub, rather than a proliferation of accessory lots.
- b. Maintain reduced parking standards in the Downtown, and continue to encourage shared parking facilities where feasible and appropriate, and where parking demand varies over the course of the day for different activities.
- c. Explore options for paid parking and actively manage on-street parking through parking enforcement and education programs.

Alternative Transportation Options

20.13 Objectives

- a. Reduce single occupancy vehicle (SOV) use and support the transition away from fossil fuels.
- b. Achieve a SOV mode shift reduction from 88% (2010) to 63% by 2031 (District of Squamish *Multi Modal Transportation Plan*).
- c. Encourage and prioritize affordable and accessible transportation options and alternatives.

20.14 Policies

- a. Employ a hierarchy of transportation modes as a general approach to guide transportation decisions. Priority (in order): walking; cycling; transit; commercial vehicles; high-occupancy vehicles/taxi; then private automobile. Modes at the top of the hierarchy will not necessarily receive priority on every street; in some cases users may be accommodated on a parallel or nearby route. This is particularly true for streets that serve a particular need such as the movement of goods.
- b. Encourage shared auto use (such as car co-operatives) and efficient and/or alternate fuel vehicles by allocating preferred parking spaces and reducing parking requirements for new developments.
- c. Amend municipal zoning to mandate that development accommodate car co-ops, car share vehicles and/or electric vehicles (EV).
- d. Support electric vehicles and the development of an EV charging network by designating additional charging stations (including designated EV stalls) in convenient and accessible locations throughout the community.
- e. Work with local and regional partners on sustainable goods-movement strategies (low-emission trucks where heavy transport is not necessary, and other means for local “lighter” transport via low-speed electric vehicles, bicycles, etc.).
- f. Undertake Traffic Bylaw amendments to enable electric scooters and low and medium-speed zero-emissions vehicles to utilize the local transportation network.

- g. Establish and maintain a multi-stakeholder Active Transportation Working Group on transportation planning issues, policies, programs, and short-term, medium-term and long-term transportation initiatives.
- h. Encourage local businesses to provide high quality work-share spaces and advocate for telecommuting and work-from-home policies for major employers outside the region.
- i. Initiate social marketing campaigns to support the District’s transportation demand management (TDM) objectives and trigger shifts in resident travel behaviors.

Active Transportation Infrastructure

20.15 Objective

- a. Sustainably fund alternative transportation infrastructure and amenities as Squamish grows.

20.16 Policies

- a. Establish alternative transportation funding sources to support walking, cycling, public transit, and other alternative transportation.
- b. Resource and prioritize annual active transportation capital improvements, particularly within priority areas identified in the District’s *Active Transportation Plan* (2016), such as designated Safe Routes to Schools.

20.17 Objectives

- a. Improve the accessibility and safety of the built environment to enhance active living and mobility for all.
- b. Increase walking and biking mode share.

20.18 Policies

- a. Enhance the viability of walking and cycling by expanding and addressing gaps in the Bicycle and Sidewalk Networks identified on **Schedules F-2 and F-3**.
- b. Promote the design and installation of high quality bicycle facilities on **Schedules F-2**, including:
 - i. *Multi-use Pathways*: off street pathways physically separated from motor vehicles and accessible to all users;

- ii. *Protected Bicycle Lanes*: physically separated from motor vehicles and located on-street within the roadway surface (and separate from sidewalk), providing route directness and protection through various treatments, such as barriers, elevation, bollards, parked cars, visual surface treatments and painted buffers;
 - iii. *Neighbourhood Ways (Routes)*: shared bicycle routes located on streets with low traffic volumes and speeds optimized to prioritize bicycle traffic. Improvements include signage and pavement markings identifying road as a bicycle route; and
 - iv. *Bicycle Lanes*: defined road space for bicyclists and motorists with painted buffers that provide additional space for avoiding conflict with parked vehicles.
- c. Ensure infrastructure for walking, cycling, rolling, and transit is well maintained, safe and usable for people of all ages and abilities throughout the year.
 - d. Mandate provision of safe, secure and barrier-free environments in all new and significant redevelopment projects through improved municipal requirements (zoning, DPAs, subdivision, and streetscape standards).
 - e. Plan for and respond to growing demands for accessible transportation (e.g. accessible buses; safe, high quality walking environments; provisions for mobility scooters and other assistance devices; and improved transit facilities and amenities such as benches).
 - f. Implement safety improvements at key intersections along major cycling routes to minimize conflicts—especially along north/south connector routes—and to strengthen linkages between schools, adjacent residential neighbourhoods and parks.
 - g. Improve bicycle and pedestrian infrastructure and safety during road maintenance and development construction activities.

Transit

20.19 Objectives

- a. Increase transit ridership and providing an affordable transportation choice for all residents and neighbourhoods.
- b. Progressively increase transit mode share to 2.5 % by 2020, 5% by 2025 and 10% by 2040 (*Sea to Sky Transit Future Plan*).

20.20 Policies

- a. Continue to work with BC Transit and other providers to improve transit service frequency and access. Update transit area plans and implement service expansions as required to support growth and improve service access and connections throughout the municipality.
- b. Prioritize transit connectivity between the Downtown, major employment and recreational activity zones, neighbourhood nodes, interregional transit routes and residential areas, including Squamish Nation communities.
- c. Promote transit-supportive land use planning and transit-oriented design in cooperation with BC Transit that encourages:
 - i. high density residential and mixed-use developments near jobs and services along the District's core transit network identified in Figure 20-1, and within easy walking distance (400 metres or less) of an existing or proposed transit stop;
 - ii. expanded transit service to new residential developments and neighbourhoods within future expansion areas or low transit service areas; and
 - iii. careful coordination of the needs of transit-users, cyclists and pedestrians in site planning and streetscape design.
- d. Refer local and major development proposals and projects to BC Transit and continue to work with BC Transit to align land use and transit plans in conjunction with the *Sea to Sky Transit Future Plan* review.
- e. Improve transit accessibility and experience through better-designed transit facilities and infrastructure and access to transit information (e.g. technology).

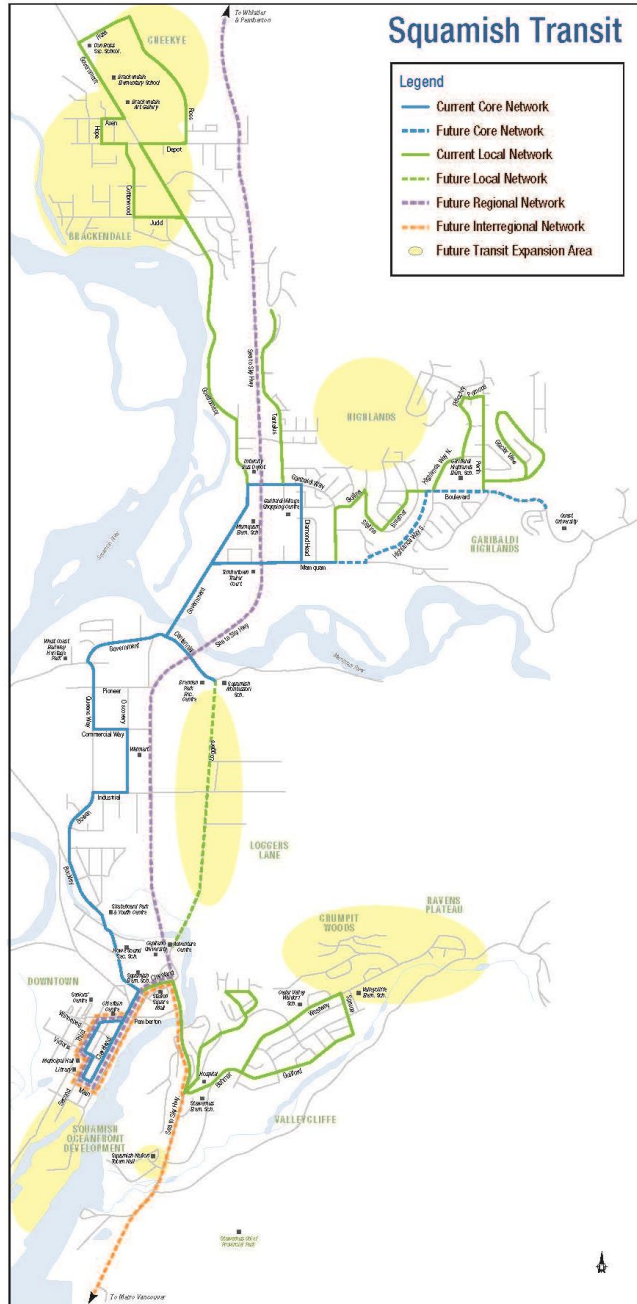


Figure 20-1. Squamish Transit Network Map
[Sea to Sky Transit Future Plan 2015]

Regional Transportation Options

20.21 Objective

- a. Expand regional and interregional transportation options to connect the community with the Sea to Sky Corridor and Metro Vancouver.

20.22 Policies

- a. Collaborate with the Squamish-Lillooet Regional District, BC Transit, Sea to Sky Corridor communities, Metro Vancouver, and the province to:
 - i. examine and address long-range transportation issues and plan for the significant regional growth expected over the next 25 years;
 - ii. explore options for integrated regional governance and new financing tools to support inter and intra-regional transit improvements within the Sea to Sky Corridor and Metro Vancouver;
 - iii. prioritize interregional transit service between Squamish and Metro Vancouver and reinstate regional service between Squamish and Whistler; and
 - iv. advocate for exploration of a high speed rail regional passenger service.
- b. Secure and formalize Park and Ride sites, bike storage and transit exchange facilities Downtown, and in close proximity to the Highway to serve both the south and northern parts of the community. Also consider interregional transit connections as part of upcoming major projects and sub area plans adjacent to Highway 99.

Marine, Rail + Air Transport

Port and industrial facilities at the Squamish waterfront are critical in the economies of the region and Western Canada. Marine and rail infrastructure and intermodal transportation connections are essential to support economic activity as part of a revitalized 'working waterfront'. Similarly, the Squamish Municipal Airport, a general aviation airport used for charter services, private aircraft, flying clubs, and other commercial activities, allows for aviation related commercial, industrial, tourism and other employment uses and is essential transportation infrastructure for air services including air ambulance, search and rescue, and forest fire suppression. The OCP promotes consideration of economic development needs when developing local and regional transportation planning priorities.

20.23 Objective

- a. Consider long-term intermodal needs and necessary infrastructure for viable marine and rail transportation connections.

20.24 Policies

- a. Work with MOTI to provide viable access to port facilities and to primary and secondary industrial operations. Support safe Highway access for the Site B industrial area.

- b. Coordinate marine transportation initiatives with community objectives respecting navigation and moorage facilities. Focus on increased compatibility between recreational, commercial and industrial uses.
- c. Support planning for and development of strong marine gateways for marine arrivals.
- d. Pursue a strategy and co-funding opportunities with different partners to survey, demarcate and monitor the navigable channel; work with federal agencies to support enforcement activities within the navigable channel.
- e. Develop a dredging strategy for the Mamquam Blind Channel as needed in order to address navigability for transportation, recreation and commerce, while minimizing impacts to marine habitats and biodiversity.
- f. Plan future landing location(s) and passenger facilities for water-based commercial transportation such as water taxis along the Mamquam Blind Channel, to be accommodated during redevelopment of adjacent uplands.
- g. Coordinate municipal upland uses and parking areas at Darrell Bay with the Province and industrial businesses to plan for and manage local and regional transportation needs.
- h. Consider future marine connections between Darrell Bay and Downtown Squamish, as well as potential for future passenger ferry services to Metro Vancouver and float plane service.
- i. Consider preservation and designation of existing rail corridors for current and future movement of goods and people.

20.25 Objective

- a. Promote and maintain the Squamish Municipal airport as a general aviation airport.

20.26 Policies

- a. Undertake long-range planning for the Squamish Airport and explore its regional role.
- b. Collaborate with airport tenants and stakeholders on initiatives to improve existing infrastructure, promote aviation safety, environmental responsibility, and economic viability.
- c. Protect lands for aviation uses that require direct airside access.

- d. Assess and manage development lands within 500 metres of the airport to protect the airport precinct and minimize and/or mitigate any potential conflicting uses or negative effects on adjacent properties.
- e. Personal aircraft/aerodromes in residential areas outside the municipal airport are not supported.

21. Municipal Infrastructure

Municipal infrastructure includes community water supply and distribution for potable consumption and fire protection, wastewater collection and treatment, roads, stormwater drainage, diking, and solid waste management and recycling. These public works assets enable the basic functionality of the District, and must be sustainably managed over their lifespans to meet required service levels and accommodate future growth.

Utility Service Provision

21.1 Objectives

- a. Efficiently and sustainably meet municipal infrastructure needs while protecting public health, safety and the environment.
- b. Minimize infrastructure life cycle costs and reduce or delay the need to develop new infrastructure capacity.
- c. Design servicing infrastructure to accommodate projected climate change impacts including more intense precipitation and sea level rise.

21.2 Policies

- a. Ensure new and retrofitted developments are serviced in accordance with standards set out in the Subdivision and Development Control Bylaw.
- b. Focus infrastructure investments within growth areas identified in Section 9.2.b.
- c. Prepare and review water, sewer and stormwater master plans every 5 years to identify existing capacities, short-term upgrading requirements and the long-term viability of the District's infrastructure systems.
- d. Investigate infrastructure systems and technologies to improve energy efficiency. Look for opportunities for capturing waste heat, heat exchange, energy generation, and stormwater reuse.
- e. Review and update the District's *Public Works Asset Management Plan* every 5 years for coordinated long-term capital planning and infrastructure management.
- f. Review the Development Cost Charge Bylaw at least once every two years. Consider regulations to reduce Development Cost Charges for developments designed to minimize environmental impacts.

- g. Pursue stormwater inflow and infiltration reduction measures through proactive inspection programs and remediation of sewer defects and stormwater cross connections.
- h. Collaborate with other agencies on periodic regional trend analysis of intense precipitation events to monitor for increased frequency and intensity to determine if stormwater infrastructure needs to be updated in anticipation of future climate scenarios.
- i. Consider and assess infrastructure vulnerability to potential climate change impacts using the Engineers Canada *Public Infrastructure Engineering Vulnerability Committee* (PIEVC) methodology.
- j. Develop an overall Integrated Stormwater Management Plan and complete future catchment-based ISMPs for all District watersheds, for integration within the District’s ongoing asset management planning and prioritization in growth areas identified in Section 9.2.b.
- k. Continue implementation of the District’s *Liquid Waste Management Plan* including work on wastewater treatment plant upgrades, integrated stormwater management planning, biosolids and leachate management and a flow reduction program.
- l. Engage with First Nations when updating infrastructure master plans in order to identify potential opportunities for supporting servicing of development on Crown provincial lands transferred to First Nations through accommodation agreements.

Green Infrastructure

21.3 Objectives

- a. Integrate green infrastructure (both natural and engineered) to manage rainwater resources, protect water and air quality, maintain ecosystem function, provide flood control, and address climate impacts within local watersheds.

21.4 Policies

- a. Utilize the ecological services provided by natural systems (such as rainwater interception and water quality treatment) wherever practical.
- b. Codify green infrastructure requirements and best management practices, such as stormwater infiltration, absorbent landscaping and pervious paving, for

incorporation in regulatory zoning, and subdivision and development control bylaws.

- c. Consider watershed needs at the outset of all neighbourhood sub-area land use planning processes. Incorporate stormwater management planning and low impact development approaches encouraging infiltration to maintain existing hydrology and ecosystem function.

Drinking Water Quality + Source Protection

21.5 Objectives

- a. Maintain the District's excellent drinking water quality, and water supply and distribution system to meet or exceed provincial drinking water standards.

21.6 Policies

- a. Adopt a comprehensive multi-barrier approach for reliable production and delivery of safe drinking water in a source-to-tap approach and adhere to best practice in water supply system operations and future designs, in collaboration with VCH.
- b. Monitor land use activities and employ best management practices to protect surface and ground water supply zones in line with the *Powerhouse Springs Well Protection Plan*.
- c. Engage in aquifer protection planning and groundwater quality monitoring in the Upper Mamquam watershed.
- d. Establish an aquifer protection development permit area.
- e. Protect back-up surface water sources on Mashiter Creek and the Stawamus River.
- f. Implement the municipal Cross Connection Control Program.
- g. Assess and work to minimize vulnerabilities of Squamish's primary and emergency water supplies to impacts of climate change through a water budget analysis that considers projected changes to precipitation and snowpack, glacier recession and projected community growth.
- h. Discourage commercial water extraction within the District of Squamish. Amend the Zoning Bylaw to restrict or prohibit facilities required to extract or process bulk water for commercial sale or disposition of water from the municipal water system.

Water Conservation

21.7 Objectives

- a. Increase water conservation and water-use efficiency within the District.
- b. Build awareness of the benefits of water conservation, particularly during periods of peak demand.
- c. Reduce water consumption per capita by 15% (over 2014) by 2031 and seek opportunities to exceed that goal.

21.8 Policies

- a. Use a range of demand-side management measures to reduce community water consumption including outdoor water use restrictions, development and building bylaws, water metering, and conservation oriented water rates.
- b. Implement initiatives and programs in the District's *Water Conservation Plan* (2015) that aim to reduce water demand and delay long-term infrastructure upgrades.
- c. Address unintended water loss through the District's Water Loss Management Program and upgrades to the water distribution system.
- d. Utilize water metering for industrial/commercial/institutional (ICI) and multi-family residential properties and all District facilities. Review volumetric pricing strategies in conjunction with any future expansion of the metering program and investigations for universal metering.

Solid Waste

21.9 Objective

- a. Promote waste management leadership and a culture of waste minimization while providing infrastructure and innovative waste management services in a fiscally responsible manner.
- b. Lower the District's solid waste disposal rate to 350 kg/person/year by 2020.

21.10 Policies

- a. Move toward zero waste in a cost-effective, efficient and environmentally sound manner.

- b. Reduce inputs to the solid waste stream by developing landfill bans on materials that have a viable diversion option in the Sea to Sky Corridor.
- c. Facilitate the continued extension of recycling and organics services to multi-family homes, commercial and institutional facilities; and provide educational materials and technical assistance.
- d. Manage landfill operations and capacity for environmental compliance and increased waste diversion opportunities, while proactively planning for any necessary horizontal expansion, including required consultations.
- e. Review and update the *Zero Waste Strategy* every 5 years.
- f. Develop solid waste storage technical specifications that stipulate the design and size of solid waste storage areas for new development.

22. Public Safety

Public safety for the District of Squamish rests with a number of municipal agencies and service areas: Squamish Fire Rescue (SFR), Squamish Emergency Program (SEP), District of Squamish Building Services, Bylaw Services and Animal Control Services, and the Squamish RCMP Detachment. In their individual roles, and in collaboration, these agencies work with public safety partners to provide a full range of day-to-day services that improve the health, safety and livability of Squamish. In addition, a full spectrum of emergency response services come into play at times of disaster and emergency. All have the objective to create a safe, secure and disaster-resilient community. This is achieved by working proactively to reduce risk, responding to emergencies in a collaborative and effective manner, and creating conditions that reduce the incidence of crime, abuse and discrimination.

The cost of disasters in Canada is rising exponentially, with direct costs currently sitting at about \$2 billion per year and projected to rise to \$4 billion per year by 2020. Flooding is the largest contributor to these costs (Insurance Bureau of Canada, 2014). Direct costs do not include the lost opportunities, hindered economic development, and the impact on citizen's physical and emotional wellbeing. Resilient communities are more able to reduce the impact of major emergencies and disasters and to recover from these events when they cannot be avoided. The District is therefore focused on an integrated approach to emergency management that strengthens the resilience of the people of Squamish and the municipality as an organization.

Effective planning, coordination and testing of emergency and disaster response services is consistent with building general community resilience. The District will work towards ensuring that facilities required for emergency response and support meet recognized best practices for post emergency or disaster resilience.

Community Safety + Security

22.1 Objective

- a. Create a supportive, safe, and secure environment in Squamish for individual and community well-being.
- b. Work closely with the Squamish RCMP detachment and the Squamish Community Policing Office.

22.2 Policies

- a. Continue efforts to promote *Safe Homes, Safe Communities* at the local/neighbourhood level through a variety of crime prevention programs and services.

- b. Liaise with Squamish RCMP, community groups, public agencies, and provincial authorities in the coordination and delivery of local Victim Services that offer support, community referrals, and resources to victims and witnesses of violent crime or trauma.
- c. Collaborate with internal and external partners to engage and involve residents in the safety of their homes, businesses and neighbourhoods, in all areas of safety using CPTED (Crime Prevention Through Environmental Design) and other strategies.

Disaster Resilience Planning

22.3 Objective

- a. Support community resilience and increase the capacity to prepare for, mitigate, respond to, and recover from emergencies and disasters.

22.4 Policies

- a. Finalize the *Comprehensive Emergency Management Plan* (CEMP) including All Hazards Plan, as well as Hazard Specific (Flood, Wildfire) and Function Support Annexes (Evacuation Plan, Crisis Communications) and update the CEMP on an annual basis.
- b. Update the District's *Community Risk Assessment* (Hazard Risk Vulnerability Assessment) every 5 years.
- c. Designate a network of neighbourhood support hubs within the community as locations to focus and coordinate assistance efforts, and share resources. Potential neighbourhood support hub locations are identified on **Schedule J**. These are post-disaster locations where District staff and trained volunteers will prioritize getting information and providing services to the public.
- d. Plan, coordinate, and regularly test emergency and disaster response services in conjunction with Squamish Nation and neighbouring communities.

Community Emergency Preparedness + Mitigation

22.5 Objectives

- a. Strengthen local level emergency response capacity through emergency preparedness initiatives to build community resiliency.

- b. Promote individual, business and community preparedness for response and recovery from emergencies and disasters.
- c. Prepare the community to be self-reliant for up to a week after a disaster.

22.6 Policies

- a. Strengthen community emergency and District of Squamish business continuity planning.
- b. Develop and implement mitigation measures for vulnerable members of the population during emergencies (e.g. communications and evacuation supportss).
- c. Consider relocating core emergency response facilities including the Fire Hall and RCMP Detachment/Emergency Operations Centre from areas threatened by natural hazards at the end of the facilities' lifespans.
- d. Assess impacts of climate change on requirements for emergency response capabilities.

23. Natural Resources

Local natural resources have traditionally been the basis for economic development and jobs in Squamish and surrounding areas. Sustainable resource management is critical for employment and to protect resources for future generations.

Forest Lands

Squamish forest lands include temperate forest and mineral and land-based resources that sustain critical habitats for fish, birds, animals and other species. They also provide fibre for the forest industry and support a wide range of recreation, hunting and fishing activities. Forest lands deliver significant environmental, cultural and economic benefits for Squamish and B.C. Historically, the forest-based industry has been the economic mainstay and largest provider of jobs in Squamish. Squamish continues to benefit from the forestry and wood products sector, which has experienced growth in recent years and where the potential sustainable harvest can be increased. Squamish is situated within the Sea to Sky Natural Resource District, which administers the Soo Timber Supply Area (TSA). In Squamish, the TSA includes the lower Squamish and Cheakamus River drainages, which flow into Howe Sound. Forest harvesting occurs on Crown woodlots licensed to a number of volume-based forestry companies. Squamish Nation is the largest forest licensee in the Forest District with its area-based tenure for Tree Farm Licence 38 in the Squamish, Elaho, Sims and Ashlu River drainages (outside Squamish, within the SLRD). The Nation is a partner in the establishment of the Squamish Community Forest, partially within the District of Squamish. Forestry activities also occur on a small number of local privately managed forest lands with parcels greater than 25 hectares, regulated by the BC Managed Forest Council. Under the Private Managed Forest Land Act, local governments may not adopt a bylaw under any enactment or issue permits that would have effect of directly or indirectly restricting forest management activity.

23.1 Objectives

- a. Promote stewardship of the forest land base to manage ecosystem health, recreation and tourism in working forests within the District.
- b. Enhance local economic development in the forest sector through sustainable forest management.

23.2 Policies

- a. Support forestry on lands designated *Resource & Recreation* on **Schedule B**.
- b. Work with the Squamish forest industry in the development of a Forestry Land Strategy, including, but not limited to, potential sites for forestry processing, wood waste facilities (wood biomass conversion, facility for receiving and sorting materials), additional upland log sorting, and gravel extraction for community infrastructure projects.

- c. Explore alternative woodwaste disposal methods within the District and support an interim woodwaste disposal site on Crown land, provided that reasonable commercial efforts are made to reduce woodwaste.
- d. Continue to support the establishment of a Community Forest based on sustainable forest practices in partnership with the Squamish Nation and in co-operation with the Ministry of Forests, Lands, Natural Resource Operations & Rural Development (FLNRORD), the BC Community Forest Association, Squamish Forestry, and BC Timber Sales.
- e. Work with FLNRORD, First Nations, natural resource groups, and private managed forest land owners in balancing and managing local resource activities with outdoor recreation interests and providing input to the visual quality objectives for operations on Crown forest lands.
- f. Work with the BC Wildfire Service on wildland fire management planning and wildfire prevention through forest management education and enforcement.
- g. Consider climate change in all aspects of sustainable forest management.

Sand + Gravel Deposits

There is an abundant supply of glacially deposited sand, gravel and rock throughout Squamish, which are commonly used in building materials. Locally sourced granite is particularly valued for its construction and ornamental attributes. Local gravel sources are required for infrastructure projects including dike improvements and construction of new sea dike, landfill as well as building fill to meet flood construction levels. There are several active commercial gravel pit operations in Squamish, both on private and Crown lands. Local aggregate extraction and gravel production is mostly absorbed by the local and regional market. Because it is a non-renewable resource, the extraction, processing and use of aggregate requires careful planning for long-term availability and to minimize impacts. While aggregate demand is not anticipated to decrease, the District's long-term plans must also consider the lifespan of gravel pit production as well as future reclamation and transition of uses.

23.3 Objectives

- a. Protect and support access to a long-term supply of aggregate and mineral deposits within the District.
- b. Actively manage short and long-term impacts of aggregate extraction operations on the community and minimize adverse environmental impacts of extraction activities.

23.4 Policies

- a. Recognize sand and gravel deposits, including those identified on **Schedule I**, as important mineral resources essential for community building purposes. Extraction areas are designated *Intensive Industrial, Restricted Industrial, or Resource & Recreation* on **Schedule B**.
- b. Protect existing and future sand and gravel sources to preserve the ability to extract gravel from these limited sites in the future. Carefully consider the impacts of land use change proposals in proximity to sand and gravel deposits to minimize future incompatibilities.
- c. Recognize the importance of Lot 69 on the Cheekeye Fan, southwest of the Squamish Airport, as a long-term gravel extraction source for District infrastructure, while continuing to work to address forest industry land needs in Squamish.
- d. For aquatic deposits, monitor changes in riverbed elevations, using surveys of river cross sections and water surface profiles to confirm where/when gravel removal is required.
- e. Undertake dredging where necessary within navigable waterways (primarily Mamquam Blind Channel) within limits established for shoreline protection, and in consultation and partnership with regulating agencies and marine stakeholders, to ensure continued navigation access.
- f. Work cooperatively with the aggregate industry in managing existing gravel pit operations and minimizing land use conflicts related to noise, air quality and traffic impacts with proximity to adjacent residential and recreation areas, as well as impacts to environmentally or culturally sensitive sites and viewsapes.
- g. Evaluate applications for new or expanded gravel extraction activities based on potential operating impacts on adjacent residential or other land uses, and natural or culturally-sensitive areas. Also consider impacts on the local transportation network, and the District's community development objectives and long-term strategy for managing growth.
- h. Support continuous rehabilitation of gravel extraction sites and consider a variety of options for their future reclamation.

24. Economic Development

Economic development plays a vital role in improving local quality of life. The District of Squamish aims to work collaboratively with the local community, its partners and other levels of government to support the vibrancy of existing businesses, while strategically positioning the community for future growth. This translates to: working to ease business constraints; providing expertise and tools to local businesses; and liaising with the business community and government to support policy development and programs that lead to growth opportunities for the community.

The modern-day economy of Squamish has significantly evolved from a century ago when it was a southern railway terminus. Logging and tourism stimulated by transportation and railway improvements, proximity to natural resources and regional markets, and the establishment of large-scale, industrial manufacturing and deep-water break-bulk facilities set a foundation for Squamish. Today Squamish is on the forefront of considerable change and is well positioned to share in BC's leading economic and job growth for Canada. Squamish is now leveraging its enviable geographic and recreational assets and quality of life amenities to help diversify the local economy. It has experienced employment growth in several emerging sectors, including: hospitality and tourism; knowledge and education; alternative and renewable energy technology; high tech start-ups; film production; and light manufacturing.

While connectivity and technology serve to support and create opportunity for expansion of the local economy, the community also faces challenges with affordability, labour and infrastructure pressures. The District's Economic Development Services will continue to play an active role in addressing challenges, leveraging opportunities, and encouraging conditions for a healthy and sustainable local economy that improves the quality of life for residents. Economic Development Services will work to: support a vibrant and profitable local economy; promote Squamish as a place of business; support collaborative relationships between private and public sectors; and provide information in support of a healthy local economy.

Local Employment, Skills + Training

24.1 Objectives

- a. Understand and address labour needs and gaps within the community, as well as skills, expertise and talent of our citizenry.
- b. Increase local employment opportunities and job participation rates.

24.2 Policies

- a. Support and partner in labour-related data collection to assess and monitor labour needs/gaps, and forecast future needs.

- b. Develop partnerships with industry, institutes and other levels of government to facilitate skills development and deliver relevant marketplace education and training that meets current workforce needs, and strategically positions the Squamish workforce for future sector growth.
- c. Develop, and implement initiatives/programs through strategic partnerships to close the labour gap, with a focus on increasing job participation rates, notably among under-represented populations within the community.

Sustainable + Diverse Business Growth

24.3 Objectives

- a. Support diversified and sustainable economic growth and productivity.
- b. Enhance employment infrastructure to meet local business needs.

24.4 Policies

- a. Partner with other levels of government, private industry and organizations to support business retention and expansion, increased productivity and new businesses in priority sectors (to be defined through strategic community economic development planning).
- b. Share data, business intelligence and best practices with the Squamish business community.
- c. Liaise with government and the business community to remove barriers and address points of friction by working to eliminate red tape and streamline processes.
- d. Improve business infrastructure to meet needs for employment space, digital connectivity, and transit.
- e. Explore how the impacts of climate change will affect business in the District including both positive and negative changes in recreation and tourism activities that rely heavily on specific weather conditions.

25. Community Health + Wellbeing

Healthy communities are ones in which all citizens are supported and enabled to thrive. Health relates not just to the absence of disease, but a holistic state of complete physical, mental and social wellbeing. Healthy communities ensure basic needs are met, including: nutrition; attainable and appropriate housing; sufficient income; personal safety and security; and age and culturally-relevant opportunities for learning and development, creativity and expression, and engagement.

Although the primary responsibility for health service delivery rests with the Province of BC, local community planning directly and indirectly influences and affects population health outcomes. The OCP embraces and promotes health and resiliency goals through an integrated focus on healthy built environments (HBE) to create conditions for healthy choices. Healthy environments provide safe, active, inclusive, and accessible places to live, play and work close to nature, as well as accessible transportation and essential social infrastructure so that all citizens can feel connected and self-reliant.

To provide a better quality of life and well-being for all, community planning must strive to be inclusive and account for the needs of the entire population, and with specific attention to vulnerable and high-risk groups. This involves addressing underlying social determinants and health inequities resulting from differences in social and economic conditions.

Community health objectives are closely tied to and integrated within OCP policy areas respecting Housing, Transportation, Neighbourhood Design, Natural Areas, Natural Hazards, Public Safety and Food Systems. Wherever possible, the Plan highlights health linkages in an effort to bring evidence and impact considerations to inform local decision making.

Equity + Inclusion

25.1 Objectives

- a. Cultivate healthy, equitable, inclusive, and supportive environments for the overall health and wellness of the community.
- a. Advance collaborative multi-sector partnerships that support human health.

25.2 Policies

- a. Consider and address underlying social determinants, health inequities and unique population needs (especially children and youth, elderly, and vulnerable populations), and reduce barriers to health and wellbeing through policies and practices.
- b. Advocate for and contribute to poverty-reduction to drive action at all levels of government. Work to adopt and promote a Living Wage policy for the District.

- c. Commit to and prioritize the equitable allocation and neighbourhood distribution of services, facilities, programs, and amenities for all. Address access barriers (financial, physical and perceived) for members of the community.

25.3 Objective

- a. Increase community capacity to address social needs, issues and wellbeing, and strengthen social connectedness.

25.4 Policies

- a. Resource social planning and policy development related to issue areas such as affordable housing, youth, childcare, poverty, cultural diversity, arts and culture, safety and security, and provision of community social services.
- b. Emphasize opportunities for strengthening social connectedness and interactivity in neighbourhood and public space design.
- c. Recognize and support the role of the Squamish Welcome Centre and Settlement Services to connect newcomers with supports and services.
- d. Support the work of community-based service groups and organizations in bringing communities together through arts, culture, festivals, and events that enhance social connectedness and cross-cultural understanding.

Accessible + Age-Friendly

25.5 Objective

- a. Support inclusive participation of all citizens with diverse means, needs, ages, and abilities in all aspects of community life.

25.6 Policies

- a. Address accessibility in municipal plans, policies, built environment design, programs, and services for all people, including those with physical, sensory and cognitive disabilities.
- b. Conduct an accessibility audit of key public spaces and gathering places in consultation with the community, and prioritize improvements that provide functional barrier-free options especially for children, seniors and people with mobility, hearing and cognitive impairments.

- c. Apply Universal Design guidelines to all multi-unit, commercial and industrial developments, and in the design of new or retrofitted public facilities (e.g. complete streets, transit and parking facilities, public buildings, trails and recreation areas) early in project design and evaluation.
- d. Acknowledge, honour and support the active participation of local elders and seniors in Squamish.
- e. Monitor and address the changing needs of the aging population, and solicit advisory support on accessibility and disability issues as part of an age-friendly plan for Squamish.
- f. Support the integration of residential-based facilities and services for people with special needs—such as assisted living, community care facilities and senior care services—as an integral part of each neighbourhood.
- g. Develop age-friendly communication and information to include all ages in civic life.
- h. Partner with local organizations on a Youth Engagement Strategy and resource and implement meaningful actions to engage children and youth in community planning initiatives and design processes.

Early Childhood Development

25.7 Objective

- a. Provide Squamish kids with a good developmental start.

25.8 Policies

- a. Work with provincial agencies, School District 48, Vancouver Coastal Health, First Nations, non-governmental organizations, and local service providers to monitor and develop a strategy to reduce local child vulnerabilities both at the community-wide and neighbourhood levels.
- b. Uphold the *Squamish Children’s Charter of Rights* and apply a child and family lens in community planning, policies, programming, and service delivery.
- c. Work with early years community partners to promote early childhood development initiatives and support for local families and caregivers by enhancing accessibility to programs and services in the community.

- d. Lobby senior governments and work with community partners to leverage greater funding for early learning and development, and development of a high quality, affordable and accessible child care system.

TEXT BOX: Squamish Children’s Charter of Rights

Developed by the Children of Squamish in 2016

1. I have the right to survive. I have the right to a warm home, to food, to clothing and to sleep.
2. I have the right to a clean environment, including fresh air and fresh water.
3. I have the right to peace, to be free and to live in a safe world.
4. I have the right to choice, to my own beliefs and be happy and to love who I want and to be loved.
5. I have the right to play, to exercise and to recreation. I have the right to nature, to be outside, to explore, to imagine and to create.
6. I have the right to be who I want and to be respected for it.
7. I have the right to express myself, to have a voice, to speak out and to be included.
8. I have the right to safety and to feel safe, to trust someone and the right to privacy.
9. I have the right to an education.
10. I have the right to health care.
11. I have the right to have equal rights and to know that I have rights.

Health + Social Services Coordination

25.9 Objective

- a. Support coordinated and accessible health service delivery by relevant agencies, health and social service providers.

25.10 Policies

- a. Collaborate with Vancouver Coastal Health, School District 48, government agencies, First Nations, private and not-for-profit service providers and community organizations in providing a full continuum of support services as Squamish grows to address homelessness and housing, employment, issues related to mental health, addictions, settlement services, and food security.
- b. Consider and coordinate the location of health and social services within the community to provide convenient transportation access options.

- c. Explore opportunities to jointly plan and co-locate community health services with other civic, institutional or recreation facilities within the District.

Health Linkages + Impacts

25.11 Objective

- a. Identify and consider health evidence and impacts to support healthy community goals and decisions.

25.12 Policies

- a. Identify health linkages to consider and evaluate how land use, neighbourhood design, transportation networks, natural areas, local food systems, and housing influence community connectedness, mental and physical health, and chronic disease outcomes.
- b. Develop and employ a locally-relevant framework for assessing health impacts in policy and development decisions.
- c. Consult with Vancouver Coastal Health on major developments that may impact human health, particularly related to land use, drinking water, sewerage, exposure to contaminants and/or noise, and food security.
- d. Show leadership and collaborate with health organizations to assess and plan for climate-related direct and indirect health impacts in Squamish, and expand capacity for emergency preparedness and response.

26. Food Systems

Food systems are linked to the sustainability of communities, regions and the planet. Supporting the local food system helps grow resilience and improve health, increase employment in the food sector, and advance citizens' self-reliance, inclusion and social connectedness. Local food systems include all aspects of food—its production, processing, distribution, and consumption, as well as food waste, food access, education, and celebration. Food policy is directly and indirectly interconnected with many OCP policy areas, such as climate change, land use and growth patterns, transportation, water, waste management systems and natural areas.

Squamish has a favourable coastal climate, good floodplain soils that can support a range of crops and excellent water resources to support agricultural production, while the prime limiting factors are land affordability and adequate drainage infrastructure. Proximity to large population centres with good access to transportation connects Squamish with larger food markets in the region. While land for farming is more affordable relative to the Fraser Valley, increased growth, development pressure and encroachment threaten farming viability. Squamish has approximately 798 hectares of land designated within the Agricultural Land Reserve (ALR), representing 6.8% of the municipal land area. Some of these lands are located within the Squamish River or within environmentally sensitive areas for fish and wildlife habitat management; approximately 171 ha of designated ALR lands are Squamish Nation reserve lands.

A resurgence in demand for local food and a focus on increasing food and farmland access have renewed the community's interest and involvement in food production, processing and distribution. Agriculture provides net positive tax benefits to local communities, is a steady and recession-proof industry, and promotes diversification of the economy. In 2015, the District adopted the *Squamish Food Charter*, developed through a grassroots movement involving local organizations, food advocates and producers. The Charter envisions a food-secure Squamish guided by principles of Community Economic Development, Ecological Health, Social Justice, Collaboration and Participation, and Celebration. The *Squamish Food Charter* has informed expanded food policy beyond agricultural production to reflect all aspects of the food system.

The OCP enhances awareness and promotes policies to foster a more sustainable food system in Squamish. Through the plan, the District acknowledges its role in preserving the community's agricultural land base and creating a positive regulatory environment for food and farming. Increasing production and neighbourhood access to healthy, culturally appropriate food for all citizens helps to build greater capacity and self-sufficiency within the community.

Sustainable Food System

26.1 Objectives

- a. Promote a healthy, just and resilient food system in Squamish.

- b. Increase local food security and self-sufficiency.

26.2 Policies

- a. Partner with the Squamish Food Policy Council and develop a Squamish Food Strategy to set priorities and guide ongoing food-focused policy initiatives and projects.
- b. Engage with and make use of the knowledge, skills, and relationships between the Squamish Food Policy Council, Squamish Nation, regional food networks, Vancouver Coastal Health, farmers' associations, schools, and community or faith-based organizations.

Agriculture / Food Lands

26.3 Objectives

- a. Inventory, protect and enhance the agricultural land base within Squamish and the region.
- b. Maximize agricultural land availability and access to retain and attract new farmers in the agriculture sector and drive increased local food production.
- c. Increase the value of the local agri-food economy.

26.4 Policies

- a. Lands designated as Agricultural Land Reserve (ALR) are shown on OCP **Schedule I**. ALR lands are subject to the *Agricultural Land Commission Act* (ALCA) and Regulation which generally prohibit or restrict non-farm use and subdivisions unless otherwise permitted or exempted. The District does not generally encourage or support applications for exclusion of land from the ALR.
- b. ALR lands outside of primary floodways and Squamish Nation reserve lands are designated *Agriculture* on OCP **Schedule B** and intended for agriculture and related uses in accordance with the ALCA and Regulation.
- c. Update the Zoning Bylaw with agriculture-specific zoning for ALR lands to be better aligned with the ALCA and Regulation.
- d. Recognize and protect the needs and activities of farming operations when considering and planning for compatible uses along ALR boundaries. Wherever possible, preserve contiguous agricultural areas and avoid or minimize unnecessary fragmentation.

- e. Develop DPA guidelines for protection of farming that reduce land use conflicts and mitigate impact of urban development on farming practices (appropriate setbacks and buffers) in accordance with the Ministry of Agriculture *Guide to Edge Planning: Promoting Compatibility Along Agricultural-Urban Edges*.
- f. Apply learnings from the joint District of Squamish - SLRD (Area D) Agricultural Land Use Inventory, and work with the Regional District and the Ministry of Agriculture to maximize land potential and long-term practicality for agriculture. Develop recommendations to support agricultural opportunities within and adjacent to the ALR.
- g. Analyze current and projected agricultural conditions in Squamish and consider how agricultural opportunities may shift under climatic changes within the region (e.g. changes in growing-degree days and frost-free days). Identify impacts to agricultural lands in related risk assessments (e.g. sea level rise and flood mapping).
- h. Explore community farmland trusts and/or regional land matching programs with the SLRD, School District 48, corridor communities, and the Young Agrarians network to connect existing and new farmers to land.

Food Production

26.5 Objective

- a. Support and promote local food land resources, production and sales.

26.6 Policies

- a. Support initiatives that increase local food production and agricultural activities, and provide opportunities for the sale of local food products throughout the community.
- b. Continue to refine and expand municipal regulations to encourage and integrate opportunities for sustainable urban agriculture (including gardens, small plot farming, greenhouses, and gardening to support pollinators and foraging on municipal lands, park spaces and vacant lands); and accessory retail sales (e.g. farm stands and food co-ops) while responsibly managing wildlife attractants.
- c. Support and partner in public food systems education on the value of urban agriculture, and the governing regulations and best practices for managing fruit and nut trees, composting, urban hens, and beekeeping to mitigate human-wildlife conflict.

- d. Support agriculture models that demonstrate environmentally responsible growing practices, e.g. soil building, carbon capture, water conservation, growing organic, and supporting the surrounding ecology.
- e. Designate appropriate land for agricultural purposes and foraging. Integrate food-related uses across all land use designations where appropriate and without unacceptable hazard risk or impact to environmentally sensitive areas. Look for opportunities to incorporate food production uses in designated limited use and flood-prone areas.
- f. Explore and consider local property tax and other agricultural incentives to encourage food land preservation and production.

Food Processing, Distribution + Storage

26.7 Objective

- a. Expand community facilities and infrastructure for food processing, distribution and storage within Squamish to promote regional food production, local employment, and facilitating access to local and larger markets.

26.8 Policies

- a. Encourage facilities for local food processing at both the commercial and neighbourhood level and consider linkages with those in the corridor and greater Southwest BC bioregion. Support appropriately scaled processing and distribution infrastructure (e.g. abattoirs, processing facilities and small-scale trucking).
- b. In the case of ALR lands, for certainty, food processing, distribution and storage uses and activities are subject to the ALCA and Regulation and will be referred to the ALC for review.
- c. Explore local opportunities for marine harvesting, processing and distribution of sustainable seafood and work with agencies to ensure that any aquaculture production in Howe Sound exemplifies sustainable practices.

Healthy Food for All, in Every Neighbourhood

26.9 Objectives

- a. Increase the number and diversity of community and neighbourhood-based 'food assets'.

- b. Enhance access to healthy, affordable and culturally diverse food for all residents.

26.10 Policies

- a. Work with the Squamish Food Policy Council to map and monitor neighbourhood food assets. Determine food-related assets, infrastructure, programs and resources in the community, as well as needs and gaps.
- b. Consider and work to address barriers affecting citizens' access to healthy and affordable food through advocacy and action in poverty-reduction.
- c. Support zero waste initiatives and work with local food retailers to curb food and packaging waste, and repurpose usable surplus food. Support food recovery and distribution opportunities that provide dignified and healthy food to those in need.
- d. Include sites and supports for food growing in all neighbourhoods and future sub area plan areas. Encourage integration of a range of food production possibilities from community gardens, commercial small-plot intensive or incubator farms, to integration of vertical or rooftop gardens in buildings where appropriate.
- e. Promote creation of local 'Ag Parks', and/or the use of other parks and open spaces for food growing, foraging and community gardens.
- f. Support healthy food retail options such as markets, healthy corner or grocery stores, mobile vendors, and restaurants, especially in underserved neighbourhoods, and within a reasonable walking, transit or cycling distance.
- g. Work with the Squamish Farmers Market Association to secure a permanent site and facility for its year-round operation in a suitable and accessible location, preferably Downtown.
- h. Work with Squamish Nation to identify mutual opportunities and joint efforts that increase food security, and consider and prepare for climate change impacts on traditional food sources.
- i. Adopt a local food purchasing policy and increase the percentage of local and sustainable food purchased by the municipality and made available for sale in public facilities, such as healthy food and beverage sales in recreation centres and public buildings.

26.11 Objective

- a. Enhance the community's connection to food to maximize its health and social benefits.

26.12 Policies

- a. Encourage and promote food systems education. Partner with community organizations on awareness and education campaigns to boost support for food production, such as 'Buy Local' campaigns.
- b. Support programs that build food skills and knowledge needed to produce, prepare, and access healthy, safe and traditional foods, especially for those who experience barriers to accessing healthy food, such as low-income families and seniors.
- c. Create social eating spaces in public places (e.g. recreation centres, public plazas, parks and gardens) to provide an opportunity for social connections and encourage friends, families and colleagues to eat together.
- d. Work with Vancouver Coastal Health and School District 48 to promote healthy choices and food education for children and families. Support farm-to-school programs that connect institutions to local farms to increase food access, improve nutrition, support local farmers, and student projects to grow food at school.

Community Food Hubs

Community Food Hubs are emerging across North America to provide points of connection and food infrastructure to support local food production, processing and distribution. They also make local food accessible to the community and larger markets, and stimulate economic growth and food-related jobs.

26.13 Objective

- a. Integrate food access, infrastructure, food rescue and redistribution services and programs within physical and virtual community food hubs in the community.

26.14 Policies

- a. Explore and support social enterprise models such as community food hubs and cooperatives that create a central gathering place for food-based services and activities, education events, and celebrations (e.g. community kitchens with food production, storage, processing and composting facilities).

- b. Support emerging partnerships with community organizations to develop a central food hub in the Downtown or a similarly accessible area.

Regional Food Security

26.15 Objective

- a. Support regional food security initiatives to enhance the Squamish 'Foodshed'.

26.16 Policies

- a. Support regional food production and distribution and set community targets for local and sustainable food procurement.
- b. Work with the Squamish Lillooet Regional District, local stakeholders and partner organizations on an Agriculture Area Plan, including, but not limited to, policies that support the industry with improving land-use compatibility and long-term agricultural sustainability.
- c. Participate in regional food systems collaborations to advance food strategies, priorities and actions for enhanced food security both within the corridor and the southwest BC bioregion.

27. Arts, Culture + Heritage

Arts, Culture and Heritage are fundamental to the community's past, present and future, and to its identity, vitality, and sense of pride and place. Unique natural and cultural landscapes, arts, recreation, and cultural facilities and services promote livability and cross-cultural understanding. They also provide enrichment and enjoyment for all citizens and visitors to Squamish, and contribute to local employment and tourism. This OCP aims to inspire and nurture a creative community through arts and cultural development. The plan promotes participatory partnerships with Squamish Nation, creating dedicated arts and culture facilities to support local artists and engage residents, and strengthening interactions between and expanding access for all ages, ethnicities, cultural backgrounds, and abilities to participate in a wide range of artistic and cultural activities. The involvement and contributions of local artists, arts and heritage organizations, and grass-roots initiatives are encouraged to facilitate the creation of new art spaces. Downtown Squamish continues to be promoted as the centre and hub for arts and culture to reinforce its role as the social heart and gathering place of the community.

First Nations Culture + Heritage

At the heart of the plan is building a foundation for respect and renewed relationships with Aboriginal peoples and to support First Nations communities in achieving their own goals and aspirations for land stewardship, cultural revitalization, governance, health, and well-being. These policies focus on honouring the culture, heritage and traditions of original Coast Salish inhabitants of these lands by meaningfully supporting expressions of Aboriginal identity, self-government, languages, arts, and cultural and spiritual practices throughout their traditional territory.

27.1 Objectives

- a. Respect, honour and promote expressions of local First Nations culture and heritage within Squamish.
- b. Through the Reconciliation process, build broader awareness and understanding of local Aboriginal cultures, histories and heritage.

27.2 Policies

- a. Collaborate with First Nations to protect, conserve and build appreciation for local archaeological sites, heritage and other cultural interests.
- b. In close collaboration with Skwxwu7mesh Uxwumixw (Squamish Nation), recognize specific sites and locations of cultural importance within the community, and work to integrate traditional knowledge, perspectives and Indigenous place names in municipal planning, communications, signage, and

mapping. Honour and respect First Nations archeological and burial sites within the community.

- c. Facilitate opportunities to incorporate Indigenous principles and practices in community development planning for the built environment (e.g. opportunities to co-develop urban design guidelines).
- d. Work with the Squamish Arts Council and Public Art Select Committee to facilitate collaborative projects between Indigenous and non-Indigenous artists.

Creative Community

27.3 Objectives

- a. Support and nurture a vibrant creative sector in Squamish.
- b. Enhance the community's 'cultural capital' to promote the unique artistic and cultural identity of Squamish.
- c. Promote the cultural dimensions of community life and plan for the community's diverse cultural needs.

27.4 Policies

- a. Recognize and enhance the value of arts and culture as a sustainable source of economic growth. Support creative strategies, practices and partnerships that deliver arts and culture amenities, programs and activities.
- b. Develop an Arts & Culture Strategy to set out strategic goals, actions and the roles/responsibilities of all partners in fostering a creative community.
- c. Integrate local arts, culture and heritage into District-led community revitalization efforts, recreational and tourism promotion, economic development, and branding initiatives.
- d. Work with the Squamish Arts Council, the Public Art Select Committee, and other local arts groups and organizations in the creative sector to expand creative industries, assets and amenities. Address community needs such as affordable arts spaces (e.g. live/work studios, workshops, flexible incubator, and 'maker' spaces).
- e. Engage the diverse cultural communities within Squamish and celebrate cultural and ethnic diversity through cultural events, festivals and community activities.

- f. Consider cultural values in neighbourhood sub area planning and engagement initiatives to integrate opportunities for cultural experiences, expression, and celebration in the physical and social fabric of the community.

27.5 Objective

- a. Promote the value and benefits of community involvement in the arts.
- b. Improve access and participation in arts.

27.6 Policies

- a. Provide a continuum of affordable, age and culturally-relevant arts and culture programs, experiences and offerings for people throughout their life.
- b. Ensure arts and culture infrastructure, programs and services keep pace with the growth and interests of the community. Establish a community partnership policy for Arts, Recreation, and Cultural Services that focus on leveraging and sustaining funding, and sponsorship contribution opportunities.
- c. Support arts and culture enhancements and programming through Community Enhancement Grants and the Permissive Tax Exemption program.
- d. Support development of new creative and cultural facilities that offer gathering places for diverse groups, especially cross-cultural projects involving and engaging children and youth.

Public Art

27.7 Objective

- a. Enhance public art and opportunities for creative thinking and expression throughout the community.

27.8 Policies

- a. Incorporate public art and arts infrastructure in public and private sector development projects in line with District's Public Art Policy (2014).
- b. Annually allocate funding to the Public Art Fund and integrate public art in new municipal capital projects and other public infrastructure.
- c. Work with the Public Art Select Committee on public art priorities and to select, commission, install, and maintain art in public places through the District's Public Art Program.

- d. Integrate arts in public settings and facilities, including municipal streets, buildings, parks and recreation facilities, plazas, and trails throughout Squamish. Create public art linkages along ‘cultural corridors’ throughout the Downtown and with other parts of the community using a variety of art forms (e.g. temporary, permanent, and performance art).
- e. Promote and support local volunteer networks and arts supporters who work on exhibitions, festivals, and community cultural development projects.
- f. Utilize artistic processes and activities to engage citizens, especially youth, in community development efforts; work with the arts community and artists-in-residence to explore new ways to address community issues through arts interventions.

Heritage Conservation

27.9 Objective

- a. Protect, integrate and celebrate community heritage resources within Squamish.

27.10 Policies

- a. Develop a Squamish heritage inventory and registry to identify, increase awareness and appreciation for, and protect local heritage assets.
- b. Establish heritage evaluation criteria and a framework to review heritage values and guide how heritage resources are managed.
- c. Work with land owners and developers to sensitively preserve and incorporate natural, cultural and built heritage resources in their projects. These may be significant view corridors, focal points, trails, landmarks, vistas, and identified heritage or significant trees. Incorporate heritage assessment in development review, parks and transportation planning, and infrastructure and capital projects.
- d. Encourage adaptive reuse and rehabilitation of buildings and/or heritage features of local significance and value.

28. Community Facilities + Services

As the District’s population continues to grow and evolve, so too does the importance of providing adequate facilities and services to meet the community’s diverse needs. Municipally-owned facilities such as Municipal Hall, the District’s fire halls and public safety building, Brennan Park Recreation Centre, the Squamish Public Library and the Squamish 55 Activity Centre provide important community services. The library, schools and other venues that support education, lifelong learning and literacy promotion connect residents and visitors alike. Quality, affordable child care and early learning programs and services are also vital to the overall health, prosperity, and resilience of the community. Municipal buildings and lands are managed to maximize utilization, revenue generation, and job creation for the benefit of the community. Municipal facilities are also discussed in Section 18 (Parks + Recreation), Section 21 (Municipal Infrastructure), and Section 22 (Public Safety).

Municipal Facilities

28.1 Objective

- a. Maintain and sustainably manage the District’s assets for the benefit of the community in a fiscally responsible manner.

28.2 Policies

- a. Employ long-term real estate and facilities planning to guide the strategic acquisition, disposal, maintenance, and replacement of District land and facilities to meet current and future community priorities, service needs, goals, and objectives.
- b. Engage on and and prioritize identified needs to focus decision-making and ensure the District’s limited resources (i.e. funding and capacity) are invested based on their importance to the community.
- c. Wisely manage the District’s investment in existing and new facilities to maximize their life span and reduce the future investment required for new facilities.

Library Services

Squamish Public Library plays an important role in fostering a healthy and creative community, through its mission to “connect our community to the world of learning, discovery and creativity.”

28.3 Objectives

- a. Promote and support access to the Squamish Public Library as a hub for community learning.
- b. Support the Squamish Public Library’s efforts to support life-long learning.

28.4 Policies

- a. Assist the Squamish Public Library to develop and evaluate options for expanding accessible library services and programs to underserved populations.
- b. Capitalize on outreach and information sharing opportunities with the Library to better connect and promote community engagement as part of municipal/civic initiatives.

Lifelong Learning + Literacy

28.5 Objective

- a. Cultivate a learning culture within Squamish to support lifelong learning and universal literacy.

28.6 Policies

- a. Support greater access to a range of education and learning opportunities for all ages and abilities, including formal and informal early childhood to adult learning.
- b. Collaborate with community organizations, School District 48, and private educational institutions to maximize available infrastructure for enhanced educational opportunities.
- c. Recognize and support ongoing literacy collaborations that provide training, mentoring and community building activities in Squamish and create a welcoming, connected community.
- d. Support community-based employment services and provincial employment programs to increase access to the support and services needed to find and keep a job.

Quality Affordable Child Care

Quality, accessible and affordable childcare is vital to a healthy community and prosperous economy. All levels of government, community service agencies, families, and businesses have a shared interest and play a part in supporting child development and childcare services. While childcare licensing and funding is a provincial responsibility, local governments play an important leadership role in planning, coordinating and advocating for child care and work to support and deliver adequate quality child care and early learning spaces.

Child care is a critical community amenity that is relevant to the overall affordability situation for Squamish families and affects their ability to participate in the workforce. Ensuring adequate quality care provides significant social and economic benefits—it reduces developmental vulnerabilities and improves school readiness, reduces social isolation especially among single parents or care givers, and supports business attraction and recruitment, retaining employees and developing a skilled workforce.

28.7 Objective

- a. Accessible, affordable, quality child care is available to meet demand throughout the community.

28.8 Policies

- a. Work with community partners to closely monitor and assess local child care needs, including the number and distribution of licensed daycares throughout the community.
- b. Work with community partners to develop a long-term *Child Care Strategy* to address critical issues such as lack of available space, shortage and high cost of care for children under 36 months, and the need for before and after school-age care.
- c. Advocate and lobby for increased senior government funding for quality affordable childcare.
- d. Encourage the provision of child care amenities within neighbourhood developments. Encourage large employers and developers of mixed use commercial and multi-unit developments to provide on-site amenity child care space.
- e. Consider offering land and make provision for co-locating child care spaces in municipal facilities for long-term, low-lease to non-profit operators to provide licensed child care.

- f. Work with School District 48 to establish a Child Care Protocol to stabilize existing and increase the viability of new child care spaces/programs to ensure no loss in space under the parties' collective control, and plan for joint use of space for new child care spaces.

Community Gathering Spaces

28.9 Objective

- a. Provide for and integrate community gathering and places of worship within the community.

28.10 Policies

- a. Support inclusion of community gathering spaces and activity centres, places of worship and other religious and spiritual institutions, along with related facilities throughout the community.
- b. Engage and work with local faith communities through neighbourhood and sub area planning and development processes to identify and integrate religious and spiritual facilities to meet the community's needs.
- c. Encourage larger centres or religious and spiritual facilities to locate in neighbourhood nodes, major commercial areas, and the Downtown.
- d. Locate sites for gathering and places of worship on major public roads with good multi-modal transportation access and adequate parking.

Part 4: Land Use + Development

29. Land Use Plan

Schedule B is the Land Use Plan for the District of Squamish. The land use designations presented in the plan provide *a general indication and preferred location of intended future land uses* for housing, jobs, commerce, parks, recreation, schools, nature conservation, resources, major utilities, and infrastructure.

The land use descriptions with associated examples do not represent a complete list of future intended uses. Furthermore, planning, management and future consideration for development of designated lands are subject to the District's policies and development permit guidelines (in particular, protection from hazards and protection of the natural environment). Any references to Floor Area Ratios (FAR) are guides for general massing and approximate development density. OCP Land Use Designations do not regulate actual densities on individual lots; this is the function of the Zoning Bylaw. Council may, at its discretion and subject to a public hearing, consider Zoning Bylaw amendments to permit density over and above that indicated in this section on a case-by-case basis where the proposed development is otherwise consistent with objectives and policies of the OCP.

Land Use Designations

29.1 Conservation + Ecological Reserves

Applies to natural or semi-natural areas with high environmental values intended for conservation. Lands consist of protected areas and ecological reserves with an established management plan that identifies the primary focus as habitat protection or environmentally sensitive lands. May also include old-growth management areas. These lands are secured by federal, provincial or municipal ownership, legal conservation covenant, or protected area zoning (in future). Examples include the Skwelwil'em Wildlife Management Area (Squamish Estuary), Brackendale Eagles Provincial Park, and Baynes Island Ecological Reserve. This designation supports natural areas recognized as providing critical ecological services such as flood protection and stormwater management.

29.2 Parks, Greenway Corridors + Recreation

Applies to lands permanently set aside for: provincial, regional and municipal parks; major recreational areas and natural greenway or 'blueway' corridors; selected areas within the 200-year floodplain; campgrounds; golf courses; and selected undeveloped portions of the Highway corridor. This designation also supports stormwater management and other ecological functions within natural areas, and provides for community uses and amenities such as social gathering and activity spaces, civic facilities, recreation access and play spaces, gardening, and respite spaces.

29.3 Residential Neighbourhoods

Applies to all urban and suburban neighbourhoods and includes: a wide range of housing types; neighbourhood commercial; institutional uses such as schools and places of worship; utilities and neighbourhood parks; and open spaces typically found within residential areas and are located outside of areas designated as Downtown. Mixed residential and commercial uses are allowed within the same building in areas that are identified as a neighbourhood node. The areas identified as *Residential Neighbourhoods* are intended to accommodate residential growth for Squamish.

29.4 Future Residential Neighbourhoods

Applies to land intended to be designated as residential neighbourhoods in the future as part of a sub area planning and OCP amendment process. *Future Residential Neighbourhoods* are not intended to be a source of population growth until substantial development of existing residential development areas has occurred. Prior to sub area planning and land use designation amendment, *Future Residential Neighbourhoods* are intended to be used for resource extraction, processing and unserved rural areas requiring limited improvements.

29.5 Civic + Institutional

Applies to lands designated for civic and community institutional purposes for municipal, educational or cultural activities. This includes: municipal facilities and schools that are located outside the *Downtown* or *Residential Neighbourhoods* designation; health and welfare services; places of worship, burial and assembly; public care; government offices; and public safety.

29.6 Mixed-Use Commercial

Applies to areas with ground level commercial uses (e.g. retail and service commercial) with complementary office, professional services and/or residential uses allowed above the first floor. These areas are intended to accommodate residential growth for Squamish.

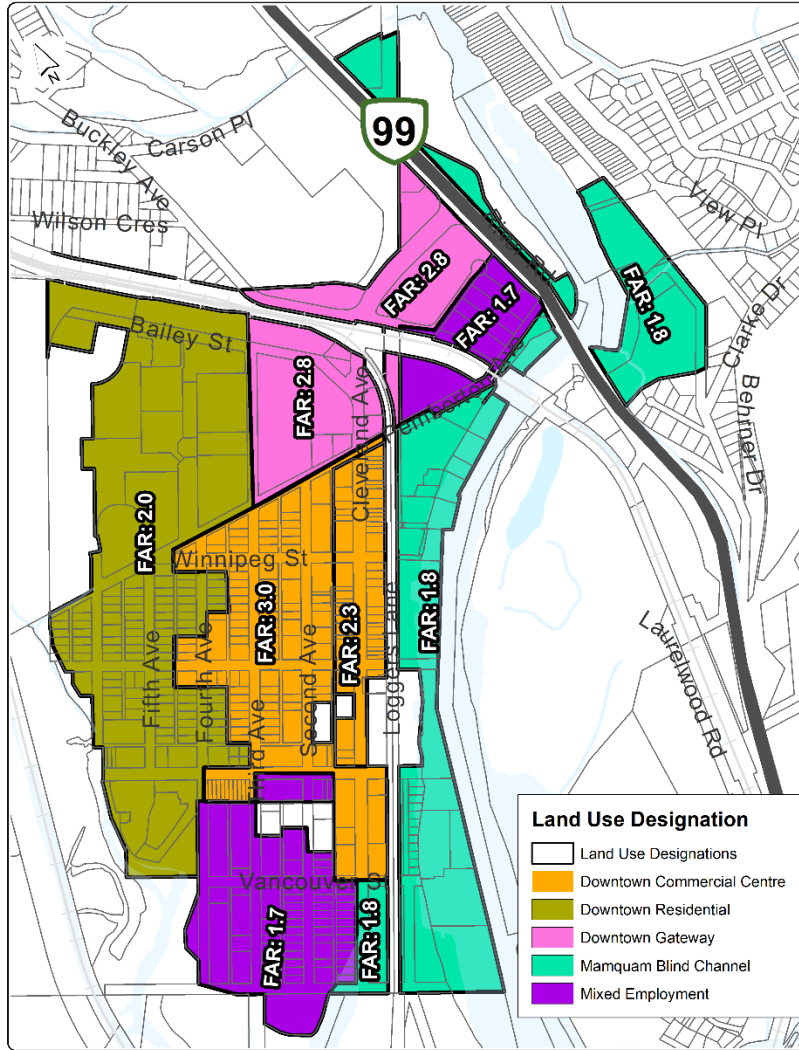


Figure 29-1. Downtown Land Use Designations

29.7 Downtown Gateway

Applies to lands located within and in close proximity to the entry to Downtown. The primary land uses supported under this designation are commercial and commercial mixed-uses. Supported complementary uses include civic, institutional, public realm, greenways, transportation-related buildings and services, transportation corridors, and other infrastructure. The *Downtown Gateway* area is a preferred location for a multi-modal transportation hub. Residential-only land uses are not supported under this land use designation. Redevelopment that includes large format retail is only supported in mixed-use developments that incorporate higher residential density and high employment lands density.

The maximum floor area ratio in the *Downtown Gateway* area is 2.8.

29.8 Downtown Commercial Centre

Applies to the central business area of Downtown, which forms the primary commercial area of Squamish. The primary land uses supported under this designation are commercial and commercial mixed-uses. Supported complementary uses include arts, culture, civic, institutional, parks, and greenways. Residential-only land uses and large format retail is not supported under this land use designation.

The maximum floor area ratio in the *Downtown Commercial Centre* is 3.0. For properties fronting Cleveland Avenue between Pemberton Avenue and Main Street, the maximum floor area ratio is 2.3 except for development projects comprised of 100% employment space in which case the maximum floor area ratio is 3.0, despite Figure 29-1.

29.9 Mamquam Blind Channel

Applies to upland parcels and water lots along the western side and upper reaches of the Mamquam Blind Channel. The primary land uses supported under this designation are residential mixed-use, civic, institutional, marine-oriented, parks, and recreational at the water's edge. A significant public realm along the waterfront is envisioned in this area. Pocket commercial components of mixed-use development along the public realm are expected in order to help activate the waterfront. Residential-only land uses are not supported under this land use designation. Limited float home residential uses are supported in defined areas of the *Mamquam Blind Channel*.

For properties east of Highway 99 in the lower Scott Crescent area, the maximum floor area ratio is 1.5. For properties west of Highway 99, the maximum floor area ratio is 1.8. A higher maximum floor area ratio may be appropriate for the southern portion adjacent to the Oceanfront Peninsula sub area.

29.10 Mixed Employment

Applies to lands intended for a creative, complementary and flexible mix of employment generating uses in transitional employment and light industrial areas. This includes Downtown South which is intended to maintain an eclectic, funky character. Supported uses in the mixed employment areas include civic, institutional, artisan, arts, culture, limited retail, business office, professional office, light industrial, residential mixed-use, parks, and greenways. Residential-only and retail-only land uses are not supported under this land use designation. The maximum floor area ratio for *Mixed Employment* areas in Downtown Squamish is 1.7.

29.11 Downtown Residential

Applies to lands in the downtown area designated for a range of mixed densities including stacked, ground-oriented townhouse, rowhouse, stacked or clustered townhouse, courtyard or garden apartment, and traditional apartment buildings. This designation also supports integration of parks, greenways, public open spaces, and limited pockets of neighbourhood commercial. The maximum floor area ratio in the *Downtown Residential* area is 2.0.

29.12 Marine Gateway

Applies to both navigable and non-navigable marine and foreshore areas where marine industry and employment, waterfront revitalization and recreation activities must be balanced with the preservation and enhancement of the coastal environment of Howe Sound. *Marine Gateway* allows for marine transportation and shipping, the port terminal, and storage of marine vessels (small craft, non-motorized, and motorized) in serviced marinas or other designated moorage locations. This designation includes coastal flood protection and marine-based recreation infrastructure and amenities, marine parks and conservation areas where no development is intended, and public safety and emergency response operations (including RCMP Coastal Watch and Marine Search and Rescue). Some very limited water residential (float homes) and commercial in authorized water lots is permitted where they meet OCP goals and objectives.

29.13 Highway + Tourist Commercial

Applies to highway-oriented, tourist and service commercial uses along Highway 99 and associated highway buffer areas. Examples of uses within the *Highway and Tourist Commercial* designation include a range of tourist accommodation (e.g. hotels and campgrounds), and tourist commercial businesses and services (e.g. vehicle fueling stations).

29.14 Intensive Industrial

Applies to medium, heavy and marine industrial use areas. Examples of uses supported within the *Intensive Industrial* designation include activities such as land intensive primary processing and manufacturing, and large-scale primary processing or fabricating. Specific operations include Squamish Terminals and aggregate extraction.

29.15 Industrial Business

Applies to areas intended for primarily light industrial activity. Some limited commercial and business service activity is supported provided that it complements the light industrial uses. Examples of suitable commercial uses include minor offices that are not used by the general public on a day-to-day basis, accessory retail sales of products manufactured on-site, indoor recreation requiring warehouse-type space, limited convenience services primarily serving the businesses and employees of the business park, home-improvement warehouse stores, and auto-oriented services. This designation applies to much of the Squamish Business Park.

29.16 Restricted Industrial

Applies to lands situated exposed to natural hazards suitable for land-intensive medium and heavy industrial purposes, e.g. areas of the Cheekeye Fan or areas within a floodplain that are not protected by dike infrastructure. Allows for resource-related activities, open space and outdoor recreational activities where the predominant activity is not enclosed within a building, does not require permanent structures

or buildings, and is not reliant on municipal servicing. Supported uses include log sorts, sawmills and wood manufacturing, waste management, and recycling facilities. Restricted industrial activities within the Cheekeye Fan are subject to the Cheekeye Debris Flow Hazard policies in Section 11. Lands in the Cheekeye Fan with this designation will be reviewed in conjunction with land use and development control policies in the event that an approved area-wide mitigation scheme for Cheekeye Fan is put in place.

29.17 Facilities, Utilities + Transportation Corridors

Applies to major municipal facilities, utilities and transportation corridors. These include the municipal landfill, water towers, the BC Hydro Substation, transportation related buildings and services (e.g. Darrell Bay Ferry Terminal), and the Squamish Municipal Airport. All municipal roads are designated *Facilities, Utilities & Transportation* corridors regardless of the land use shown on **Schedule B**. This designation also includes lands identified as critical future transportation hubs or corridors for preservation in order to ensure future mobility needs can be accounted for and met over time.

29.18 Resource & Recreation

While a small proportion is privately held, much of the lands designated *Resource & Recreation* are provincial Crown lands upon which a range of resource uses and activities occur. These lands are subject to land use agreements with First Nations (such as those outlined in *Sea to Sky Land Resource Management Plan*), legislation and provincial policy. *Resource & Recreation* lands lie largely (but not exclusively) outside the municipal Growth Management Boundary. *Resource & Recreation* lands support a wide array of ‘frontcountry’ public and commercial recreation uses, campgrounds and equestrian facilities, extraction and processing areas (e.g. sand and gravel facilities, and forestry operations), and dispersed rural residential that is not connected to municipal services. Trail and recreation assets of vital importance to the community exist throughout *Resource & Recreation* areas for preservation, active planning and management. *Resource & Recreation* lands also include inaccessible areas with significant terrain constraints, environmental sensitivity and/or cultural importance. The presence of Squamish Nation cultural sites, training and management areas noted for their cultural and high wildlife habitat values and natural wilderness characteristics in these areas is acknowledged.

29.19 Agriculture

Applies to lands and facilities intended for agriculture and food production including, but not limited to, those within the Agricultural Land Reserve (ALR). This designation applies to a wide range of agricultural activities, and may also include associated food processing and distribution. All uses within the ALR are subject to the Agricultural Land Commission Act (ALCA) and Regulation.

30. Development Approval Information Areas

Pursuant to the Local Government Act, the District of Squamish may require the submission of development approval information to ensure that sufficient supporting documentation is provided, prior to approval, to assess the potential impact of a development or activity. Procedures for the preparation and review of development approval information are established within “District of Squamish – Development Approval Information Bylaw No. 2574, 2017”, as amended from time to time.

Development approval information may be required for the following circumstances and areas.

30.1 Flood + Debris Flow Hazards

- a. Criteria
 - i. Development application where the subject property is in an area subject to flood and debris flow hazards identified on **Schedules D-1 and D-2** of this plan.
- b. Rationale
 - i. To assess the nature, extent, magnitude, frequency, and potential effect of natural hazards that may affect land use and development.
 - ii. To assess the proposed development with regards to safe intended use, building sites, building elevations and foundation design requirements, mitigation measures and the construction of on-site protective works.

30.2 Geotechnical Hazards

- a. Criteria
 - i. Development application where the subject property is in or adjacent to an area subject to rockfall, land slip, or slopes over 25%, including, but not limited to, those identified on **Schedule E** of this plan.
- b. Rationale
 - i. To assess the nature, extent, magnitude, frequency, and potential effect of natural hazards that may affect the development.
 - ii. To assess the proposed development with regards to safe intended use, building sites, building elevations and foundation design requirements, mitigation measures and the construction of on-site protective works.

30.3 Natural Environment

- a. Criteria
 - i. Development application within the District of Squamish.
- b. Rationale
 - i. To consider the impact of the proposed activity or development on water bodies, wetlands, riparian areas, environmentally sensitive areas, fish, and wildlife habitat in order to meet the objectives and policies within this plan.

30.4 Railway Proximity

- a. Criteria
 - i. Development application where the subject property is within 300 metres of a principal main line or 1,000 metres of a freight rail yard.
- b. Rationale
 - i. To assess the nature, extent, magnitude, frequency, and potential effect of railway associated impacts that may affect the use or development of a subject property.
 - ii. To assess the proposed development with regards to safe intended use, building setbacks, noise mitigation, vibration mitigation, safety barriers, and security fencing.

30.5 View Corridors + Solar Impacts

- a. Criteria
 - i. Development application where the subject property is located in Downtown Squamish—south of Bailey Street and north of Westminster Street—and the existing or proposed zoning permits a maximum building height of 9 metres or higher.
- b. Rationale
 - i. To assess the potential impact of the proposed development on:
 - A. significant views of natural features, including, but not limited to, Mount Garibaldi, Mamquam Mountain, The Stawamus Chief, and Howe Sound; and

- B. sun and daylight access to the surrounding context—including surrounding building facades, private and public outdoor amenity and open spaces, public parkland, sidewalks, and other components of the public realm—to demonstrate that the location and height of a proposed building, if higher than 12 metres, will not cause undue shade on the subject and surrounding lands.

30.6 Traffic Impacts

- a. Criteria
 - i. Development application within the District of Squamish.
- b. Rationale
 - i. To assess the proposed development with regards to impacts on transportation, traffic volume and flows, and the road network.

31. Temporary Use Permits

Temporary Use Permits (TUPs) allow a use of land, on a temporary basis, not otherwise permitted in the Zoning Bylaw. TUPs may be issued for a period up to three years and may be renewed once, subject to Council approval or by the General Manager if eligible for delegated approval. Conditions under which a temporary use may be allowed are established in the permit, including the site design and layout, and length of time the temporary use can occur. Security deposits, site restoration plans and letters of undertaking may also be required to ensure conditions are met. Temporary use permit applications shall be reviewed respecting the following policies.

31.1 Objective

- a. Permit temporary uses to provide a short-term opportunity when considered appropriate by Council, without negatively affecting existing business or surrounding properties in terms of noise, lighting, parking, traffic, or other impacts.

31.2 Policies

- a. The issuance of TUPs may be considered by Council or its designated throughout the District of Squamish plan area.
- b. An application for a TUP will be considered in relation to:
 - i. demonstration that the use is temporary or seasonal in nature;
 - ii. the existing land use;
 - iii. surrounding land uses;
 - iv. potential conflict with residential land uses;
 - v. potential impacts on environmentally sensitive areas;
 - vi. provision of adequate servicing that meets health requirements;
 - vii. duration of the proposed temporary use; and
 - viii. relevant policies within other sections of this plan.
- c. TUPs may be issued subject to conditions imposed by the approving authority (i.e. Council or General Manager), such as, but not limited to:
 - i. the buildings or structures that may be used;
 - ii. the period of applicability of the permit;
 - iii. the area, duration or timing of use; and
 - iv. required site rehabilitation upon cessation of the use.

Part 5: Development Permit Areas

32. Development Permit Area Requirements

Development permit area designations are established under provisions of the *Local Government Act*. Development permit areas specifically guide planning and development of lands within hazardous or environmentally sensitive areas, as well as the form and character of multi-unit, commercial, industrial, and mixed-use developments. Development permit guidelines augment the District’s zoning, subdivision and other bylaws. Because development guidelines are more flexible than zoning and other standards and regulations, the District may specify conditions and requirements to meet the intent and objectives of the applicable Development Permit Area (DPA). A development permit may also vary the regulations of a bylaw where it can be shown that the public interest will benefit from the resulting modifications. Development permits may not, however, vary the allowable use or density of the land or any flood proofing requirement.

32.1 Activities Requiring a Development Permit

- a. Each DPA designation includes objectives that justify its designation and sets out the guidelines that must be met to achieve the objectives. Where designated as a DPA, a development permit must be issued prior to:
 - i. subdivision of land;
 - ii. starting construction of, addition to or alteration of a building or structure;
 - iii. the alteration of land (where designated for protection of natural environment or from hazardous conditions); or
 - iv. the alteration of land, a building or any other structure (where designated for revitalization, energy conservation, water conservation, or greenhouse gas reduction).

32.2 Development Permits + Farming Activities

Development permits affecting ALR lands and licensed aquaculture areas shall not unduly infringe on the ability to farm in accordance with the provincial *Agricultural Land Commission Act (ALCA)* and *Regulation* and the *Farm Practices Protection (Right to Farm) Act (FPPA)* legislation.

A future OCP amendment to establish a DPA for the protection of farming will be brought forward to establish requirements for screening, landscaping, fencing, and siting of buildings or structures, in order to provide buffering or separation of development from farming on adjoining or adjacent land.

32.3 Development Permits + Controlled Access Highways

Where a development permit authorizes the construction of commercial or industrial buildings greater than 4,500 m² in gross floor area on land within 800 metres of a controlled access highway, a site plan of the building, showing traffic circulation and parking areas and facilities, must be approved by the Ministry of Transportation prior to permit issuance.

33. Development Permit Exemptions

33.1 General Exemptions

- a. A development permit will not be required for the following uses and activities within DPAs 3, 4, 5, 6, 7, 8, 9, 10 and 12:
 - i. construction within a building, including interior renovations;
 - ii. addition of a balcony, deck or patio not exceeding an area of 20 square metres;
 - iii. replacement of a roof with the same or similar style and building materials;
 - iv. underground service connections;
 - v. addition of rooftop equipment (e.g. HVAC);
 - vi. replacement of building exterior finishes using the same or similar materials and/or colour scheme;
 - vii. replacement of sign faces with no change in the location, size or type of signage;
 - viii. signage providing general or tourist information and located on municipal owned property, other publicly owned property or any road right-of-way;
 - ix. addition of canopies or other decorative building features such mullions and windows;
 - x. utility buildings (e.g. pump stations, electrical and telephone kiosks) not exceeding an area of 200 metres;
 - xi. accessory buildings not exceeding an area of 50 square metres;
 - xii. additions which are not visible from an existing road or adjacent existing or potential residential development as determined by the District of Squamish;
 - xiii. temporary structures which will be removed within 1 year;
 - xiv. geotechnical investigations and earthworks outside of areas on **Schedule K-1**; and
 - xv. District of Squamish public works projects.
- b. A development permit may not be required prior to subdivision where subject lands are designated for form and character of development (DPAs 3, 4, 5, 6, 7, 8, 9, 10 and 12), but no development is proposed at time of subdivision; and there are no site access and circulation, lot layout and connectivity considerations that would apply per the DP area guidelines within this plan.
- c. The general exemptions in this section do not apply to DPA 1 – Environmental Protection or DPA 2 – Protection from Flood Hazard.

34. Development Permit Area 1 Environmental Protection

Background

34.1 Purpose

- a. DPA1 is designated for the protection of the natural environment, its ecosystems and biodiversity.
- b. DPA1 requires applicants to provide information on the anticipated impact of development activities on the natural environment, pursuant to the Development Approvals Information Requirements of the Local Government Act and Section 30 of this plan.

34.2 Application

- a. Terrestrial guidelines in Section 34.6 and Aquatic (Watercourses, Wetlands, and Marine Shoreline) guidelines in Section 34.7 and 34.8 apply to environmentally sensitive review areas as shown on **Schedule K-1**.
- b. Watercourses and Wetlands guidelines in Section 34.7 apply to sensitive riparian ecosystems and wetlands as shown on **Schedule K-1** and ditches as shown on **Schedule K-2**. For certainty, DPA1 applies to those parcels of land either entirely or partially within a Riparian Assessment Area as defined by this OCP bylaw, whether or not it is mapped on **Schedules K-1 or K-2**.
- c. Applications for development designated as DPA1 that lie within another DPA designation in the OCP, are simultaneously subject to the guidelines for the other DPA. In the event of any inconsistency, DPA1 guidelines should prevail. The exception to this is, in the case of guidelines for areas designated for the protection of development from hazardous conditions, development proposals which include marine or riparian areas must also be submitted to Fisheries and Oceans (Canada) for authorization and should be subject to any conditions or limitations determined necessary or appropriate by Fisheries and Oceans (Canada).
- d. Where the land is solely designated within DPA1 and no other DPA, the Development Permit will be issued on a stand-alone basis under these guidelines. Where the land is designated in another DPA in addition to DPA1, the Development Permit will include the requirements of DPA1.

34.3 Objectives and Justification

- a. The objectives of DPA1 are to:
 - i. protect areas of highest biodiversity and ecological sensitivity within Squamish including ground and surface water, shorelines, forests, wildlife habitat features and rare and endangered ecosystems and species;
 - ii. ensure that ecosystem protection and enhancement values are elevated and prioritized, and to specify where and how lands are developed in and around environmentally sensitive areas;
 - iii. conserve and steward the natural environment, ecosystems and biodiversity within the community;
 - iv. support the movement of various species by connecting ecosystems through undisturbed open space corridors;
 - v. protect and enhance watercourse ecosystems such as stream corridors, lake or pond edges, wetlands, and other riparian areas and fish habitat, in accordance with the BC Fish Protection Act, and identify Streamside Protection and Enhancement Areas (SPEAs), also known as riparian buffer areas, which must remain free of development, including the disturbance of soils and vegetation;
 - vi. restore, protect and enhance the health of the Squamish River Estuary and marine ecosystems;
 - vii. minimize and mitigate the environmental and visual impacts of development;
 - viii. accommodate recreational and complementary land uses, where appropriate that contribute to the above objectives;
 - ix. restore and enhance sites previously degraded or denuded of vegetation;
 - x. ensure that no development of any kind takes place within designated ecological reserves (Baynes Island Ecological Reserve).

- b. The District's designated Environmental Review Areas (ERAs) (**Schedule K-1**) are based on Sensitive Ecosystem Mapping completed to provincial standards that describe and classify the ecological diversity, type and extent (identified in Table 34-1) of vulnerable or rare ecosystem elements in a given area.

Sensitive Ecosystems have rare or restricted distribution, high biodiversity and habitat values, and are sensitive to disturbance and human impacts. Within Squamish, Sensitive Ecosystems include but are not limited to: old forest, mature forest, woodlands, riparian areas, wetlands, and sparsely vegetated, estuarine, intertidal, fresh water and ocean areas. Young forests represent Other Important Ecosystems. Areas of recent disturbance or modification are

mapped as Not Sensitive, and include urban and rural residential areas, industrial sites, golf course (excluding natural areas within some courses), gravel pits, roads, hydro and rail corridors, dikes, farmland, and recently logged areas.

SE Class	Hectares	Percent of Study Area
<i>Sensitive Ecosystems</i>		
Old Forest	15.21	0.15%
Mature Forest	475.00	4.62%
Woodland	478.67	4.64%
Riparian	1,885.07	18.27%
Wetland	209.35	2.04%
Sparsely Vegetated	194.44	1.89%
Estuarine	126.16	1.22%
Intertidal	12.74	0.12%
Fresh Water	76.01	0.74%
Ocean	892.42	8.65%
Total	4,365.07	42.34%
<i>Other Important Ecosystems</i>		
Young Forest	3,085.73	29.89%
Total	3,085.73	29.89%
<i>Not Sensitive</i>		
Not Sensitive	2,866.20	27.78%
Total	10,317.00	100.00%

Table 34-1 Summary of Mapped Sensitive Ecosystems

- c. The District’s Sensitive Ecosystem Mapping available on the District of Squamish Geographic Information System identifies Environmentally Sensitive Area (ESA) rankings (Medium or High) based on an ecosystem’s sensitivity to disturbance, ecological importance and provincial rarity according to its BC Conservation Data Centre status. Ecosystems with high percent of recent disturbance are ranked as Low (not highlighted on ESA mapping).

ERAs depicted on **Schedule K-1** may not represent all sensitive ecosystems present within a given area or site. The District relies on the most updated information, acquired through site-level bio-inventories and assessments as required for review per DPA1.

As new information becomes available, and buffer areas are determined by Qualified Environmental Professionals (QEPs) to maintain ESAs, **Schedule K-1** will be updated on the District’s Geographic Information System ESA map layers, which should be referenced for detailed ESA information over time.

- d. Development within and adjacent to these sensitive ecosystem areas will be reviewed against and subject to OCP environmental objectives and policies that

seek to ensure ecologically-sensitive development. Development should be carried out according to permits issued pursuant to these guidelines.

- e. The District contains streams and riparian areas that provide natural features, functions and conditions that support the life processes of fish and other aquatic biota. The Provincial Riparian Areas Regulation (RAR) requires local governments to protect these streams and riparian areas when exercising powers with respect to development. This DPA provides a level of protection that both meets and exceeds the RAR.

34.4 DPA 1 Exemptions

- a. Pursuant to the *Local Government Act*, a Development Permit is not required in respect of the following. For certainty, General Development Permit Area Exemptions set out in Section 33 do not apply to DPA1.
 - i. Development of any kind that does not involve any construction or alteration of land whatsoever within the portion of the lot that is an Environmental Review Area (ERA) or a Riparian Assessment Area, including without limitation the discharge onto that area of runoff, the quality or quantity of which may be affected by construction or alteration of land elsewhere on the lot. To determine eligibility for this exemption the owner must retain a QEP to provide to the District a plan prepared by a British Columbia Land Surveyor indicating the boundary of the ERA or Riparian Assessment Area in relation to the proposed development. The District may require an owner seeking an exemption under this provision to grant to the District a covenant under Section 219 of the Land Title Act dealing with the protection of the Riparian Assessment Area.
 - ii. Development permit applications that include a development proposal either wholly or partially within a Riparian Assessment Area, and the SPEA is located outside the boundary of the property. To determine eligibility for this exemption the owner must retain a QEP to complete a riparian assessment report and to provide the District with a plan prepared by a British Columbia Land Surveyor indicating the boundary of the Riparian Assessment Area and SPEA in relation to the property lines and proposed development.
 - iii. Boundary adjustments and lot consolidations not involving the installation of underground services or the construction of roads, provided that the subdivision does not create a lot on which all buildings and structures permitted by the Zoning Bylaw cannot be constructed outside any ERA or Riparian Assessment Area on the lot.

- iv. Construction within, renovations or repair of a permanent structure on its existing foundation to an extent that does not alter or increase the building footprint area. This includes replacement of a roof, addition or replacement of rooftop HVAC equipment, and replacement of exterior finishes and sign faces.
- v. Reconstruction of an existing building providing that the reconstruction does not extend past the boundaries of the previously existing building footprint.
- vi. Minor additions to an existing primary building or structure, such as an increase in floor area up to 25% of the existing footprint, provided that the addition is located on the side or part of the building or structure most distant from the stream, or, no closer to the stream than the existing building or structure if the addition is outside of the SPEA.
- vii. Minor additions to an existing accessory building provided that the accessory building is no closer to the stream than the primary structure, and the addition is located no closer to the stream than the existing building or structure.
- viii. Interpretive signage providing general or tourist information and located on District property, other public property or any road right of way.
- ix. Alteration of land, including the cutting and removal of vegetation, the deposit and removal of soil, and the construction, alteration, and demolition of buildings and structures by the District for parks or institutional uses, or on land owned or occupied by the District, other than land owned by the District as bare trustee, provided that the work is conducted in accordance with the Guidelines for this DPA. For clarity, new infrastructure required of private development is not subject to this exemption, unless it is subject to an approval under the BC Water Sustainability Act.
- x. Development in accordance with a registered covenant in favor of the District of Squamish, approved development permit or Provincial or Federal authorization that pertains directly and explicitly to riparian habitat protection, which establishes a riparian buffer. If riparian impact mitigation measures are not included in the covenant or development permit, then this exemption is subject to provision of a riparian impact mitigation report.
- xi. Development within a Riparian Assessment Area where the development is separated from the stream by a developed public road right-of-way, provided that the development does not negatively impact the SPEA on the opposite side of the road.

- xii. Development that does not involve residential, commercial or industrial uses, or ancillary activities.
- xiii. Removal of trees determined, by a QEP who is a certified hazard tree assessor, to represent an imminent risk to safety of life or buildings, unless the hazard trees are in relation to a proposed development subject to the guidelines in the DPA, in which case the hazard tree review will be subject to Development Permit. This exemption is subject to submittal of a Hazard Tree Assessment Report. Removal of trees subject to this exemption should follow the provincial Best Management Practices (BMPs).
- xiv. Emergency actions necessary to prevent, control or reduce immediate and substantial threats to life or property during flood, stream avulsion or other geotechnical hazard events.
- xv. Minor repair, maintenance and improvement of existing flood protection infrastructure and all related ancillary or accessory works, regulated and approved by Federal, Provincial or Local government agencies.
- xvi. Existing public road, highway works and approved trails.
- xvii. Repair or replacement of an existing driveway, culvert, bridge or retaining wall, provided that the footprint of the development is the same.
- xviii. The construction of a single story, detached accessory building or structure which is not intended to be used for any “residential occupancy” and which has a floor area not exceeding 10 square meters and where the building or structure is located as far from the stream as possible and in the location on the parcel that minimizes impacts to ecological and riparian habitat, and it is not possible to construct the building or structure outside the ERA or Riparian Assessment Area.
- xix. Following activities when carried out in accordance with recommendations of and under supervision of a QEP:
 - A. Ecological restoration and enhancement projects not related to proposed development, including implementation of fish habitat restoration plan authorized by the senior government ministry or agency having jurisdiction;
 - B. Vegetation management related to wildfire hazard reduction carried out by the District, pursuant to a Wildfire Mitigation Plan and in consultation with FLNORD;

- C. Regular and emergency municipal infrastructure maintenance conducted in a manner consistent with objectives and guidelines of this Development Permit designation;
 - D. Emergency works and/or removal of dead, terminally diseased, damaged or dangerous vegetation, hazard trees, or invasive species.
- xx. The requirements of DPA1 do not apply to Squamish Nation reserve lands, however, for clarity, OCP DPA designations and guidelines do apply to any fee simple lands owned by local First Nations.

Guidelines

34.5 General Guidelines

- a. Applications for development (unless exempted under DPA1) shall be accompanied by a Site Bio-Inventory prepared by a QEP. The Bio-Inventory shall be carried out in accordance with the District's approved terms of reference (TOR) to establish the suitability of the land for development and specify protection measures and any required mitigation, compensation, restoration or enhancement measures.
- b. Development will be subject to the recommendations contained in the development approval information provided by the QEP, including but not limited to:
 - i. specifying areas of land that must remain free of development, except in accordance with any conditions contained in the permit;
 - ii. requirement(s) for specified natural features or areas to be preserved, protected, restored or enhanced in accordance with the permit;
 - iii. dedication of natural watercourses and associated buffer areas;
 - iv. specifying works necessary to preserve, protect, restore or enhance natural watercourses or other specified natural features of the environment; and
 - v. requirement(s) for protection measures, including that vegetation or trees be planted or retained in order to preserve, protect, restore or enhance fish habitat or riparian areas, control drainage, control erosion or protect banks, or measures to protect species and ecosystems at risk.

- c. Developments should be planned, designed and constructed to avoid encroachment on and impacts to sensitive ecosystems identified in the site bio-inventory/environmental assessment. Development should provide a buffer (considering provincial BMPs around sensitive ecosystems and from adjacent lands having sensitive ecosystems).
- d. Lands identified through a Bio-Inventory as having the highest environmentally sensitivity shall be avoided and designated in the Development Permit as 'non-disturbance areas', and protected through conservation covenants, parkland dedication and/or other protection mechanisms acceptable to the District.
- e. Applications shall include a construction management plan noting how 'non disturbance areas' will be protected during construction (e.g. fencing or other protective measures), how erosion and sediment impacts during and after construction will be managed and how invasive plant species will be controlled per provincial BMPs.
- f. Development should result in no net increase in post-development surface water flows and impermeability, or affect the quality of water available within the non-disturbance areas, unless specified in the Development Permit.
- g. The Site Bio-Inventory shall address any unavoidable disturbance of sensitive ecosystems by the development, including works proposed during the construction phase, and shall identify measures and other environmental best management practices to mitigate and offset the proposed impacts.
- h. Compensation for habitat losses should be provided at a 2:1 ratio or based on equivalent functionality. Compensation may involve either or both restoration of existing or new habitat creation. On-site compensation is preferred but not mandatory; where on-site compensation is not feasible, compensation within the immediate watershed area is encouraged.
- i. To confirm the completion and compliance with required conditions of the Development Permit, the District may require environmental monitoring and reports prepared by a QEP, during construction and for the duration of the works and maintenance period, up to two years after construction.
- j. Should damage occur to an ESA during development, the District may require a professional assessment of the damage and a report on recommendations for rehabilitation.
- k. ESAs should be linked to develop a continuous network of ecosystems.
- h. Protect nesting sites and breeding areas by maintaining a naturally vegetated non-disturbance area of 60 meters from the nest of eagle, hawk, osprey, owl,

peregrine falcon, or Great Blue Heron nest, measured as a radius from the base of the nest tree. Requirements for a development permit may be waived if the landowners have entered into a Land Title Act Section 219 covenant to maintain an acceptable no disturbance buffer as part of a subdivision approval application.

34.6 Terrestrial Guidelines

In addition to the DPA1 General Guidelines in Section 34.5, the following terrestrial guidelines apply to terrestrial ecosystems, as shown on **Schedule K-1**, including old and mature forests and woodlands.

- a. Retain natural vegetation within the development area(s) to ensure minimal disruption to the environment. Revegetate disturbed sites using plant materials indigenous to the area. Provide a landscape plan identifying and including vegetation to be retained and native, wildlife resistant plantings.
- b. The siting of structures adjacent to non-disturbance areas will need to respect natural vegetation, which may require additional buffering.
- c. Within a buffer area, the alteration of land approved through a development permit will be limited to those that are compatible with the characteristics of the terrestrial ESA.
- d. The QEP should consider any potential impact of the proposed development on the ESA, taking into account any circumstances that may be relevant, including:
 - i. flood hazard;
 - ii. slope stability and erosion;
 - iii. storm drainage;
 - iv. trail usage;
 - v. tree stand integrity, hazardous trees, removal and replacement;
 - vi. wildlife species;
 - vii. cumulative impacts;
 - viii. encroachment and fencing;
 - ix. signage;
 - x. invasive species;
 - xi. buffering and minimum setbacks for proposed buildings and structures from the non-disturbance area boundary;
 - xii. restoration within the ESA; and
 - xiii. where a subject is beyond the expertise of the QEP engaged to prepare the Site Bio-Inventory report, the QEP should consult with or engage other persons with specific expertise related to that subject.

- e. Maintain connectivity and linkages with adjacent sensitive ecosystems and other habitat areas through the use of corridors and greenways to minimize fragmentation.
- f. Design wildlife crossings wherever protected wildlife corridors are interrupted by roadways, as determined by the environmental assessment.
- g. Protect and conserve old growth forest ecosystems.

34.7 Aquatic Guidelines (Riparian Areas + Wetlands)

In addition to the DPA1 General Guidelines in Section 34.5, the following aquatic guidelines apply to local Streams, as shown on **Schedule K-1 and K-2**, including watercourses, lakes, wetlands and ditches.

- a. Each development permit application that includes a development proposal related wholly or partially to a Riparian Assessment Area must be accompanied by an assessment report prepared and certified by a QEP in accordance with the RAR for the purpose of determining the applicable SPEA requirement in Table 34-2. In the event that the DPA1 guidelines appear to be more protective of fish habitat than the assessment methods, these guidelines should prevail.
- b. Protect and avoid degradation of fish and aquatic habitat, associated riparian areas and wetlands.
- c. Preserve ravines, watercourses, riparian areas and wetlands in their natural state and maintain natural channel alignments wherever possible, unless significant environmental benefit can be gained through alteration.
- d. Maintain and apply standards for adequate setbacks, stormwater retention, preservation of natural channels, and other preventative measures during and after the development process to protect fish-bearing streams from pollution, siltation and related degradation.
- e. Project Classification:
 - i. Category 1 parcels are in existing neighbourhoods and do not have subdivision potential.
 - ii. Category 2(a) parcels are in existing neighbourhoods and have development or subdivision potential with a potential capacity of developing three or fewer units.

- iii. Category 2(b) parcels are in existing neighbourhoods and have development or subdivision potential with a potential capacity of developing more than three units.
 - iv. Category 3 parcels are parcels that are not serviced by sewer or water, or are in future Sub-Area Plans.
- f. No building or structure of any kind should be located, no vegetation should be disturbed, and no soils should be removed or deposited in the SPEA that is identified on each parcel for which a development permit application is made, except in accordance with Table 34-2 and these guidelines.

Project Classification	Natural Stream Classification			
	Permanent, fish bearing	Permanent, non-fish bearing	Non-permanent, fish bearing	Non-permanent, non-fish bearing
Category 1 Existing Neighbourhood (No SD potential)	Greater of RAR detailed assessment or 15m buffer	Greater of RAR detailed assessment or 10m buffer	Greater of RAR detailed assessment or 15m buffer	Greater of RAR detailed assessment or 5m buffer
Category 2a Existing Neighbourhood (Development potential of 3 units or less)	Greater of RAR detailed assessment or 15m buffer	Greater of RAR detailed assessment or 15m buffer	Greater of RAR detailed assessment or 15m buffer	Greater of RAR detailed assessment or 5m buffer
Category 2b Existing Neighbourhood Development potential greater than 3 units)	Buffer determined with RAR simple assessment. Buffer averaging may be considered.	Buffer determined with RAR simple assessment. Buffer averaging may be considered.	Buffer determined with RAR simple assessment. Buffer averaging may be considered.	Greater of RAR detailed assessment or 10m buffer
Category 3 Future Neighbourhood	Buffer determined with RAR simple assessment. Buffer averaging may be considered.	Buffer determined with RAR simple assessment. Buffer averaging may be considered.	Buffer determined with RAR simple assessment. Buffer averaging may be considered.	Greater of RAR detailed assessment or 15m buffer

Table 34-2 Method to Determine Riparian SPEA

- g. In preparing an assessment report:
 - i. The QEP should indicate the boundary of the top of bank (TOB) in the field, and a BC Land Surveyor should identify the Riparian Assessment Area and SPEA in the field. In the case of a detailed assessment, the QEP should indicate the boundary of the high water mark (HWM) in the field.
 - ii. The assessment report shall include a site plan that clearly and accurately identifies all aquatic features, such as streams, watercourses, ditches and wetlands, as well as the TOB (and HWM if applicable), top of ravine bank (if applicable), Riparian Assessment Area and SPEA in relation to existing and proposed property lines, and existing and proposed development, as well as locations of works or activities recommended in the assessment report.
 - iii. The riparian assessment report from the QEP shall include background information, methodology, maps, potential impacts to habitat, mitigation measures, recommendations for enhancement and restoration, as well as append the provincial Notification Forms.

- h. In preparing an assessment report, the QEP should consider any potential impact of the proposed development on fish habitat within the riparian assessment area and adjacent stream or streams, taking into account any circumstances that may be relevant, including:
 - i. flood hazard;
 - ii. slope stability and erosion;
 - iii. storm drainage;
 - iv. stream channel migration trends;
 - v. trail usage;
 - vi. tree stand integrity, hazardous trees, removal and replacement;
 - vii. wildlife species that support the integrity of fish habitat;
 - viii. cumulative impacts;
 - ix. encroachment and fencing;
 - x. riparian signage;
 - xi. invasive species;
 - xii. minimum setbacks for proposed buildings and structures from the SPEA boundary;
 - xiii. restoration within a SPEA; and
 - xiv. where a subject is beyond the expertise of the QEP engaged to prepare the assessment report, the QEP should consult with or engage other persons with specific expertise related to that subject.

- i. The QEP should address Additional Measures for Detailed Assessments, which in some cases will result in an additional setback to the SPEA.
- j. Where a development permit relates to the subdivision of land, proposed lot boundaries should not encompass any area that is designated as a SPEA. For clarity, for the purpose of calculating lot yield in a new subdivision, the amount of developable land available for subdivision should exclude SPEA area. Where a development permit relates to the subdivision of land, an Assessment Report prepared by a QEP should identify adequate building sites, including but not limited to, building locations; front, rear and side yard areas; site services; access; parking; and useable outdoor space on each proposed lot.
- k. Commercial and in-building Industrial uses in existing neighborhoods will be assessed under Category 1. Industrial uses in existing neighborhoods that include outside processes or storage, including parking of any motorized vehicles or equipment other than passenger vehicles and light trucks will be assessed under Category 2(b). Buffer averaging will only be considered where identified in the matrix and if the reasons or alternative measures are acceptable to the District. Such a request must be supported by reasons that are provided with the assessment report, and a supplementary assessment report or documented suitable alternative measures as may be requested by the District. A request for buffer averaging must be justified on the basis of any of the following considerations:
 - i. existing parcel areas and configurations;
 - ii. the location of any existing roads, works and services, and utility right-of-ways;
 - iii. the location of any proposed roads, works and services required to provide access or services to developable land;
 - iv. the existence of dikes or artificial controls on the water level of a watercourse;
 - v. any biophysical conditions related to the stream (e.g., slopes, ravines).
- l. Where buffer averaging is requested, the SPEA width and configuration recommended by a QEP in an assessment report may be altered to produce a buffer area of variable width not less than 20 meters in the case of a SPEA width of 30 meters and not less than 10 meters in the case of a SPEA width of 15 meters, provided that the average buffer area width on each side of the stream is not reduced to less than 30 meters and 15 meters respectively, and each separate area in which the buffer width is reduced is balanced by an increase in the width of a buffer area that is at least equivalent in area.

- m. Where a parcel of land is rendered undevelopable by the SPEA, a SPEA variation may be considered if justified on the basis of hardship, and if the reasons and alternative measures are acceptable to the District. Such a request must be supported by reasons that are provided with the assessment report, as well as documented suitable alternative compensation measures. A supplementary assessment report may be requested by the District.
- n. Approval by the Minister of Fisheries and Oceans is necessary for any development proposal to be allowed that could result in harmful alteration, disruption or destruction of natural features, functions and conditions that support fish life processes in the riparian assessment area.
- o. The District may incorporate into a development permit (as a term or condition) the recommendations of a QEP that is contained in an assessment report and certification prepared for a development permit application, or the recommendations of Fisheries and Oceans (Canada), including, without limitation, recommendations on:
 - i. The siting of buildings, structures or uses of land;
 - ii. Specified areas to remain free of development;
 - iii. The preservation, protection, restoration or enhancement of any specified natural feature or area;
 - iv. Dedication of natural streams to the Crown;
 - v. Works to be constructed to preserve, protect, or enhance a natural stream or other specified environmental feature;
 - vi. That protection measures be taken to preserve, protect, restore or enhance fish habitat or riparian areas, control drainage, or control erosion or protect the banks of streams whether or not the recommendation is made in relation to land within or outside a riparian buffer area.
 - vii. Timing of construction to avoid or mitigate impacts.
- p. A development permit may impose terms and conditions respecting the:
 - i. Sequence and timing of construction including but not limited to timelines for completion of the works identified in the permit;
 - ii. Co-ordination of geotechnical recommendations by a QEP or Professional Engineer.
- q. For Streams mapped and classified on **Schedule K-2**, the guidelines in this section should apply. For Streams that have not been identified on **Schedule K-2**, but have been identified and classified as a ditch by a QEP, this section should apply. For clarity, these guidelines do not apply to isolated drainages mapped as green on **Schedule K-2**, or classified as green by a QEP.

The following should apply to development permit applications that include a development proposal related wholly or partially to a Riparian Assessment Area of a Ditch mapped and classified as yellow, orange or red on **Schedule K-2**:

- i. The SPEAs in Table 34-3, Ditch Classification Matrix, should apply;
- ii. A Riparian Assessment Report prepared by a QEP is not required;
- iii. The application must be accompanied by a development proposal, survey, and site plan prepared by a qualified professional;
- iv. The application must be accompanied by a report prepared by a QEP describing what Measures are being implemented to protect the integrity of the SPEA, as described in the RAR Assessment Methods, and should address:
 - A. Danger trees
 - B. Windthrow
 - C. Tree protection in the SPEA
 - D. Encroachment prevention
 - E. Sediment and erosion control
 - F. Stormwater management
 - G. Environmental monitoring
- v. No building or structure of any kind should be located, no vegetation should be disturbed, and no soils be removed or deposited in the SPEA that is identified on each parcel for which a development permit application is made, except in accordance with these guidelines;
- vi. Where a driveway culvert is proposed, best management practices should be followed, including:
 - A. Alternate access options should be considered and given priority;
 - B. If a crossing is required, a maximum of one crossing should apply;
 - C. Residential crossing should not exceed 6.0 meters;
 - D. Crossings for non-residential use should not exceed 9.0 meters.
 - E. Culverts must be fish passable if the ditch is used by fish as habitat.
- vii. Ditch infill will require a report describing mitigation of impact, prepared by a QEP;

- viii. A compliance and completion report prepared by a QEP is required to be submitted to the District upon completion of construction or development.

Table 34-3 DPA 1 Ditch Classification Matrix

Classification	Short Definition	Key Characteristics			SPEA
		Fish Status		Connectivity and Flow	
Red	Highly Productive Habitat	Salmonids, game fish or regionally significant fish	OR	Directly connected to fish bearing waters for most of the year (potentially inhabited year-round)	10 m
Orange	Moderately Productive Habitat	Coarse fish	OR	Ephemerally connected to fish bearing waters	5 m
Yellow	Minimally Productive Habitat	No fish	AND	Connected to fish bearing waters during storm events only	2 m
Green	Isolated	No fish	AND	Isolated. May contain water for all or part of the year or only during storm events, or may be a swale lacking surface water.	N/A

34.8 Aquatic Guidelines (Marine Shoreline)

Marine shorelines encompass a variety of marine influenced ecosystem types including ocean and ‘ocean fringe’ areas having marine influence, as well as sensitive estuarine meadows, marshes and intertidal areas such as mudflats, beaches and rocky shorelines that link terrestrial and marine environments. DPA1 guidelines apply specifically to marine and estuarine areas mapped on **Schedule K-1**, as well as 30 meters seaward (foreshore) in addition to 15 meter upland (backshore) of the natural boundary of the sea. For clarity, these areas include Howe Sound, Estuary Central Channel, Crescent Slough, Cattermole Slough, and Mamquam (and Upper Mamquam) Blind Channel. Freshwater streams entering the marine environment shall be subject to the Aquatic Guidelines in Section 34.7.

The following marine guidelines apply to local marine foreshores and backshores, in addition to the DPA1 General Guidelines in Section 34.5.

- a. All development within marine shoreline areas is subject to review and approval by the appropriate provincial and federal authorities.
- b. Compensation requirements for Site B identified through the development permit process will recognize the Habitat Compensation Agreement between BCR Properties Ltd. and the Department of Fisheries and Oceans, and

authorizations concerning habitat compensation and enhancement between land owners, senior levels of government and First Nations. Historic agreements and authorizations do not provide an exemption from compliance with other applicable DPA guidelines.

- c. Recognize the Skwelwil'em Squamish Estuary Wildlife Management Area as a highly productive ecosystem area. Prioritize protection, conservation and restoration of fish, wildlife and migratory bird habitat.
- d. Protect and maintain natural buffers adjacent to Crescent Slough and Cattermole Slough as described in *Skwelwil'em Squamish Estuary Wildlife Management Plan* and the 1999 *Squamish Estuary Management Plan*. The buffers shall be left in their natural state and shall be established to provide distance, natural habitat protection, noise protection and visual separation from developed areas. A legal survey will be required.
- e. Protect and conserve seagrass ecosystems, such as eelgrass beds, through the siting and design of development.
- f. Within sensitive marine shoreline areas, development design must strive to balance coastal flood protection for the Downtown and planning for future sea level rise while minimizing erosion, preserving coastal functions and processes and maintaining water quality, sensitively locating foreshore accesses and structures and enhancing marine habitats and adjacent coastal waters wherever possible.
- g. The integrated design of shoreline protection in marine shore areas by qualified professionals, as required to mitigate coastal flood risk and sea level rise per the District of Squamish *Integrated Flood Hazard Management Plan*, must include harmonized/joint review and assessment by a QEP under DPA1.
- h. All structural shoreline and flood protection measures should be installed upland of the natural shoreline boundary. The size of any flood protection structure must be limited to the minimum size necessary to provide adequate coastal flood protection and space for accommodating sea level rise. The siting of a flood protection structure shall not be recognized as justification for increases to upland developable area.
- i. Infilling to extend the existing top of bank is not permitted unless it can be clearly demonstrated that the fill is necessary to prevent further erosion or sloughing of the bank that would potentially endanger existing buildings/structures. This guideline does not apply to Site B.

- j. For marine foreshore areas subject to sea dike protection requirements, where designated with seawall and conventional dike with riprap armour, incorporation of habitat works are encouraged.
- k. For unconnected coastal Flood Hazard Areas as outlined within the District of Squamish *Integrated Flood Hazard Management Plan*, wherever possible bioengineering and GreenShores™ approaches are encouraged in conjunction with required erosion protection works to the maximum extent possible.
- l. Expansion or redevelopment of marinas, or development of new structures within the marine environment should be designed to minimize environmental impacts including the overall footprint and the amount of shading from the development.
- m. Development of in-water structures beyond coastal flood protection works, such as piers, ramps, docks and floats within the marine environment should comply with the following guidelines:
 - i. Native or indigenous vegetation should be retained wherever possible. If not possible, then ecological restoration should be incorporated into the development, such as the replanting of previously cleared native or indigenous vegetation.
 - ii. New piers, ramps and docks necessary for water-dependent uses or public access should be integrated within larger shoreline development plan approved by the District.
 - iii. Piers on pilings and floating docks are preferred over solid-core piers or ramps. Piers should use the minimum number of pilings necessary, with preference for large spans over more pilings.
 - iv. Piers, ramps and docks should be restricted to the minimum size necessary to meet the needs of water-dependent uses.
 - v. Piers, docks and ramps should be designed and constructed to avoid or, if avoiding is not possible, to minimize and mitigate impacts to environmentally valuable resources and environmentally sensitive areas, such as eelgrass beds and fish habitat. Enhancement measures and creation of new habitat are required as a compensation tool for habitat loss.
 - vi. All structures located and works that take place below the natural boundary should exhibit consideration for minimal impact on water quality and disturbance of the substrate.
 - vii. All docks and other floating structures should be constructed and sited so that they do not rest on the bottom of the foreshore at low water levels.

- viii. Lighting of developments built over the water surface should be kept to the minimum necessary for safety and visibility. Light fixtures on such sites should be simple and unobtrusive in design. They should be carefully chosen to focus light on the area to be illuminated and avoid spillage of light into other areas. Fixtures should not result in glare when viewed from areas that overlook the water. Low-glare fixtures with a high cut-off angle should be used.
 - ix. Minimize shading of the water by incorporating perforations, using large spacing between deck planks, or by using an alternative deck surface such as metal mesh or grating.
 - x. Incorporate features that increase the diffusion of light on the water. This can be achieved by increasing the height (elevating off of the water surface) or reducing the size of structures.
 - xi. Pilings shall not negatively impact herring spawn. Creosote treated pilings are not supported.
- n. Marine areas affected by development will be subject to vegetation restoration plans prepared by a QEP.
 - o. Dredging activities, for new or maintenance of existing facilities, in compliance with senior agency requirements and authorized by the District, should be limited to the minimum area necessary to maintain the existing facility. Where within proximity to sea dike structures, dredging should be done with use of silt curtains to prevent siltation/sedimentation of adjacent areas.

Enforcement

34.9 Bonding and Environmental Monitoring

- a. Development Permits may include requirements for environmental monitoring where environmentally sensitive areas must be protected, restoration must be completed or where construction requires environmental controls. Environmental monitoring reports, when required, must be prepared by a QEP.
- b. The District may require the applicant to provide bonding, as a condition of development permit, in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit in cases where:
 - i. The District considers that damage to the natural environment could result as a consequence of a contravention of a condition in a development permit issued for this area;
 - ii. The permit holder is required to retain, restore or replace native vegetation.

- iii. The District considers that unsafe conditions could result as a consequence of a contravention of a condition in a development permit.
- c. Bonding should be based on 110% of the estimated cost of any environmental controls, remediation works, and landscaping as determined by a QEP and accepted by the District. The amount of the security should be sufficient to cover the cost of any work that might be undertaken by the District to correct deficient landscaping conditions, an unsafe condition, or damage to the natural environment that could reasonably be expected to result from the contravention of the permit, and the cost of replacing native vegetation that has been retained, restored or replaced and does not survive. Bonding should be returned when the District has been notified, in writing, by the QEP that the conditions of the development permit have been met and to confirm that any remedial works, such as successful plant establishment, have been successful.
- d. Upon completion of the works authorized by a development permit, and for certainty upon expiry of any timeline for completion of works established as a term or condition of a development permit, the holder of the permit must submit to the District a post-construction completion report from a QEP which:
 - i. certifies that development has been carried out in accordance with the Assessment Report and that terms and conditions set out in the assessment report and the development permit have been properly implemented; or
 - ii. identifies and documents all instances of non-compliance with the assessment report and the development permit and any measures necessary to correct deficiencies, including any works that should be undertaken by the District.

34.10 Offence

- a. Offences or non-compliances shall result in a stop work order, and/or a court order.
- b. Failure to obtain a development permit where one is required, or develop land strictly in accordance with a development permit issued, are offences under the Local Government Act and are contrary to the bylaws, regulation or policies of the District. Upon summary conviction, penalties for offences may be up to the maximum set out in the Local Government Act.
- c. Employees, officers and agents of the District may enter, at all reasonable times, a property to inspect and determine whether the requirements of the DPA and the terms and conditions of the development permit are being met.

34.11 DPA1 Definitions

In this section the following terms mean:

Artificial Watercourse means a constructed watercourse made for drainage purposes, such as a ditch or swale, and does not include fish habitat constructed to compensate for or restore damaged fish habitat.

Assessment Methods mean the assessment methods set out in the Schedule to the Riparian Areas Regulation.

Assessment Report means a report prepared in accordance with the assessment methods to assess the potential impact of a proposed development in a riparian assessment area and which is certified by a QEP.

Buffer Area means an area adjacent to a stream or ESA that links ecosystems, the size and configuration of which are determined according to these guidelines on the basis of an assessment report prepared by a QEP in relation to a development proposal.

Coarse Fish means fish that are determined by the Provincial government not to have regional significance.

Commercial in relation to development means business or commercial use or activity, including without limitation commercial, retail, office, professional or other business uses described in the Zoning Bylaw.

Detailed Assessment means an assessment conducted in accordance with Section 3.0 of the Riparian Areas Regulation assessment methods.

Development means any of the following associated with or resulting from residential, commercial or industrial activities or ancillary activities to the extent that they are subject to Part 14 of the *Local Government Act*:

- i. removal, alteration, disruption or destruction of vegetation;
- ii. disturbance of soils;
- iii. construction or erection of buildings and structures;
- iv. creation of non-structural impervious or semi- impervious surfaces;
- v. flood protection works;
- vi. construction of roads, trails, docks, wharves and bridges;
- vii. provision and maintenance of sewer and water services;
- viii. development of drainage systems;
- ix. development of utility corridors;
- x. subdivision as defined in the Land Title Act.

Development Proposal means any development that is proposed in a riparian assessment area that is within or partly within the boundaries of the District.

Ditch means a watercourse that is entirely manmade and generally straight, with no significant headwaters or springs, and constructed to drain property or roadways.

Ephemeral Stream means a stream that typically flows for six months or less per year but has prolonged periods of continuous flow, as determined by a QEP.

Existing Neighbourhood means a neighbourhood that is serviced by municipal sewer and water.

Fish means all life stages of:

- i. salmonids,
- ii. game fish, including arctic grayling, bass, black crappie, burbot, char, crayfish, goldeye, inconnu, kokanee, northern pike, trout, walleye, whitefish, yellow perch, and any other fish that may be identified in the Assessment Methods, and
- iii. fish that are determined by the Provincial government to have regional significance.

Fish Habitat means the areas in and about a stream, such as spawning grounds and nursery, rearing, food supply and migration areas, on which fish depend directly or indirectly in order to carry out their life processes.

Floodplain means an area designated in Section 3 of the District of Squamish Floodplain Management Bylaw.

Future Neighbourhood means any part of DPA1 that is not an existing neighbourhood.

Hardship means an Undue Hardship as defined by the Department of Fisheries and Oceans and the Ministry of Environment.

High Water Mark means the visible high water mark of a stream where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the stream a character distinct from that of its banks, in vegetation as well as in the nature of the soil itself, and includes the active floodplain.

Industrial in relation to development means the assembling, fabricating, manufacturing, processing, repairing or storing of goods and materials including, without limitation, all such uses described in the Zoning Bylaw, but

does not include farming, mining, hydroelectric, or forestry activities that are regulated under separate Provincial or Federal legislation.

Intermittent stream means a stream that flows only during periods of heavy rainfall not exceeding 30 consecutive days per year, as determined by a QEP; could be described as “flashy”.

Natural Stream means any stream that is not an artificial watercourse.

Non-permanent Stream includes any ephemeral or intermittent stream.

Permanent Structure means any building or structure that was lawfully constructed, placed or erected on a secure and long lasting foundation on land in accordance with any bylaw or approval condition in effect at the time of construction, placement or erection.

Permanent Stream means a stream that usually contains water.

Qualified Environmental Professional (QEP) means an applied scientist or technologist, acting alone or together with another QEP, who is registered and in good standing with an appropriate B.C. professional organization constituted under an Act. The QEP must be acting under that association’s code of ethics, and subject to the organization's disciplinary action. QEPs must have an area of expertise that is recognized as one that is acceptable for the purpose of providing all or part of an assessment for the particular development proposal that is being assessed.

Ravine means a narrow, steep-sided valley that is commonly eroded by running water and has an average grade on either one or both sides greater than 3:1 measured between the high water mark of the watercourse contained in the valley and the top of the valley bank, being the point nearest the watercourse beyond which the average grade is less than 3:1 over a horizontal distance of at least 15 meters measured perpendicularly to the watercourse;

- i. a narrow ravine is a ravine less than 60 meters wide, and
- ii. a wide ravine is a ravine with a width of 60 meters or more, as measured from centreline.
- iii. If the ravine is one-sided, then the methodology for ravine assessments should be applied to the ravine bank, and the methodology for non-ravine watercourse assessments should be applied to the non-ravine bank.

Residential in relation to development means the occupancy or use of a building or part thereof for a dwelling purpose.

Riparian Assessment Area means

- i. For a stream the 30 meter strip on either side of the stream, measured from the top of bank where simple assessment is required, or measured from the high water mark where detailed assessment is required, as per Table 34-1;
- ii. Notwithstanding (a), for a narrow or wide ravine, a strip on either side of the stream, measured from the top of ravine bank to a point that is 30 meters beyond the top of the ravine bank;

Riparian Areas Regulation means B.C. Reg. 376/2004 as amended or replaced from time to time.

Simple Assessment means an assessment conducted in accordance with Section 2.0 of the Riparian Areas Regulation assessment methods.

Setback means the horizontal distance measured perpendicularly to a stream that describes the width of the riparian assessment area at a point along the stream.

Streamside Protection and Enhancement Area (SPEA) means an area adjacent to a stream that links aquatic to terrestrial ecosystems and includes both existing and potential riparian vegetation and existing and potential adjacent upland vegetation that exerts an influence on the stream, and the size of which is identified in an assessment report prepared by a QEP in respect of a development proposal.

Stream includes any of the following:

- i. a watercourse, whether it usually contains water or not;
- ii. a pond, lake, river, creek or brook;
- iii. a wetland;
- iv. a ditch or spring that is connected by surface flow to something referred to in i., ii., or iii.

Top of the Ravine Bank means the greater of either the geotechnical boundary of the slope, or the first significant break in a ravine slope where the break occurs such that the grade beyond the break is flatter than 3:1 for a minimum distance of 15 meters measured perpendicularly from the break, and the break does not include a bench within the ravine that could be developed.

Variation means a variation from the recommendations contained in an original assessment report that is prepared in relation to a development proposal, and

justified by undue hardship; for clarity, it does not mean a development variance permit under the *Local Government Act*.

Wetland means land that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal conditions does support, vegetation typically adapted for life in saturated soil conditions, including swamps, marshes, bogs, fens, estuaries and similar areas that are not part of the active floodplain of a stream.

35. Development Permit Area 2: Protection from Flood Hazard

Background

35.1 Purpose

- a. DPA 2 is established for the protection of development from hazardous conditions.

35.2 Application

- a. DPA 2 guidelines apply to lands within areas designated as *Primary Floodways*, *Secondary Floodways* and *Debris Flow Hazard Areas* as shown in **Schedule L**. DPA 2 also applies to all legal parcels abutting areas designated as *Secondary Floodways*.

35.3 Objectives and Justification

- a. The objectives of DPA 2 are:
 - i. Manage development to mitigate the risk of floods and flood-related hazards and their consequences for development within areas subject to flood hazards.
 - ii. Designate and protect *Primary Floodways* free of buildings, fill and other infrastructure to preserve flood conveyance.
 - iii. Designate and protect *Secondary Floodways* to preserve flood conveyance and avoid increasing hazards in adjacent or upstream areas in the event of a dike breach.
 - iv. Designate *Debris Flow Hazard Areas* and adopt guidelines to mitigate risk to people, infrastructure and property.
- b. The justifications of DPA 2 are:
 - i. Significant areas within the District of Squamish are located within the floodplains of the Squamish, Mamquam, Cheakamus and Stawamus river floodplains. Flood modeling has determined appropriate Flood Construction Levels (FCLs) for dikes and future development. Future development that is not in accordance with modeling assumptions may reduce the conveyance capacity of critical floodways and increase flood levels over time thereby transferring risk to existing development.

- ii. Development within and abutting *Primary Floodways* and *Secondary Floodways* will be reviewed against DPA 2 guidelines to ensure proposed development mitigates adverse impacts on floodway capacity in order to maintain FCLs for existing development.
- iii. Areas within the District are located within *Debris Flow Hazard Areas*. Future development, if not situated and designed properly, could expose people and property to significant hazards reducing public safety and community resilience to natural hazards.
- iv. Development within *Debris Flow Hazard Areas* will be reviewed against DPA 2 guidelines to ensure hazards are mitigated appropriately to reduce the risk to people, infrastructure and property.

35.4 Development Requiring a Permit

- a. A development permit is required prior to any development within DPA 2 as follows:
 - i. subdivision of land where the number of parcels is increased;
 - ii. construction of, addition to or alteration of a building or other structure; and
 - iii. alteration of land, including a change of grade involving the removal, deposit or moving of soil greater than 30 cubic metres.

35.5 Development Permit Area 2 Exemptions

- a. Despite Section 35.4, a development permit is not required for the following:
 - i. work within the boundaries of Squamish Nation reserve lands;
 - ii. alteration, addition or repair of an existing permanent building or structure, provided the building footprint is not modified or expanded;
 - iii. replacement or reconstruction of an existing building to its original footprint, provided the existing structure is fully compliant with the Zoning Bylaw, Floodplain Bylaw and all other applicable bylaws;
 - iv. construction or repair of underground services;
 - v. park, open space or trails use that does not include:
 - A. construction of a close-sided building; or
 - B. placement of fill or infrastructure that raises grades more than the minimum required to provide site drainage;

- vi. any construction of *Protective Works* where the District will be the owner and maintenance authority and where the District, at its sole discretion, accepts the proposed alignment and qualitatively concludes that floodway conveyance impacts are not considered significant.
- vii. any construction or repair of flood protection works authorized under the *Emergency Program Act*.
- viii. development proposals or placement of fill on parcels that abut, but do not encroach into *Secondary Floodways*, provided that the owner agrees to enter into a Section 219 Restrictive Covenant to ensure compliance with Sections 35.8.c. and 35.8.e. of these guidelines, and where the District, at its sole discretion, agrees to exempt the application;
- ix. structures less than 10 square metres, where the District, at its sole discretion, qualitatively concludes that floodway conveyance impacts are not considered significant; and
- x. fencing, decks and raised patios, except where they are reviewed as part of a larger DPA 2 application involving any of the activities listed in Section 35.4.

Guidelines

35.6 General

- a. Each development permit application that includes a development proposal wholly or partially within a *Primary Floodway*, *Secondary Floodway* or *Debris Flow Hazard Area* or abutting a *Secondary Floodway* should have a Section 219 Restrictive Covenant, in a form approved by the District, registered on the title specifying mitigation measures for the development and indemnifying the District.

35.7 Primary Floodways

- a. No building, structure or placement of fill should be permitted in any *Primary Floodway* other than the Cheakamus River, Crescent Slough east of the Squamish River training berm, Cattermole Slough and the Mamquam Blind Channel.
- b. No building, structure, or placement of fill should be permitted in a *Primary Floodway* of the Cheakamus River except in accordance with the following conditions:

- i. the development meets all applicable requirements in the Floodplain Bylaw, including, but not limited to, compliance with the requirements for any site-specific exemption;
- ii. the District receives and accepts a *Flood Hazard Assessment* report from a Qualified Professional that:
 - A. establishes the suitability of the land for development and any required mitigation measures;
 - B. certifies that there is no other suitable development land on the lot outside the *Primary Floodway*;
 - C. certifies, based on a *Site and Grading Plan*, that the proposed location, form and orientation of the building, structure or fill maximizes floodway conveyance, minimizes potential increase in water levels in adjacent or upstream areas in consideration of the Maximum Lot Coverage defined in the Zoning Bylaw, and mitigates potential risk to the structure and any adjacent diking infrastructure; and
 - D. specifies design of foundations, floodproofing fill and *Protective Works* to ensure that structures are oriented and anchored to minimize the potential impact of flood, sediment and erosion damage;
- iii. the District is not required to take additional operations and maintenance responsibility for flood protection infrastructure including dikes;
- iv. the design and field review of any *Protective Works* must be:
 - A. completed by a Professional Engineer;
 - B. reviewed and accepted by the District; and
 - C. approved under all applicable statutes including, but not limited to, the *Dike Maintenance Act*, *Water Sustainability Act*, *Fisheries Act* and *Navigation Protection Act*; and
- v. upon completion of construction or development, a compliance and completion report prepared by a Qualified Professional is required to be submitted to the District to certify that the construction or development is in general conformance with the plans submitted in the DP application.

35.8 Secondary Floodways

- a. Where the footprint of a new structure or placement of greater than 30 cubic metres of fill falls wholly or partially within or abuts a *Secondary Floodway*, a Qualified Professional shall certify, based on a *Site and Grading Plan* and in consideration of the Maximum Lot Coverage defined in the Zoning Bylaw, that the proposed location, form and orientation of the structure or fill:
 - i. maximizes floodway conveyance; and
 - ii. minimizes potential increase in flood levels in adjacent or upstream areas.

The certifying Qualified Professional should give appropriate consideration to existing and approved upstream and downstream developments.

- b. For an existing structure located wholly or partially within a *Secondary Floodway*, expansion of the building footprint and appurtenant fill (e.g. floodproofing fill, driveways and drive aisles) across the floodway flow direction should be avoided unless there is no practicable alternative. If there is no practicable alternative, the proportional expansion of the structure footprint across the floodway flow direction should not exceed the corresponding increase in gross floor area unless a Qualified Professional certifies that the expansion meets the objectives and criteria applied to new structures under Section 35.8.a of this guideline.
- c. In order to minimize structural fill within and abutting *Secondary Floodways*:
 - i. Fill used to raise new structures should be minimized to the extent necessary to meet the requirements of the Floodplain Bylaw, achieve a level foundation, provide suitable vehicle access, and allow for site development in accordance with the Zoning Bylaw.
 - ii. The horizontal extent of fill should not exceed the Maximum Lot Coverage percentage defined in the Zoning Bylaw. Where only a portion of a lot is located within a *Secondary Floodway* the allowable horizontal extent of fill within the *Secondary Floodway* should be determined by applying the Maximum Lot Coverage percentage defined in the Zoning Bylaw to the portion of the lot area that is located within the *Secondary Floodway*. Calculations to determine the extent of fill are permitted to exclude side slopes that are no flatter than the ratio of 5 horizontal to 1 vertical. The height of fill at the property line should not exceed existing grade.
 - iii. Fill placed within any property line setback that is within or abutting a *Secondary Floodway* should remain below a line projecting

upward from existing grade at the property line along a slope of 5 horizontal to 1 vertical.

- iv. Where a Qualified Professional determines that a permanent, off-site barrier or embankment would impede the function of a floodway within all or part of a lot, the District may modify the fill requirements in 35.8.c.iii, provided the Qualified Professional certifies that:
 - A. the modification does not further impede flow;
 - B. the modification is limited to parts of the lot that do not abut a road, lane or green space;
 - C. modified floodproofing fill elevations proposed by the Qualified Professional remain at or below the crest of the downstream barrier or embankment; and
 - D. modified floodproofing fill elevations proposed by the Qualified Professional remain at least 1.5 metres below the FCL.

- d. Maintain a 30 metre setback from any *Watercourse* within a *Secondary Floodway*. Reductions permitted under the *Riparian Areas Regulation* should not be allowed in *Secondary Floodways*.

- e. The size, form and orientation of linear flow obstructions (e.g. fences, barriers, hedgerows, and other vegetation) within *Secondary Floodways*, or within property line setbacks that abut *Secondary Floodways*, should be designed to allow for flood conveyance. New linear obstructions oriented perpendicular to the flow direction should only be approved where an existing upstream or downstream barrier already provides an equal or greater impediment to flood flows.

- f. Any development proposal not meeting guidelines contained in 35.8.a, 35.8.c or 35.8.d should be required to have a Qualified Professional certify that flood levels at any upstream or adjacent location will not be increased by more than the criteria below in order to receive a development permit:
 - i. 0.10 metres, when evaluated as an independent proposal, compared to the results obtained from the latest version of the District's flood model; or
 - ii. 0.15 metres, when considered in conjunction with all previously approved development as well as any pending development applications specified by the District, compared to the flood levels established by the District's *Integrated Flood Hazard Management Plan*.

The District may, at its sole discretion, require flood modeling to confirm the above criteria have been met.

- g. Prior to receiving a DP, a Qualified Professional should certify, based on a *Site and Grading Plan*, that the guidelines in Section 35.8 of DPA 2 have been met.
- h. Upon completion of construction or development, a compliance and completion report prepared by a Qualified Professional is required to be submitted to the District to certify that the construction or development is in general conformance with the plans submitted in the development permit application.

35.9 Debris Flow Hazard Areas

- a. New development should be sited to avoid hazards; where it is impossible or impractical to avoid a hazard, mitigation measures may be considered to permit new development, subject to the following conditions.
- b. The District must receive a risk assessment report prepared in accordance with the District's *Terms of Reference for Natural Hazard and/or Risk Assessments*. The determination of whether a Quantitative or Qualitative Risk Assessment is required, should be determined by a Qualified Professional in consultation with the District and *APEGBC Professional Practice Guidelines*, and in consideration of the scale of hazard, proposed development and local site conditions. The risk assessment must address the following minimum requirements:
 - i. The Qualified Professional should certify that no alternative development location is available outside the *Debris Flow Hazard Area* on the lot.
 - ii. The Qualified Professional should specify any mitigation requirements with respect to the proposed location, form, elevation, and orientation of development to reduce hazard exposure.
 - iii. Foundations should be designed and certified by a Professional Engineer to ensure that structures are oriented and anchored to minimize the potential impact of flood, sediment and erosion damage. Footings should be extended appropriately to prevent scour and erosion. At minimum, engineered concrete foundations should extend 1.0 metre above finished grade at all points on the perimeter of the building.
 - iv. The Qualified Professional should certify that the risk tolerance criteria in Section 11.2.c of the OCP have been met.
- c. Off-site *Protective Works* funded by a developer may be allowed as an approach to reduce risk, to within acceptable thresholds, where the District accepts that

the mitigation provides a net positive community benefit after consideration of residual risk, long term maintenance costs, and costs for replacement of mitigation. The following conditions should also apply:

- i. the design and field review of any *Protective Works* must be completed by a Professional Engineer, accepted by the District and approved under all applicable statutes;
 - ii. provisions for contributing financial support to an ongoing maintenance program should be required as part of the Restrictive Covenant agreement between the District and an owner, or a strata corporation;
 - iii. easements or rights-of-way to access and maintain the works must be registered in favor of the District;
 - iv. an operation and maintenance manual must be prepared for the District with a copy provided to the Inspector of Dikes; and
 - v. mitigation must not cause any material adverse impact on other properties without written consent of the land owner(s).
- d. Upon completion of construction or development, a compliance and completion report prepared by a Qualified Professional is required to be submitted to the District to certify that the construction or development is in general conformance with the plans submitted in the development permit application.

35.10 Definitions

Debris Flow Hazard Area means an area exposed to Debris Flow or Debris Flood hazards as shown in **Schedule L**.

Flood Hazard Assessment means a report prepared by a Qualified Professional in accordance with District's *Terms of Reference for Natural Hazard and/or Risk Assessments* and provincial legislation. The assessment identifies flood characteristics, determines whether a development is safe for the intended use, and specifies any corresponding flood mitigation measures.

Primary Floodway means a river corridor or un-diked floodplain area that is reasonably required to discharge the flow of a designated flood. *Primary Floodways* are shown in **Schedule L**.

Protective Works means any landfill, embankment, dike, berm, revetment, wall, barrier, flap gate, drainage infrastructure, or other structures constructed for the purposes of protecting an area, structure or development from the effects of floods, debris flows, or debris floods.

Qualified Professional means a Professional Engineer or Professional Geoscientist registered or licensed under the provisions of the *Engineers and Geoscientists Act* that is experienced in geotechnical engineering under Section 524(7) of the *Local Government Act* or a person in a class prescribed by the minister under Section 524(9) of the *Local Government Act*. A Qualified Professional must meet the requirements outlined in the District's *Terms of Reference for Natural Hazard and/or Risk Assessments*.

Secondary Floodway means an area within a dike-protected floodplain that is critical for conveying floodwaters in the event of a dike breach to maintain modelled flood levels. *Secondary Floodways* are shown in **Schedule L**.

Watercourse means any natural or man-made depression with well-defined banks and a bed 0.6 metres or more below the surrounding land serving to give direction to a current of water at least six (6) months of the year or having a drainage area of 2 square kilometres or more upstream of the point of consideration.

36. Development Permit Area 3: Universal Guidelines

Background

36.1 Purpose

- a. DPA 3 is designated for the following purposes:
 - i. revitalization of an area in which a commercial use is permitted;
 - ii. establishment of objectives for the form and character of intensive residential development;
 - iii. establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
 - iv. establishment of objectives to promote energy conservation;
 - v. establishment of objectives to promote water conservation; and
 - vi. establishment of objectives to promote the reduction of greenhouse gas emissions.

36.2 Application

- a. DPA 3 guidelines apply to all commercial, industrial, mixed-use, multi-family (including triplexes, fourplexes, courtyard apartments, bungalows, townhouses, row housing, and apartments), multi-family component of mixed-use development, and intensive residential development in the District of Squamish with the following exceptions:
 - i. DPA 3 Guidelines do not apply to properties that are included in DPA 9, 10, 11, 12 and 13 identified on **Schedule M**; and
 - ii. General Guidelines do not apply to commercial or industrial activities that are located at the Squamish Airport; a relevant DPA should be developed in the event that sub area planning is completed for the Cheekeye Fan.
- b. Specific guidelines identified as *Commercial, Industrial* or *Multi-Family* only apply to development that encompasses those specified uses.
- c. Under the *Local Government Act*, development permits are not required for institutional buildings; however, the District strongly encourages consideration and application of the guidelines herein in project site planning and design, as appropriate.

36.3 Objectives

- a. Guide the form and character of development in order to:
 - i. reflect and celebrate what is unique and special about Squamish (environment, materials, views, culture and heritage);
 - ii. foster a distinctive, creative character and architectural excellence;
 - iii. realize a built environment that is accessible and promotes and supports better health outcomes for citizens;
 - iv. improve energy and water conservation in new development;
 - v. enhance connectivity at the site, block and street levels;
 - vi. create a high-quality people-oriented public realm and comfortable public spaces with adequate light and air penetration; and
 - vii. support safe, functional, livable neighbourhoods (open and play spaces, waste management facilities, etc.).

Guidelines

36.4 Context, Character, Siting + Orientation

- a. Development should strive to authentically integrate elements distinct to the Squamish area (references to physical locality, natural and human histories, or culture and spirit of place) as the local vernacular continues to develop and evolve.
- b. For infill development, consider the form and character of nearby buildings and public spaces to promote a sense of cohesiveness.
- c. For high-visibility corner sites on public or private streets, walkways or courtyards, building design should orient towards both frontages and respond to the intersection prominence. Blank walls are not considered acceptable.
- d. The siting, massing and heights of multi-storey buildings should minimize view and solar impacts on adjacent developments, open spaces and streets.
- e. **Multi-Family:** Building should be oriented to the street or, where not possible, to internal private streets, lanes, courtyards, or pathways.
- f. **Multi-Family:** Consider staggered offset orientation of individual dwelling units within townhome buildings.

36.5 Site Circulation, Accessibility + Adaptability

- a. Provide universal design features such as accessible pedestrian routes through the development separated from parking and lanes, ramps and curb cuts, crosswalks, street or park furnishings, lighting, and wayfinding.
- b. Pedestrian routes should be level or gently graded, illuminated, hard surfaced, smooth (no interlocking bricks/perpendicular banding), and non-slip. Include sensory cues such as:
 - i. contrast of door, pavers/concrete;
 - ii. non-glare signage;
 - iii. clear and dominant main entrance;
 - iv. coloured band or etching at eye level if main entrance is glazed; and
 - v. protruding objects must be cane detectable unless below 680 millimetres from the floor.
- c. Pedestrian and cycling routes should provide internal connectivity and efficient links to existing or planned neighbouring sidewalks and trails, demarcated at vehicular intersections and avoiding high vehicular traffic areas where possible.
- d. Provide continuous, functional overhead weather protection along the sides of buildings abutting public rights-of-way and entrances.
- e. Minimize the number of vehicular and building entrances along the primary street fronts and sidewalk interface.
- f. **Commercial and Industrial:** Consider mid-block connection, particularly when parking at the rear is separated from entrances at the front.
- g. **Multi-Family:** Provide internal pedestrian pathways or sidewalks which connect to each unit. Public pedestrian mid-block connections are encouraged.
- h. **Multi-Family:** Internal road networks should incorporate curb cuts at road crossing, and traffic calming strategies that support safe cycling.
- i. **Multi-Family:** Walled or gated developments that completely block off visibility from the street are strongly discouraged.
- j. **Multi-Family:** Building design that allows for future adaptation in unit configuration and use to allow aging in place is encouraged.
- k. **Multi-Family:** At least 10% of residential units should accommodate accessibility challenges such as mobility, sensory or cognitive disabilities.

36.6 Parking, Transportation + Loading

- a. The majority of off-street surface parking should be either completely enclosed within a building or located at the rear of the site and, if available, accessed from a lane so as to not be visible from the street. For corner lots outside the downtown area, parking access may be from a side street or secondary street.
- b. Location and design of parking areas should minimize impacts on sidewalk and bike path continuity.
- c. Off-street parking design should ensure pedestrian and vehicle safety, including locating accessible parking so that the direct route to a main entrance does not involve travel behind parked vehicles.
- d. Parkades built independently or within multi-use buildings should be screened with storefronts, office space, landscaping, or artistic elements.
- e. Shared parking between multiple units, adjacent buildings or complementary uses by time of day, as per the Zoning Bylaw, are encouraged.
- f. Bicycle racks, lockers or indoor storage should be provided in a secured area with good visibility, access, and lighting, and located preferably near entrances. Exterior bike parking should be covered where possible.
- g. Car share or bike share spaces should be visible and conveniently located.
- h. **Commercial and Industrial:** Loading areas should be at the rear of the building and accessed from the lane.
- i. **Multi-Family:** Smaller visitor parking areas, in close proximity to individual units or buildings, are favoured over large parking areas.

36.7 Solid Waste Storage

- a. On-site facilities dedicated to the storage and removal of solid waste should be provided to serve the entire development. Adequate space for source-separation of garbage, recyclables, compost, and grease or oil, if appropriate, should be provided. Individual totes for each dwelling units are not supported.
- b. Waste storage should be sited in a convenient, well lit, universally accessible location in a central area or at the rear of the development.
- c. Waste storage should be enclosed in a dedicated room in the development. If not possible, a gated, fully-enclosed, wildlife-resistant accessory structure should be used that complements the building design and is screened from public roads and residential properties.

- d. The design and size of the solid waste storage area should comply with solid waste storage technical specifications which may be developed by the District.
- e. Waste storage areas should be accessible for collection purposes, and provide safe, adequate maneuvering and vertical clearance for collection trucks.

36.8 Outdoor Storage

- a. **Commercial and Industrial:** The outdoor storage of equipment or materials should generally be placed at the rear of the site to reduce visibility from surrounding roads and any visible residential areas.

36.9 Relationship of Buildings to the Street

- a. Elevated frontages created by flood construction level requirements should use landscaped terraces, step walls, porches, or other features to avoid abrupt transitions from grade to floor level.
- b. Reflect a human scale in the design of building's first two storeys.
- c. Avoid large blank walls visible from the street. Consider public art and green walls on vertical elements. For infill areas, detail firewalls in the interim while redevelopment occurs over time.
- d. Building and site design should enhance passive surveillance in accordance with Crime Prevention through Environmental Design principles.
- e. **Commercial:** Units at the ground level should create a strong visual connection to the street through frontages with significant transparent glazing and large doors or windows that open to the street.
- f. **Commercial:** Larger format retail units should minimize their street frontage by setting most of the floor area at the rear behind smaller retail units.
- g. **Commercial and Industrial:** Buildings should be located in the front portion of a site to enhance the streetscape. Commercial frontages should be at the sidewalk except where setbacks are required to create usable outdoor space or where required for accessibility.
- h. **Commercial and Multi-family:** Above the ground level, street-facing units should create a strong visual connection with the sidewalk.

36.10 Building Form, Massing + Variation

- a. Overall, building siting, form and massing should be sufficiently varied to promote interest and avoid a monotonous building image. Building walls and

edges should be articulated with horizontal projections such as trellises, extended roof overhangs or shade fixtures. Buildings should be vertically articulated (base, middle, and top) to visually reduce massing. On the block scale, buildings should include articulated massing or variations in material, pattern or detail. Where there are multiple buildings in one development, individual building identity should be reinforced to provide variety in the built environment.

- b. Building volume should be massed so that a significant portion of the upper levels of a building are stepped back from the street frontage.
- c. The image and conclusion of upper building storeys should be given special consideration through upper-level form, massing and roof details. Ensure design continuity, for example, by having upper storey building design elements reflect those at street level.
- d. **Multi-Family:** Mid-rise or base building massing are encouraged to frame outdoor space and maximize corners, such as “C” or “L” shapes which allow outdoor space to be viewed from above.
- e. **Multi-Family:** Emphasize and create visually distinct entrances for individual units with architectural expressions such as height, massing, projection, shadow, punctuation, change in roof line, and/or change in materials.

36.11 Building Roofscape

- a. A wide variety of roof styles will be considered acceptable, provided rooftops are well organized and attractive when seen from above, neighbouring buildings and the street.
- b. Roof forms are encouraged to reduce the apparent height and massing of buildings. Roof lines should accent, not obscure, important views.
- c. New buildings should provide appropriate transition between different scales and heights of neighbouring buildings. Avoid roof lines that conflict with the roofline of adjacent buildings.
- d. All rooftop mechanical and access equipment and facilities should be combined into a single structure that is integrated into the architectural design of the building and screened to mitigate visual and acoustic impacts on neighbours.
- e. **Multi-Family:** Flat roof areas may be allowed for use as a green roof, balcony or roof deck, but the street-facing roofline should include architectural features that evoke residential use.

- f. **Multi-Family:** Design should consider environmental factors. Include overhangs and recesses of sufficient depth to provide shade and increase passive cooling. Unit entries should provide weather protection. Snow should shed into non-pedestrian areas or be retained.
- g. **Multi-Family:** Consider external stairs and short, landscaped ramps to activate the street and to increase active living opportunities.

36.12 Building Materials + Colours

- a. The use of sustainable or 'green' building materials, including low carbon, recycled, recyclable, and locally-sourced materials, is encouraged.
- b. A wide range of high quality and visually appealing cladding and finishing materials that emphasize durability to withstand extensive rain and wind are encouraged.
- c. Building materials should achieve a cohesive and unified building image that complements the character of the surrounding neighbourhood.
- d. Cladding and finishing materials should avoid false historic or structural references.
- e. For continuity, carry quality materials used for front façades around building corners where facades are exposed to public view at the side or rear.
- f. Glazing should be non-reflective to allow daylight penetration into buildings.g. Use of warm or natural colours found in the local maritime or temperate rainforest environment is encouraged. Use of vivid yet complementary accent colours is encouraged to highlight architectural details and add vibrancy to the streetscape while achieving a pleasing overall colour balance.

36.13 Landscaping

- a. Landscaping should enhance the appearance of buildings, amenity and open spaces while screening necessary features such as blank walls and parking. Landscaping design should consider:
 - i. plants that provide habitat value and promote biodiversity;
 - ii. native or regionally adaptive plant material;
 - iii. limiting wildlife attractant plants;
 - iv. a mix of coniferous and deciduous trees, shrubs and other plantings;
 - v. plant groupings that will provide year-round interest;

- vi. tree plantings that contribute to the urban forest through consideration of aesthetics, habitat/biodiversity and lifespan;
 - vii. limited water requirements with drought tolerant plants;
 - viii. limited maintenance requirements by ensuring plant coverage; and
 - ix. use of raingardens for on-site rainwater infiltration.
- b. Use landscaping to ‘soften’ and in some cases screen building edges, such as retaining walls and exposed parkades, along the ground level façade, on the building, and along roof edges, balconies and roof decks.
 - c. Provide continuous landscaping along all property lines abutting public road allowances and pedestrian walkways, and along internal private roads, where appropriate.
 - d. All areas not developed with hard surfaces should be landscaped and, when appropriate, curbed. Paving, gravel or mulch are not considered primary landscape treatments.
 - e. Retention of prominent existing mature vegetation, particularly tree groupings, should be given priority in site planning. Where trees cannot be retained, specific effort should demonstrate that landscaping will replace the urban forest over time.
 - f. Surface parking areas should incorporate pervious materials where possible and provide internal landscaping that reduces the visual impact and shades significant paved areas.
 - g. Screen outdoor storage, mechanical equipment, parking areas, and loading areas with plantings or architectural screens from directly abutting public road allowances, pedestrian areas and adjacent residential development.
 - h. Where properties abut existing trails, a thick evergreen buffer of native trees and shrubs should separate the trail and any structures.
 - i. Landscaping features and finishing details should be provided to reduce the negative visual impact of chain link fencing visible from roads or residences.
 - j. Rock stack retaining walls used to create building areas should employ a multitier design and landscaped areas between steps to reduce the impact of large walls.
 - k. A minimum of 10 cubic meters of soil volume should be provided per tree. Where this is not possible due to location of hard surfaces, the use of silva cells, structural soil or other technical solutions should be used to mitigate soil compaction, encourage root growth and provide access to rainwater.

- m. High efficiency irrigation should be provided for all landscaping.
- n. Where appropriate, seating should be included in the landscape, including accessible seating for mobility devices adjacent to and across from benches where seating arrangements are clustered for conversation.
- o. Incorporation of public art installations or creative embellishments are encouraged in building and landscape design.
- p. All landscaping plans for new developments should be prepared by a member of the BC Society of Landscape Architects or other Qualified Professional. All plant material and contractor's work should meet or exceed the Canadian Landscape Standard (i.e. all items pertaining to landscape design (planting, irrigation, etc.) should be per this standard, as a minimum.). See <http://www.csla-aapc.ca/standard>.
- q. Landscaping plans should identify any phasing intentions and specify industry standard tree-protection fencing will be retained through the development process to protect on-site trees and landscape features.
- r. **Industrial:** For new development where adjacent land is used for residential purposes, buffering in the form of the fencing, berming and/or planting of trees and vegetation should be provided on the industrial property.

36.14 Outdoor Open Space, Common Areas + Amenity Spaces

- a. **Commercial:** Entrance courts, accessible courtyards, plazas, and patios for outdoor seating areas that face or open out onto the sidewalk are encouraged.
- b. **Multi-Family:** All units should include a semi-private yard or exterior space at grade adjacent to the dwelling unit that is distinct from shared open spaces.
- c. **Multi-Family:** All residential units should have access to shared outdoor amenity spaces that foster social gatherings, physical fitness for all ages, structured or unstructured play, and/or gardening.
- d. **Multi-Family:** Outdoor amenity spaces should include areas with overhead weather protection to enable functional use of the site in the rain.
- e. **Multi-Family:** Outdoor amenity spaces should be located in sunny, wind sheltered, universally-accessible, and central areas visible from circulation space and a multitude of windows and doors.
- f. **Multi-Family:** Roof terraces, patios and gardens are encouraged as private or shared outdoor space. These areas should be designed to mitigate impacts on the privacy and enjoyment of neighboring residences and outdoor spaces.

- g. **Multi-Family:** New developments, not within 250-500 metres of a publically accessible playground, should prioritize on-site outdoor children’s play areas. Children’s play areas should be designed with:
 - i. play equipment or natural elements for a range of ages;
 - ii. universally-accessible features and furnishings;
 - iii. seating for supervising adults;
 - iv. separation of play areas from vehicle circulation and parking areas;
 - v. maximized sunlight with areas of shade in the summer;
 - vi. areas of overhead weather protection to enable functional use of the site in the rain; and
 - vii. hardy planting for adjacent landscaping.
- h. **Multi-Family:** Common amenities (e.g. mailboxes) should be universally accessible (e.g. maximum height 1.4 metres).

36.15 Lighting

- a. All exterior lights should emit the minimum amount of light necessary. Exterior lighting should be directed or shielded to illuminate the ground only and to prevent light pollution from encroaching onto adjacent properties, residential areas and environmentally sensitive areas.
- b. Energy efficient lighting fixtures should be used.
- c. On-site lamp poles and luminaires should be consistent throughout the site and with District standards for adjacent public street lighting, wherever possible.
- d. All on-site pedestrian walkways used by employees or the public should have sufficient lighting to permit easy surveillance and safe use at night.
- e. **Multi-Family:** Exterior security lights should be motion and light activated only.

36.16 Site + Building Signage

- a. A coordinated signage program detailing proposed signage type, placement, dimensions, materials, and lighting should be included with applications.
- b. Signage should be coordinated with the design and character of the site and buildings. Signage should add interest without creating visual clutter.
- c. Signage should utilize durable, high quality materials appropriate to environmental conditions in Squamish.
- d. Signage and street addresses should be easily legible at all times and conditions.

- e. **Multi-Family:** Signage should be integrated with the landscaped area along the public street frontage. Signage should be low key in character and softly lit to fit with the surrounding residential context. All ground level units should have highly visible individual unit numbers.

36.17 Rainwater + Stormwater Management

- a. Innovative, on-site water management techniques should be considered, such as green roofs, raingardens, bioswales, use of pervious surfaces, engineered rock pits and soil cells, and roof drainage collection and storage for landscaping purposes.

36.18 Energy Efficiency

- a. Design measures and exterior shading devices, such as fixed awnings or retractable canopies that are adjustable according to season, should be employed to limit summer solar gain through south facing windows and glazing.
- b. Building design that allows for natural ventilation, such as operable windows on at least two sides of the building, is encouraged.
- c. Building design that promotes daylight exposure for natural lighting is encouraged.
- d. Cool roofs and pavements made of highly reflective and emissive materials are encouraged to mitigate urban heat, lower energy use and GHG emissions and improve human health and comfort.
- e. Variances to building projections into minimum setback areas and minor variances to maximum building height established by the District's Zoning Bylaw may be considered for energy efficient buildings that commit to achieve BC Energy Step Code Step 5 or higher in order to facilitate energy efficient form of construction.
- f. Variances to Development Permit Area architectural design guidelines may be considered for energy efficient buildings that commit to achieve BC Energy Step Code Step 5 or higher in order to facilitate energy efficient form of construction.

36.19 Shipping Containers

- a. Shipping containers are considered structures and should generally conform to relevant form and character DPA guidelines that apply to buildings.
- b. Where safety and/or security is an issue, shipping containers should be fitted with motion-sensor safety lighting.

- c. Shipping containers should generally be placed at the rear of the site and away from residential areas.
- d. Shipping containers should be screened from any high visibility street or intersection with attractive fencing or landscape.
- e. Shipping containers should be re-clad with materials and/or painted with colours that are indigenous to Squamish. Building materials should convey a feeling of quality or permanence that will withstand extensive rain and wind. Paint colors should be selected to allow for maximum integration into the surrounding environment.

37. Development Permit Area 4: Gateway

Background

37.1 Purpose

- a. DPA 4 is designated for the following purposes:
 - i. revitalization of an area in which a commercial use is permitted; and
 - ii. establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

37.2 Application

- a. DPA 4 guidelines apply to all land located in DPAs 4 as shown on **Schedule M**. These guidelines are intended to complement guidelines from DPA 3.
- b. In situations where guidelines from DPA 4 conflict with guidelines from DPA 3, the guidelines from DPA 4 take precedence.

37.3 Objectives + Justification

- a. The objectives of DPA 4 are to give the District of Squamish greater control over the form and character of developments in the affected areas beyond the provisions of the Zoning Bylaw and the Subdivision and Development Control Bylaw. The objectives of these guidelines are to:
 - i. create an entrance and sense of arrival for Downtown;
 - ii. design streets as green boulevards; and
 - iii. include iconic architectural features and public art.
- b. DPA 4 should create an inviting, attractive and functional entrance to Downtown Squamish. The experience of arriving through this area should indicate that Downtown is a special place distinct from the other neighbourhoods of Squamish and from other communities in the region.

Guidelines

37.4 Public Art

- a. Developments in the Gateway area should provide suitable locations for public art reflective of the unique character, history and natural environment of Squamish.
- b. Gateway art and architectural features should reference the rich material and structural context of the area rather than imposing common gateway features such as large signs, frames or banner poles.

37.5 Relationship of Buildings to the Street

- a. Buildings in the Gateway area are encouraged to creatively contribute to the arrival experience for people entering Downtown by all modes of transportation including walking, cycling, rolling, and arriving from marine areas.
- b. Buildings should be distinctive, artistic and expressive.
- c. Buildings should create a focus by emphasizing and honouring a particular view, where possible. Signature and important views should serve as backdrops for buildings that evoke a high quality and authentic character. Views to the surrounding landscape should be framed and enhanced.
- d. Landscaping should include boulevards along the street.

38. Development Permit Area 5: Commercial Centre

Background

38.1 Purpose

- a. DPA 5 is designated for the following purposes:
 - i. revitalization of an area in which a commercial use is permitted; and
 - ii. establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

38.2 Application

- a. DPA 5 guidelines apply to all land located in DPAs 5 as shown on **Schedule M**. These guidelines are intended to complement guidelines from DPA 3.
- b. In situations where guidelines from DPA 5 conflict with guidelines from DPA 3, the guidelines from DPA 5 take precedence.

38.3 Objectives + Justification

- a. The objectives of DPA 5 are to give the District of Squamish greater control over the form and character of developments in the affected areas beyond the provisions of the Zoning Bylaw and the Subdivision and Development Control Bylaw. The objectives of these guidelines are to:
 - i. create a focal area for commercial and retail services;
 - ii. preserve the historic “High Street” character and identity of Cleveland Avenue;
 - iii. ensure buildings create an interactive streetscape and focus on the pedestrian experience; and
 - iv. ensure building height and massing allow views to the surrounding landscape and reduce shade impacts on public spaces.
- b. The Commercial Centre is the historic commercial area of Squamish and the primary focus of pedestrian-scaled retail and commercial services in Downtown. The experience of the public realm in this area is of primary importance, and developments in this area are expected to enhance that experience by engaging the street both visually and physically. Here, more than anywhere else, buildings are encouraged to open up to the street, overlook the street, and highlight the views and connections to the surrounding landscape.

Guidelines

38.4 Diversity in Building Height

- a. Diversity in building height is encouraged. Street wall harmony should be achieved through consistency amongst horizontal elements such as cornice lines. A combined façade storey height of 8 metres is encouraged for first and second storeys in order to create a strong horizontal line.

38.5 Public View Corridors

- a. Development in the downtown area should preserve or enhance views to the surrounding natural features, particularly from public open spaces, privately owned public open space, and where possible, private business patios or key windows.
- b. Prior to completion of a comprehensive Downtown view corridor study, significant development applications for new buildings 9.0 metres or higher should provide a view impact study. The design should protect or mitigate impacts to public realm view corridors, including Mount Garibaldi, the Stawamus Chief, Mamquam Mountain, Howe Sound, and other views specific to individual developments.
- c. Buildings facing east-west streets should preserve or enhance the easterly views from Cleveland Avenue by framing those views and stepping back the floors above the second storey of the building.

38.6 Light Penetration

- a. A shade study should be provided for new buildings 9.0 metres or higher to ensure design minimizes shadows on public spaces identified on the Downtown Open Spaces Plan (Figure 38-1), privately owned public open space, private patios outdoor public, and existing buildings.
- b. Building massing should cast shadow on the building itself where possible.

38.7 Relationship of Buildings to the Street

- a. Buildings along the east side of Cleveland Ave should make provision for secondary frontages along Loggers Lane. These secondary frontages should follow the Guidelines specified in DPA 3.

38.8 Cleveland Avenue Character

- a. The following guidelines apply to all properties with frontages on Cleveland Avenue, between Pemberton Avenue and Main Street. These guidelines are intended to complement the other DPA 5 guidelines.
 - i. Buildings that are higher than two storeys should step back the upper storeys starting from the top of the second storey to preserve the look and scale of buildings along Cleveland Ave.
 - ii. Buildings should reflect the existing small-scale, fine-grain pattern of Cleveland's building widths through the provision of narrow street frontages. Individual unit frontage widths should be no more than 15.2 metres wide.
 - iii. Buildings facades fronting Cleveland Avenue should be aligned with the front property line in order to support a pedestrian environment. Exceptions to this siting requirement may be made for buildings containing courtyards, sitting areas or other similar features.
 - iv. Development should provide continuous and unique street facades with commercial units that are generally small and of diverse design, appearance and type. At the ground level, they should provide the highest level of visual interest using a general high quality of architectural design, and human scale features, such as prominent or interesting doorways, storefront awnings, and canopies, display windows, and fascia signage.

38.9 Downtown Open Spaces Plan

- a. The Downtown Open Spaces Plan (Figure 38-1) identifies key public parks, corner plazas, potential street end closures, approximate locations of mid-block connections, waterfront walkways, and separated bike lane corridors.

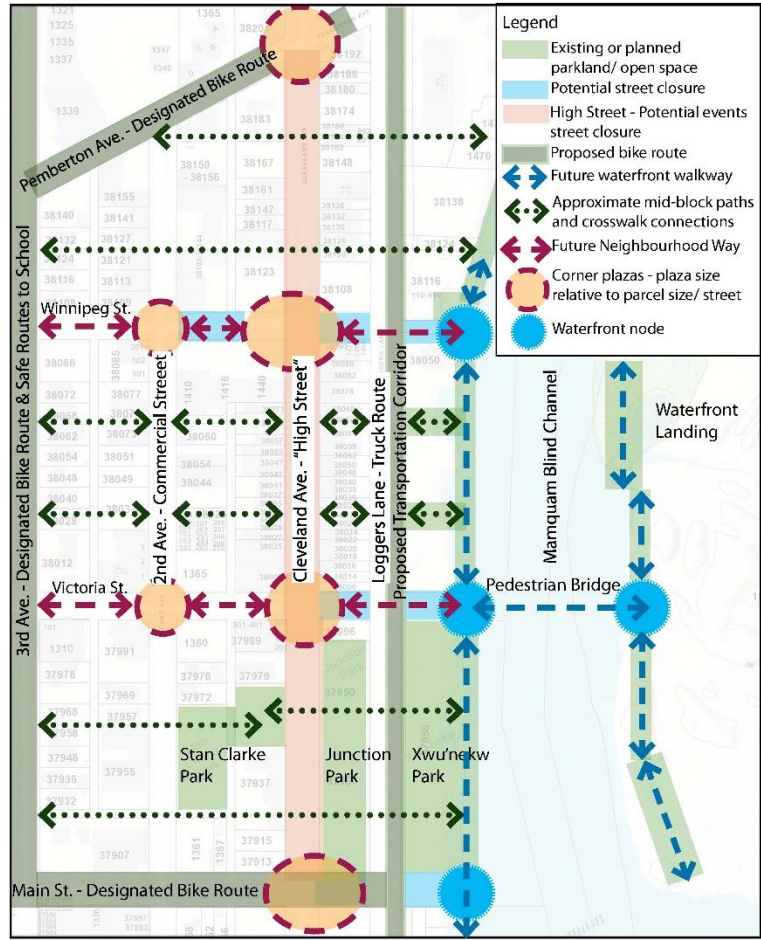


Figure 38-1. Downtown Open Spaces Plan

38.10 Corner Plazas

- a. Corner plazas are encouraged on key corners in the Downtown core, including those locations shown on the Downtown Open Spaces Plan (Figure 38-1).
- b. Corner plazas activate the visibility provision in the general regulations of the Zoning Bylaw, which requires that a sight triangle of 6 metres extends from the intersection of the corner’s lot lines. This minimum corner area can be expanded if allowed with the building’s design and floor area ratio to create a larger corner in the building, particularly on larger parcels.
- c. Corner plaza design should consider:
 - i. provision of seating, trees and planting, public art, high-quality and interesting paving, lighting, local materials, and other features to activate the Downtown streetscape and provide a place for people to enjoy;

- ii. provision of overhead protection from the elements;
- iii. provision of wayfinding features or signage;
- iv. capturing the uniqueness of each intersection such as specific views or a theme that can be mirrored on all corners;
- v. provision of features to enrich the urban realm Downtown; and
- vi. connection to adjacent storefronts through glazing, indoor/outdoor features, etc.

38.11 Privately Owned Public Open Space

- a. Privately owned public open spaces—publicly accessible areas provided and maintained by property owners such as seating areas, outdoor cafés, patios, plazas, terraces, forecourts, and small parks— are strongly encouraged in the front of buildings, particularly along Cleveland Avenue. These can include:
 - i. narrow extensions of the public sidewalk, or more generous amenity plaza areas;
 - ii. setbacks for one or more adjacent buildings to collectively form a continuous open space along the street;
 - iii. plantings, trees, lighting, seating areas, and paved surfaces; and
 - iv. setback at the ground floor only, such that the second storey provides an overhang to the space below.
- b. Privately owned public open spaces should have a public right-of-way registered on title to ensure public access at all times.

38.12 Mid-Block Connections

- a. Mid-block connections—exterior public pedestrian routes that provide a connection or short-cut through blocks—are encouraged on privately owned parcels in roughly the locations shown on the Downtown Open Spaces Plan (Figure 38-1) to break down the scale of longer blocks and to create finer-grained connections to open space.
- b. Mid-block connections should be of a sufficient width to be useable, activated spaces. This may be supported by providing half of a mid-block connection on two adjacent parcels to make best use of space constraints on narrow parcels.
- c. Design of mid-block connections should consider the following elements:
 - i. high-quality, durable paving materials, seating, and where suitable, planting;
 - ii. creative and interactive programming to animate the space such as public art displays;

- iii. wayfinding signage; and
- iv. building entrances and windows in facades facing the connection to activate the streetscape, increase pedestrian activity and increase overlook of the space.

38.13 Commercial Storefronts

- a. Use of colour, texture, unique detailing, murals, and vibrant outdoor displays is encouraged at street-level for aesthetic 'curb appeal' and interest.
- b. A variety of creative and visually dynamic signage is encouraged at street level that is well integrated with commercial storefront building elements. Projecting signage displays over storefront entries and hanging signs under canopies and awnings are encouraged to provide greater interest along the street, while maintaining necessary vertical clearance.

39. Development Permit Area 6: Mamquam Blind Channel

Background

39.1 Purpose

- a. DPA 6 is designated for the following purposes:
 - i. revitalization of an area in which a commercial use is permitted; and
 - ii. establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

39.2 Application

- a. DPA 6 guidelines apply to all land located in DPAs 6 as shown on **Schedule M**. These guidelines are intended to complement guidelines from DPA 3.
- b. In situations where guidelines from DPA 6 conflict with guidelines from DPA 3, the guidelines from DPA 6 take precedence.

39.3 Objectives + Justification

- a. The objectives of DPA 6 are to give the District of Squamish greater control over the form and character of developments in the affected areas beyond the provisions of the Zoning Bylaw and the Subdivision and Development Control Bylaw. The objectives of these guidelines are to:
 - i. create a multi-use public walkway along the waterfront that includes plazas at each street end;
 - ii. ensure the walkway includes seating and viewing areas, as well as public access points to the water;
 - iii. support plazas which include shops and restaurants in adjacent buildings; and
 - iv. ensure waterfront buildings step down towards the water and allow frequent views through towards the water and the Stawamus Chief.
- b. The Mamquam Blind Channel area includes upland development parcels and parcels that interface with the water's edge. It also features a waterfront pathway, a critical feature of the public realm network Downtown. This pathway is characterized by both urban and natural landscape experiences, but is primarily urban where it connects from the Upper Mamquam Estuary (at the Highway 99 crossing) to the Oceanfront lands (south of Vancouver Street). At

each east-west street end, public plazas should provide nodes along the path and a visible destination for pedestrians on Cleveland Avenue. The primary node at Victoria Street relates to the heart of the commercial district on Cleveland Avenue.

Guidelines

39.4 Waterfront Path + Street End Plazas

- a. A continuous waterfront pathway should be created along the Mamquam Blind Channel for unobstructed public use. The pathway should be universally accessible.
- b. Developments along the Mamquam Blind Channel should provide plazas at points where east-west streets meet the waterfront.
- c. Street end plazas, including projecting piers and docks, should be designed for active public uses, viewing, and accessing the water, and include seating opportunities and public art (Figure 39-1).



Figure 39-1. Street End Plaza Concept

- d. Buildings facing the plazas at the Winnipeg Street, Victoria Street, and Main Street street ends are particularly encouraged to provide commercial frontages that include outdoor seating, cafes and patios.
- e. Access to the water and locations for launching small crafts should be provided at regular intervals along the path, preferably near the street end plazas.

- f. Where private marinas require secure access points, gates and fences should not interfere with views from any part of the walkway or plazas.

39.5 Parking + Access

- a. On-lot parking should be beneath the building and accessed at block ends.
- b. Where underground parking cannot be accommodated to the satisfaction of the District, parking should be located away from the edges of public spaces and streets, ideally behind buildings and screened from public view.
- c. Loading areas should be accessed from the Loggers Lane side of the building or at block ends.

39.6 Circulation + Accessibility

- a. An access lane sufficient for fire and emergency access should be created between the railway and any building along the waterfront.
- b. Public pedestrian connections and pathways should be provided through developments, linking the development internally to public streets, the public waterfront walkway, and the water.

39.7 Relationship of Buildings to the Street + Waterfront Path

- a. All ground level commercial and residential units should have an individual entrance from the sidewalk or the waterfront path.
- b. All units should have direct pedestrian access to the waterfront path.
- c. Ground level residential units should be separated from the waterfront path by a deep and slightly elevated private outdoor space such as a patio or porch. This space should be well defined spatially, and not visually screened from the waterfront path, since a visual relationship between these spaces and the path will contribute to a safe public environment. Instead, other design techniques should be used to create privacy such as clear or open railings, landscaped buffers, and private spaces that are slightly elevated above the pathway (Figure 39-2).

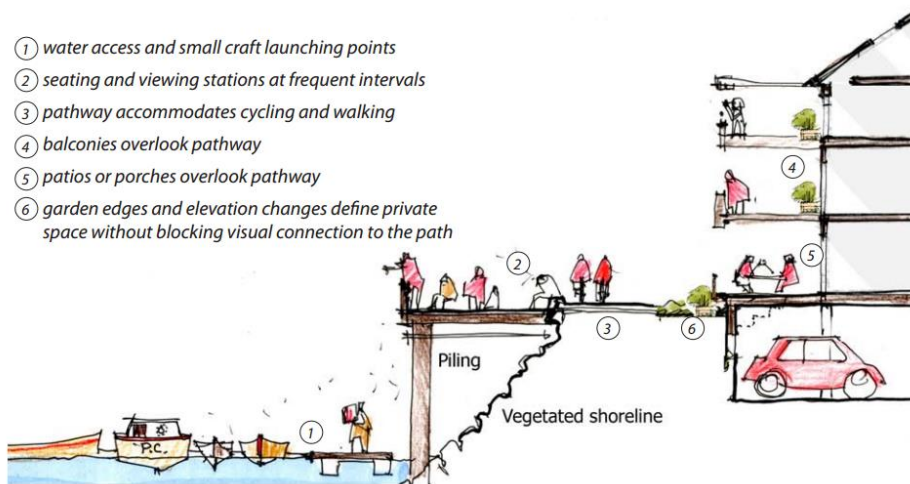


Figure 39-2. Waterfront Path and Building Edges

- d. Above the ground level, units should have a strong visual connection to the sidewalk and to the waterfront path.
- e. Blank walls or walls lacking building details will not be considered acceptable. Art, vegetative or other screening should be applied to provide visual interest.

39.8 Building Form + Massing

- a. Buildings should be arranged to allow frequent views through the block from Logger's Lane (Figure 39-3).

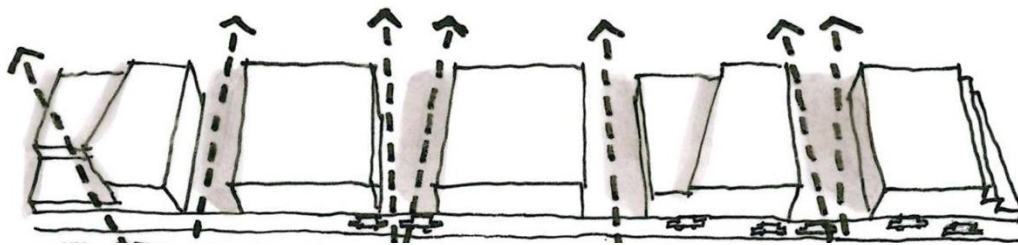


Figure 39-3. Frequent Views Through Buildings

- b. Buildings facing east-west streets should preserve or enhance the easterly views from Cleveland Avenue by framing those views and stepping back the upper floors of the building.
- c. Buildings east of the Highway 99 crossing should step down as they approach the water, with higher elements tucked-up against the escarpment to protect views to the water and maximize solar orientation.

- d. Buildings east of the Highway 99 crossing should step down as they approach the boundary with parks and ecological areas.

39.9 Building Materials + Colours

- a. Building exteriors that emphasize glazing are encouraged.

39.10 Water Access Structures

- a. Water access structures associated with float home development should not impede navigational access nor extend farther into a waterbody than is necessary for water access and moorage at extreme low tide.

40. Development Permit Area 7: Downtown South

Background

40.1 Purpose

- a. DPA 7 is designated for the following purposes:
 - i. revitalization of an area in which a commercial use is permitted; and
 - ii. establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

40.2 Application

- a. DPA 7 guidelines apply to all land located in DPAs 7 as shown on **Schedule M**. These guidelines are intended to complement guidelines from DPA 3.
- b. In situations where guidelines from DPA 7 conflict with guidelines from DPA 3, the guidelines from DPA 7 take precedence.

40.3 Objectives + Justification

- a. The objectives of DPA 7 are to give the District of Squamish greater control over the form and character of developments in the affected areas beyond the provisions of the Zoning Bylaw and the Subdivision and Development Control Bylaw. The objectives of these guidelines are to:
 - i. achieve unique, eclectic, funky, and creative architecture; and
 - ii. support a range of commercial and light industrial uses mixed with residences.
- b. The Downtown South area is characterized by eclectic, funky and creative building forms and a finely integrated mix of offices, service commercial, artisan/workshops, residences, and light industry. Developments in this area are encouraged to respond to this context both in built form and in use by providing opportunities for local artisans, studios, workshops, offices, service commercial, small scale light manufacturing, and residences. Any new residential use should be in conjunction with a permitted industrial or commercial land use.

Guidelines

40.4 Parking + Access

- a. Elevated loading areas should be at the rear of the building and accessed from the lane.
- b. At-grade loading access is encouraged at the front of the building.
- c. Vehicle access to the site should be from the laneway to maintain a continuous pedestrian realm streetscape frontage.
- d. Open on-site parking lots should consider, respect and accommodate laneway activation and pedestrian realm.

40.5 Materials + Storage

- a. Outdoor storage should be screened in laneways to support laneways as an inviting public space.

40.6 Lighting

- a. Commercial and industrial exterior security lights should be motion and light activated only.

40.7 Minimizing Use Conflicts

- a. Residential units should include sound attenuation design features to minimize conflicts with industrial activities.

40.8 Relationship of Buildings to the Street

- a. Building entrances should be well defined and have physically separate entrances for residential and commercial, industrial, or institutional units.
- b. Residential entrances should be set back to accommodate an entrance court or waiting area.
- c. Ground level artisan and work spaces should have a strong visual connection to the street and should physically open up to the street.
- d. Landscaped patios, entrance courts and outdoor cafe areas are strongly encouraged in the front of buildings.
- e. Activating laneways is encouraged through incorporation of landscaping features, pedestrian amenities and woonerf principles of complete shared streets.
- f. Activation of mid-block connections is encouraged through the use of patio spaces, pedestrian plazas and orientation of commercial frontage.



Figure 40-1. Relationship of Buildings to the Street

40.9 Building Form + Massing

- a. The ground floor of buildings should include a single basic volume with a high ceiling for industrial spaces. The ground floor plan may include other units with more typical ceiling heights so that the industrial volume is only a portion of the entire building.
- b. Architecture should convey an eclectic, funky, and creative building form.
- c. Buildings should reflect the existing small-scale, eclectic fine-grain lot sizes of Downtown South. Developments should provide continuous and unique street facades with commercial or industrial units that are generally small and of diverse design, appearance and type.

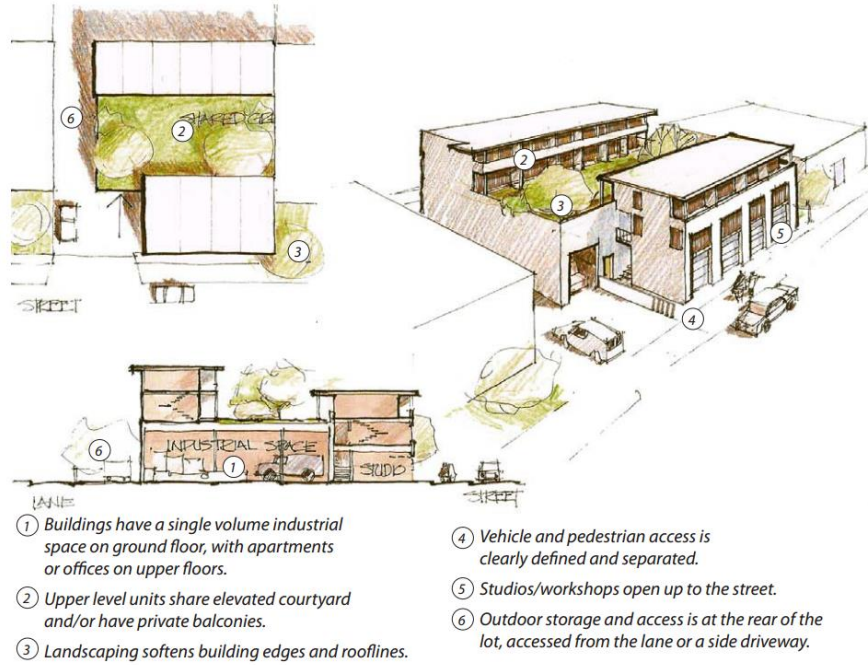


Figure 40-2. Building Form and Massing

41. Development Permit Area 8: Highway 99 Corridor

Background

41.1 Purpose

- a. DPA 8 is designated for the following purpose:
 - i. establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

41.2 Application

- a. DPA 8 guidelines apply to all parcels within 50 metres of the Highway 99 right-of-way, as shown on **Schedule M**. These guidelines are intended to complement guidelines within DPAs 3-10 as appropriate based on the location and proposed land use of the property.
- b. In situations where guidelines from DPA 8 conflict with guidelines from DPAs 3-10, DPA 8 guidelines shall take precedence.
- c. Under the *Local Government Act*, development permits are not required for institutional buildings; however, developers of these buildings are strongly encouraged to apply the General Guidelines and Commercial and Industrial Business Guidelines in this section, as appropriate.

41.3 Objectives

- a. The objectives of DPA 8 are to give the District of Squamish greater control over the form and character of developments in the affected areas beyond the provisions of the Zoning Bylaw and the Subdivision and Development Control Bylaw. The objectives of these guidelines are to:
 - i. create an attractive and cohesive first impression of Squamish;
 - ii. promote a sense of community identity and character and contribute to the Squamish brand; and,
 - iii. support the safe and efficient operation of traffic on the adjacent highway.

Guidelines

41.4 Context, Siting + Orientation

- a. All building elevations visible from Highway 99 should be treated similar to the front face of the building if the building is not oriented toward Highway 99. Large blank walls and untextured finishes should be avoided.

41.5 Landscaping

- a. The portion of the site adjacent to Highway 99, or a pedestrian right-of-way adjacent to Highway 99, should include visual variety, such as building siting and landscaping. A continuous hard surface parking area long this frontage will not be acceptable.
- b. Landscaping should be provided along all property lines abutting Highway 99, or along pedestrian rights-of-way adjacent to Highway 99 in order to provide screening of development from the travelling public. Landscaping on the development site should include a 9.1 metre buffer from the development property boundary consistent with Figure 41-1 and the following considerations:
 - i. retention of natural vegetation is encouraged;
 - ii. landscaping should be provided or maintained in order to enhance the appearance of buildings and screen other necessary features for properties that do not have natural vegetation. The use of both coniferous and deciduous planting is recommended to provide all season screening and
 - iii. recognition that at the entrance to Downtown and in the Garibaldi Village area, the landscaped buffer may be reduced in width.

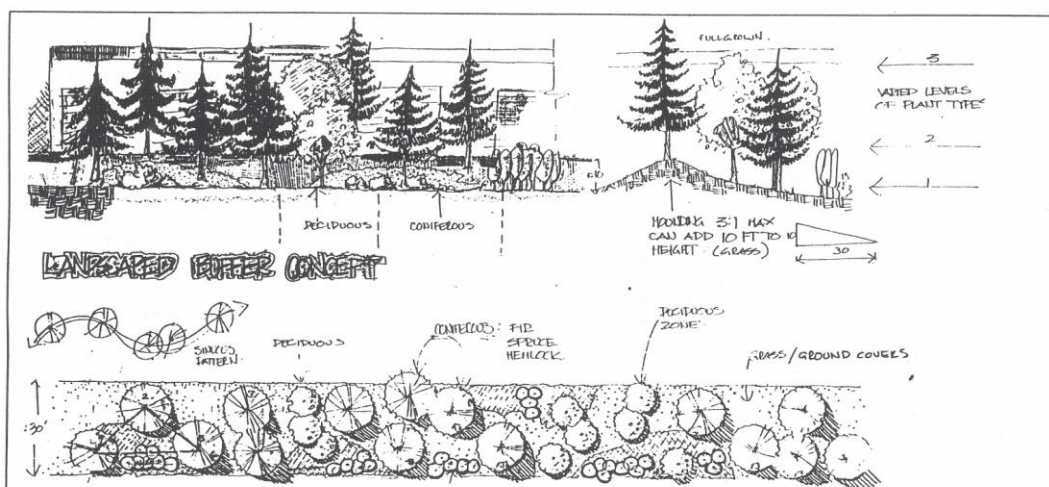


Figure 41-1. Landscape Buffer

- c. Landscaping should be coordinated along the highway right-of-way in order to:
 - i. support development of established trails along Highway 99, including buffering of the trail to preserve and enhance the user experience;
 - ii. reflect District of Squamish trail standards where appropriate; and
 - iii. reflect BC Hydro transmission guidelines for development.
- d. It is recognized that Highway 99 is governed by provincial regulations. The Province of BC is therefore encouraged to create a 'parkway' ambiance for Highway 99 in support of the objectives of DPA 8 through the use of landscaped islands, treed buffers and other aesthetic improvements.

41.6 Solid Waste + Storage

- a. All garbage, recycling, outdoor storage of equipment and goods, vehicle storage, and utility areas should be screened from Highway 99.

41.7 Signage + Lighting

- a. A minimum setback of 4.5 metres should be provided for any retaining wall or other structure for signage or otherwise, from the highway right-of-way under MOTI jurisdiction. Encroachments within this setback area are strongly discouraged.
- b. Supplemental (non-traffic) signs within and adjacent to the Highway 99 right-of-way should be coordinated with and obtain all necessary permits, easements and consents from MOTI.
- c. Large billboards and internally illuminated signs oriented towards travelers along Highway 99 are not supported.
- d. Signage should be sensitively integrated within the site and development design, and avoid being the dominant visual feature of any property along Highway 99.
- e. Directional and wayfinding signage is supported and should be coordinated with the District's overall *Community Wayfinding Program Design Strategy* (2016).
- f. All exterior lights should be directed and/or shielded to illuminate the ground only, to prevent light pollution, and to avoid excessive or distracting light spill onto Highway 99.

- g. Lighting should be coordinated with any adjacent lighting and landscape treatments along the Corridor Trail.

42. Development Permit Area 9: Industrial Employment

Background

42.1 Purpose

- a. DPA 9 is designated for the following purpose:
 - i. establishment of objectives for the form and character of industrial development.

42.2 Application

- a. DPA 9 guidelines apply to all land located in DPAs 9 as shown on **Schedule M**.

42.3 Objectives

- a. The objectives of DPA 9 are to give the District of Squamish greater control over the form and character of developments in the affected areas beyond the provisions of the Zoning Bylaw and the Subdivision and Development Control Bylaw. The objectives of these guidelines are to:
 - i. minimize the visual impact of industrial development on the public realm; and
 - ii. ensure aesthetically attractive industrial development.

Guidelines

42.4 Building Form + Massing

- a. The siting, massing, shape, pattern, and roof line should be sufficiently varied to reduce the visual impact and apparent massing on adjacent areas.

42.5 Siting

- a. Where possible, buildings should be located in the front portion of a site to enhance the streetscape.

42.6 Signage

- a. Signage should be incorporated into the building facades, but will not be permitted above the lowest roof eave or on the building roof. Only one

freestanding sign will be permitted on a site regardless of the number of tenants or businesses. A coordinated signage program should be completed for all planned multi-tenant buildings.

42.7 Exterior Lights

- a. Lighting of facilities visible from the public realm, including major road rights-of-way, should be kept to the minimum necessary for safety and visibility. Lighting equipment should be carefully chosen to focus light on the area to be illuminated and avoid spillage of light into other areas. Fixtures with a full cut-off angle should be used. Lighting should be directed and shielded away from the public realm to prevent light pollution.

42.8 Building Colours

- a. Facilities visible from the public realm, including major road rights-of-way, should incorporate colours that blend with the surrounding environment to reduce the visual impact of the facility.

42.9 Site Circulation + Accessibility

- a. Provide universal design features such as wide pedestrian routes through the development separated from parking and lanes, ramps and curb cuts, crosswalks, street or park furnishings, lighting, and wayfinding.
- b. Pedestrian routes should be level or gently graded, hard surfaced, smooth (no interlocking bricks/perpendicular banding), and non-slip. They should also include sensory cues such as:
 - i. contrast of door and/or pavers/concrete;
 - ii. non-glare signage;
 - iii. clear and dominant main entrance;
 - iv. coloured band or etching at eye level if main entrance is glazed; and
 - v. protruding objects that are cane detectable unless below 680 millimetres from floor.
- c. Pedestrian and cycling routes should provide internal connectivity and efficient links to existing or planned neighbouring sidewalks and trails and demarcation at vehicular intersections.
- d. Provide overhead weather protection along the sides of buildings abutting public rights-of-way and entrances.
- e. Minimize the number of vehicular and building entrances along the primary street fronts and sidewalk interface.

42.10 Landscaping

- a. All areas not developed with hard surfaces should be landscaped and when appropriate, curbed. Paving, gravel or mulch are not considered primary landscape treatments.
- b. Landscaping should be provided along all perimeter roads.
- c. New industrial development adjacent to residential development should utilize a combination of landscaping and planted berms to provide visual and acoustic buffering between uses.
- d. Landscaping features and finishing details should be provided to reduce the negative visual impact of chain link fencing visible from roads or residences.

42.11 Solid Waste + Outdoor Storage

- a. On-site facilities dedicated to the storage and removal of solid waste should be provided to serve the entire development. Adequate space for source-separation of garbage, recyclables, compost, and grease or oil, if appropriate, should be provided. Individual totes for each dwelling units are not supported.
- b. Waste storage should be sited in a convenient, well lit, and universally accessible location in a central area or at the rear of the development.
- c. Waste storage should be in a room in the development. If not possible, a gated, fully-enclosed, wildlife-resistant structure should be used that complements the building design and is screened from public roads and residential properties.
- d. The design and size of the solid waste storage area should comply with solid waste storage technical specifications which may be developed by the District.
- e. Waste storage areas should be accessible for collection purposes and should provide adequate maneuvering and vertical clearance for garbage trucks.
- f. The outdoor storage of equipment or materials should generally be placed at the rear of the site to reduce visibility from surrounding roads and any visible residential areas.

43. Development Permit Area 10: Intensive + Restricted Industrial

Background

43.1 Purpose

- a. DPA 10 is designated for the following purpose:
 - i. establishment of objectives for the form and character of industrial development.

43.2 Application

- a. DPA 10 guidelines apply to all land located in DPAs 10 as shown on **Schedule M**. This designation is intended to encompass all land designated for *Restricted Industrial* and *Intensive Industrial* use.

43.3 Objectives

- a. The objectives of DPA 10 are to give the District of Squamish greater control over the form and character of developments in the affected areas beyond the provisions of the Zoning Bylaw and the Subdivision and Development Control Bylaw.
- b. These guidelines aim to minimize the visual impact of industrial development on adjacent properties and the public realm.

Guidelines

43.4 Building Form + Massing

- a. The siting, massing, shape, pattern, and roof line should be sufficiently varied to reduce the visual impact and apparent massing of structures visible from the adjacent properties and public areas, including major road rights-of-way.

43.5 Exterior Lights

- a. Lighting of facilities visible from the public realm, including major road rights-of-way, should be kept to the minimum necessary for safety and visibility. Lighting equipment should be carefully chosen to focus light on the area to be illuminated and avoid spillage of light into other areas. Fixtures with a full cut-

off angle should be used. Lighting should be directed and shielded away from the public realm to prevent light pollution.

43.6 Building Colours

- a. Facilities visible from the public realm, including major road rights-of-way, should utilize colours that blend with the surrounding environment to reduce the visual impact of the facility.

43.7 Landscaping

- a. New industrial development adjoining or separated by public road right of way from residential development should utilize a combination of landscaping and planted berms to provide visual and acoustic buffering between uses.
- b. Landscaping features and finishing details should be provided to reduce the negative visual impact of chain link fencing visible from roads or residences.

44. Development Permit Area 11: University Campus + Residential

The DPA 11 – University and Residential guidelines are included in the Sea to Sky University Sub Area Plan (Bylaw 1652, 2001)

45. Development Permit Area 12: Oceanfront Peninsula

The DPA 12 – Oceanfront Peninsula guidelines are included in the Squamish Oceanfront Peninsula Sub Area Plan (Schedule B to Bylaw 2157, 2010)

46. Development Permit Area 13: Waterfront Landing

The DPA 13 – Waterfront Landing guidelines are included in the Waterfront Landing Sub Area Plan (Schedule B to Bylaw 2483, 2016)

Part 6: Implementation

Successful OCP implementation requires a commitment well beyond plan creation and adoption. The OCP Implementation Framework outlined in Part 6 is designed to drive ongoing performance monitoring, reporting, review and action to ensure Squamish is making positive progress towards the plan vision, goals and objectives to be a resilient, healthy, livable, connected and engaged community.

Whereas the OCP broadly includes the interests of the community as a whole, progress will be made by working collectively towards common plan goals and objectives– in this way the community holds shared accountability for OCP implementation and plays an important part in continuous engagement through ongoing monitoring and evaluation.

47. OCP Implementation Framework

The framework for implementing the OCP is based upon its full integration with the District’s strategic and organizational action plans, budgeting, work planning and annual reporting systems (Figure 47-1). By creating strong links between intended plan policy outcomes, performance measurement and evaluation in strategic planning and decision-making, greater alignment will be achieved with the long-range Vision set out in the plan.



Figure 47-1. OCP Integration

OCP Performance Monitoring + Evaluation

OCP performance monitoring is a continuous process that involves tracking key performance indicators over time, relative to identified objectives and targets tied to specific plan goals (Figure 47-2). Through this process, both the District and the community can work to reinforce positive trends, or make adjustments as necessary to address shifting needs. Performance monitoring also supports important cross-sector collaborations--in building shared awareness and aligning efforts to have greater impact on community trends and issues.

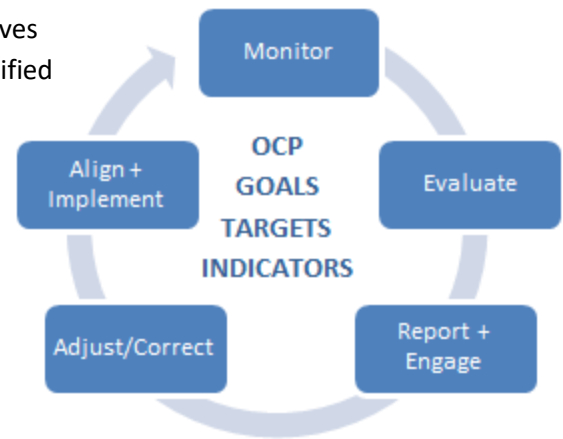


Figure 47-2 OCP Progress Monitoring

47.1 Objectives

- a. Continuously track and evaluate OCP performance indicators to inform necessary changes to District policies, plans and practices.
- b. Strengthen transparency, accountability and community engagement in decision-making.
- c. Leverage and align existing resources and increase community capacity and participation in data collection, reporting and evaluation.

47.2 OCP Performance Measurement Cycle

OCP performance monitoring involves systematic review of a defined set of community performance measures or indicators relative to a benchmark set in a baseline year. OCP performance measurement must be scaled to fit the community and its capacity to implement a realistic monitoring program. Following OCP adoption, the District will finalize and resource OCP performance monitoring and initiate the first OCP reporting cycle to provide input to the District's Strategic Plan update (2018), ongoing action planning and budget review (Figure 47-3).

OCP progress reports will be prepared annually to feed into the District’s Annual Report. While annual performance monitoring may show positive or negative changes year over year, it takes several years of data collection to discern longer-term trends. Progressive monitoring and reporting will offer rolling trends, providing important insights leading up to the next OCP review.

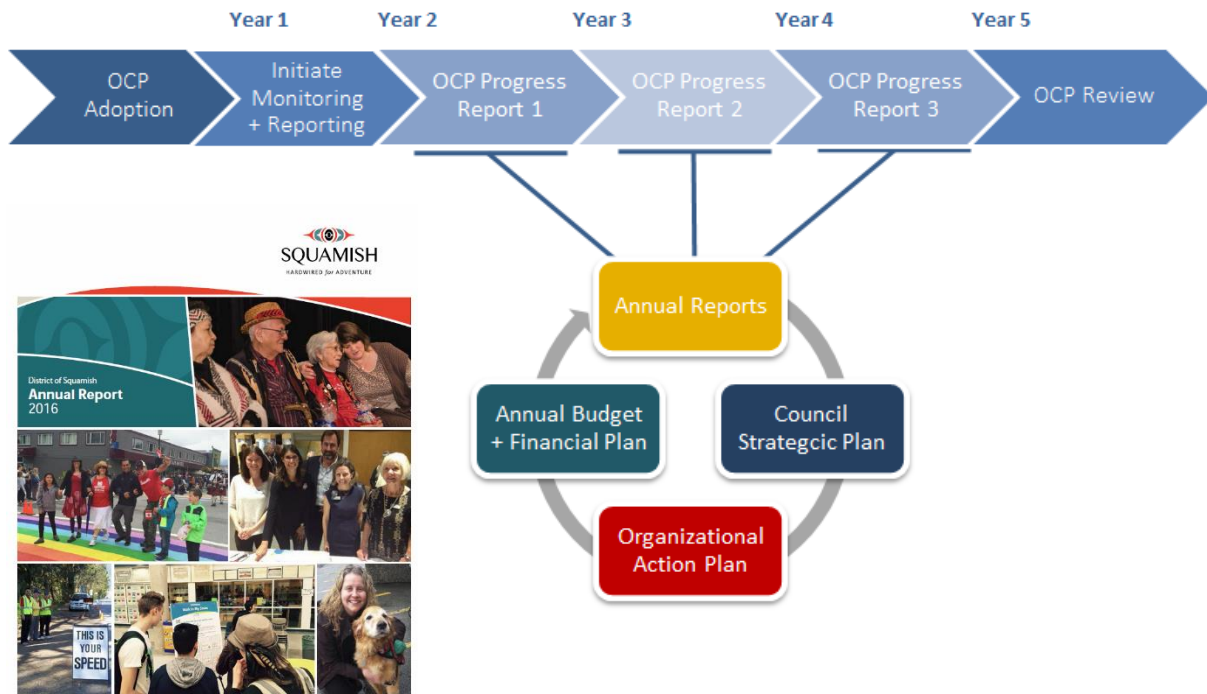


Figure 47-3 OCP Performance Monitoring + Evaluation

47.3 OCP Indicators

An initial set of 30 core performance indicators have been developed through the OCP update. Selected indicators are high-level measures that resonate and tie to the overarching plan goals. These indicators are dedicated to a process of continuous improvement and directly measure progress towards specific plan objectives and/or policies. Indicators were selected based on their relevancy to local decision-making needs, data/source availability, accuracy and reliability for consistent measurement over time. Some performance measures will be reported on annually, whereas some data is limited where collected and reported every five years (Canada Census).

OCP progress reporting may incorporate and consider additional data where relevant and when available. Community indicators may be identified over time to provide additional information related to the local community/population to enrich and provide a fuller picture of the state of the community. Historic data to contextualize longer-term trends will be included when relevant.

The District will pursue opportunities that may exist to tap into, share data and draw from the monitoring efforts of other community organizations and agencies. This will enhance community participation in evaluating collective progress related to community goals and shared sense of responsibility. Linkages with regional monitoring efforts, such as Regional Growth Strategy indicators, will be aligned and incorporated wherever possible.

Table 47-1 presents recommended OCP performance indicators, with reference to a baseline snapshot (2016) where available and against which progress can be measured in future years. Rationale for their inclusion are provided with links to corresponding OCP plan goals and objectives, and targets where applicable. Some targets are near-term (interim) and will rely on additional work to refine and develop long range targets based on further needs assessment; some others are expressed as long range targets where available. Overall for the purpose of OCP performance monitoring, the assumed target is continuous improvement of results.

48. Plan Amendment + Review

The community's values and priorities have been surfaced and expressed within the District of Squamish OCP, along with a vision and community-wide goals, objectives, policies, and guidelines for a thriving, healthy and sustainable shared future. The plan therefore provides the District of Squamish important directions for decision-making, which should be consistent with the spirit and intentions articulated by the plan. Day-to-day decisions on municipal facility, program and service delivery, as well as land use, development and financial decisions that will have long-ranging implications for the future, are equally served by the policies laid out in the plan.

As a 'living plan', the OCP is reviewed and updated every five to ten years. It is also expected that given its 20+ year horizon, periodic OCP amendments will be advanced to proactively address or respond to changes experienced by the community, as well as regional and global trends or opportunities. Any minor or major plan amendments are subject to a formal Council review and approvals process which includes public consultation, a public hearing and, required notifications. Ongoing public involvement in plan amendment review is essential to keep the OCP relevant and vital, to promote shared accountability for its successful implementation, and to ensure that plan amendments are of genuine value and positive impact to the community.

Table 47-1 OCP Performance Indicators						
OCP GOALS + Policy Area		Indicator	Description + Rationale	Data Source	Baseline + Trends (2016 or as otherwise noted)	OCP Target (Continuous improvement of results)
RESILIENCE						
1	Natural Hazard Management	Completed dike upgrades (linear metres) per year	District diking is an essential part of the community's flood protection system. Upgrades to structural flood protection works are required to improve flood risk management and address sea level rise.	District of Squamish Engineering Department	2016: 100 linear meters of dike upgraded.	District dikes are upgraded to meet provincial dike design and seismic standards over time.
2	Emergency Preparedness	% of population registered for 'Squamish Alert' and 'Squamish Nation Alert' emergency notification systems	The District and Squamish Nation's emergency network supports coordinated emergency response and communications vital to build greater preparedness and resilience to adverse events.	District of Squamish and Squamish Nation Emergency Programs	10% of residents registered to Squamish Alert (2,092/19,893 2016 population).	100% of local population aged 14 and up registered for emergency notifications.
3	Climate Action: Energy + Resource Efficiency	Corporate Greenhouse Gas (GHG) Emissions (tonnes of carbon dioxide equivalent)	GHG emissions contribute to global climate change and ocean acidification. Community-level action is required to meet BC's 2050 target and mitigate impacts on natural environment, community and economy. This measure tracks GHGe from services delivered directly as well as contracted by DOS.	District of Squamish, CARIP Reporting 2016	1,389 tCO ₂ e	80% reduction GHGe below 2007 levels by 2050 per BC's Climate Action Legislation (Greenhouse Gas Reduction Targets Act).
4		Annual average waste production per capita and Municipal Waste Diversion Rate	Reducing, reusing, recycling, recovering, and managing the disposal of residual solid waste minimizes environmental impacts and supports sustainable environmental management, greenhouse gas reductions, and improved air and water quality.	District of Squamish; BC Stats (Annual Population)	Waste disposal: 676 kg per capita (2016) Waste diversion rate: 57.5% (2016) Historic Rates: 2015 53.5% 2014 47.2%	<u>By 2020:</u> Average annual waste disposal of 350 kg per capita with 75% diversion rate <u>By 2040:</u> 120 kg per person; 90% waste diversion rate

Table 47-1 OCP Performance Indicators						
OCP GOALS + Policy Area		Indicator	Description + Rationale	Data Source	Baseline + Trends (2016 or as otherwise noted)	OCP Target (Continuous improvement of results)
5					2013 45.8% 2012 42.5%	(Zero Waste Strategy)
		Single Occupancy Vehicle (SOV) Mode Share	Transportation accounts for the majority of local GHG emissions. Prioritizing more efficient modes over SOV use, e.g. walking, cycling, ridesharing, and public transit, contributes to reduced greenhouse gas emissions and a more livable community.	Census, National Household Survey; Future District of Squamish mode share surveys.	87% residents commute to work or school by car or truck (2011)	SOV mode shift reduction from 88% (2010) to 63% by 2031 (Squamish Multi-Modal Transportation Plan)
		Vehicle ownership per capita	Through compact land uses, transit-supportive densities and efforts to support active transportation, over time personal vehicle ownership may decrease with mode shifts, allowing for reduction in transportation-related GHGe and congestion.	ICBC; BC Stats (Annual Population)	Data requested from ICBC for 2016 baseline.	Reduction in private vehicles/use over time through mode share shifts.
6		Vehicle ownership per capita	Through compact land uses, transit-supportive densities and efforts to support active transportation, over time personal vehicle ownership may decrease with mode shifts, allowing for reduction in transportation-related GHGe and congestion.	ICBC; BC Stats (Annual Population)	Data requested from ICBC for 2016 baseline.	Reduction in private vehicles/use over time through mode share shifts.
7		Average daily water demand (ADD) per capita	Reflects total water consumption (residential commercial, institutional and industrial) in cubic litres/day. Reducing water consumption preserves finite water supply, protects ecological integrity, delays costly infrastructure upgrades, and treatment and pumping costs, and reduces greenhouse gas emissions.	District of Squamish; BC Stats Population (annual).	556 L/c/d ADD per capita in 2016.	15% reduction per capita water consumption by 2031 over 2014 rate of 564 L/c/d (Squamish Water Conservation Plan 2015) = <u>2031 target of 479 L/c/d.</u>
LIVABILITY						
8	Growth Management	Percentage (%) of annual residential unit growth occurring within identified	Focusing new growth in compact, walkable, mixed use neighbourhoods close to transit and services within the District's growth management area	District of Squamish Building Permit Data	Benchmark year following OCP adoption (2018)	The vast majority (95%<) of new growth occurs in the Squamish

Table 47-1 OCP Performance Indicators						
OCP GOALS + Policy Area		Indicator	Description + Rationale	Data Source	Baseline + Trends (2016 or as otherwise noted)	OCP Target (Continuous improvement of results)
9		Growth Management Area	allows for efficient and cost effective delivery of services, preservation of greenspace and environmentally sensitive areas, reduced GHGs and improved health.			Growth Management Area
		Completion of sub-area infill plans for Squamish Neighbourhood Planning Areas	Sub area planning guides infill development over time to support complete, connected and livable neighbourhoods that offer housing diversity, access to nature, parklands, services and amenities for residents to thrive. Neighbourhood planning areas include Garibaldi Estates, Brennan Park, Dentville, Valleycliffe, Brackendale, North Yards and Garibaldi Highlands.	District of Squamish Development Services	Benchmark year following OCP adoption (2018)	Completion of sub-area neighbourhood plans (1 every two years, or as resources allow)
10	Affordable, Attainable and Livable Housing	Percentage (%) of households spending 30% or more of total gross income on shelter costs.	Quality affordable housing is a critical livability indicator for Squamish, as the community sees deepening affordability issues with rapid land and housing cost increases and continued strong population growth. This measures tracks housing costs relative to household income. Affordable housing means monthly housing costs (rental or ownership) are less than 30% of gross household income.	National Household Survey, Canada Census	36% renters spend > 30% of before-tax income shelter (BCNPHA 2016 census update) Median monthly shelter cost (rental \$1201) *second highest in urban centres in BC. [Compare to 2011 NHS: Total 36.4% households spend >30% on shelter (Owners: 29.9%; Renters: 54.3%)]	Progressive decrease in the % of renter and owner households spending >30% of gross income on housing

Table 47-1 OCP Performance Indicators						
OCP GOALS + Policy Area		Indicator	Description + Rationale	Data Source	Baseline + Trends (2016 or as otherwise noted)	OCP Target (Continuous improvement of results)
11	Housing Diversity/Mix	Proportion (%) of occupied private attached dwellings (duplex, townhouse and apartment) to total dwellings	Housing diversity is needed to accommodate a range of housing for residents of all ages. The District's relatively young, working-age population and the number of households with children drive the need for family-friendly housing, and housing for the 'missing middle' generation (aged 25-40). Seniors' housing and options for different incomes are also needed to achieve diversity and affordability of the local housing stock.	Canada Census: Occupied private dwellings by structural type	2016: 48.6% of housing stock comprised of attached dwellings (semi-detached, row house, duplex, townhouse and apartment) to total dwellings	Progressive increase in % of attached dwelling type to total dwellings.
12	Rental Housing Availability	Rental housing starts as a percentage of all local housing starts; Rental Vacancy Rate	Increasing the supply of purpose-built rental units, and securing their affordability in perpetuity, is critical to meet local rental housing demand. Secondary suites and coach houses are also important source of rental accommodation. New supply is important, while simultaneously preserving and renewing existing rental stock through a range of policies and actions. A related contextual indicator is the local rental vacancy rate, to track availability over time.	District of Squamish, (Total number of building permits issued for secondary suites, carriage homes and purpose-built, covenanted rental units). Vacancy Rate: Canada Mortgage and Housing Corporation (CMHC) Rental Market Survey	Rental Units: 96 Total housing starts Squamish 2016: 387 (25%) Townhouse and Apartment vacancy rate 0.0% as of October 2016 (down from 0.3% in Oct 2015) <i>*includes only private structures with at least 3 rental units, which have been on the market for at least 3 months.</i>	Progressive increase in purpose-built rental housing starts/year. Target to be set in conjunction with Affordable Housing Strategy following OCP Adoption (2018) based on rental unit demand projections and core housing needs survey. Rental Vacancy Rate of >3%.

Table 47-1 OCP Performance Indicators						
OCP GOALS + Policy Area		Indicator	Description + Rationale	Data Source	Baseline + Trends (2016 or as otherwise noted)	OCP Target (Continuous improvement of results)
13	Healthy Economy: People pillar	Employment growth within Squamish, relative to working population (Squamish residents 15 and older)	This measure assesses the number of local jobs generated within Squamish. Local well-paid employment opportunities and increased participation rates encourage local productivity, standards of living and quality of life for Squamish citizens.	Statistics Canada Census data (5-year intervals). In-house annual data collection to be established for labour and employment rates.	Benchmarking and targets to be set in 2018, drawing from 2016 Census Labour data release in Fall 2017.	Increasing local employment (and average wages) over time.
14	Healthy Economy: Business pillar	Target sector growth (Squamish sector composition)	To track progress towards sustainable and diverse business growth, Squamish sector composition indicates the level of diversity in the economy, meanwhile sector growth statistics monitor the health of strategic sectors in Squamish.	Statistics Canada Business Register data (custom data tabulation collected semi-annually). Also Statistics Canada Census data @ 5 year intervals.	Benchmark year 2018.	Complete framework for Squamish sector composition, benchmarks and targets will be developed as part of the Squamish Sector Strategy in 2018.
15	Healthy Economy: Place pillar	Key Commercial, Industrial and Residential infrastructure metrics: - Variance of space supply/available land - Variance of vacancy rate to target rate (TBD) - Market price of employment space, benchmarked to Lower Mainland	Tracking vacancy rates will indicate whether infrastructure is meeting the needs of Squamish employers, and the workforce. Space supply variance will show the pace of employment space development, and the demand and supply balance of employment space, to monitor whether infrastructure is meeting employment needs. Market price variance serves as an indicator of demand.	District of Squamish is developing an in-house collection approach for 2018. Residential metrics: Canadian Mortgage and Housing Corporation (CMHC).	Benchmark year 2018.	Specific targets developed based on provincial housing standards and comparative municipalities.

Table 47-1 OCP Performance Indicators						
OCP GOALS + Policy Area		Indicator	Description + Rationale	Data Source	Baseline + Trends (2016 or as otherwise noted)	OCP Target (Continuous improvement of results)
HEALTH						
16	Ecological Health	Environmentally Sensitive Areas (ESAs) dedicated for protection to DOS each year (m ²)	Protection and restoration of ESAs, including species and ecosystems at risk, support healthy ecosystem functioning and preservation of a larger natural areas network in Squamish that provide valuable habitats and ecosystem services, social, cultural and health benefits.	District of Squamish, Environmental and Sustainability Services	Benchmark year 2018.	Continuous ESA protection over time. Specific ecological protection targets to be set through per OCP policy.
17	Wildlife Management	Annual number of bylaw violations issued per unit of effort for wildlife attractants.	This measures tracks bylaw violations for early placement of garbage containers at the curb and improperly stored attractants, monitored through the bin tagging program. Education and enforcement efforts are effective in increasing compliance and lead to greater resident behaviour change, and fewer human/wildlife conflicts, property damage, and number of bears relocated or destroyed.	Wildsafe BC and District of Squamish Bylaw Services	Benchmark year following OCP Adoption (2018).	Reduction in the number of bylaw violations issued per unit of effort (Bear Smart Community Status Review Framework).
18	Natural Areas and Parklands	Annual neighbourhood parkland dedication and investment in park amenities + improvements	An integrated network of neighbourhood and community parks, natural open spaces, recreation amenities and play spaces accessible to all residents supports community health and wellness. An appropriate supply of parkland and recreation amenities are required to meet community needs and accommodate projected growth.	District of Squamish Development Services	Benchmark year following OCP Adoption (2018). Neighbourhood Park Inventory 2012: 8.61 hectares, representing 0.5 hectares/1000 residents.	Neighbourhood Park provision of 1.4 hectares /1000 residents.

Table 47-1 OCP Performance Indicators						
OCP GOALS + Policy Area		Indicator	Description + Rationale	Data Source	Baseline + Trends (2016 or as otherwise noted)	OCP Target (Continuous improvement of results)
19	Active Living + Mobility	Walking and Cycling Mode Share	Active forms of transportation increase physical activity and health while reducing GHGe from transportation sources.	Canada Census, National Household Survey; District of Squamish Active Transportation Plan monitoring	Main mode of commuting for employed labour force >15 years in private households: :Walking 6% Cycling 4% (2016 Census).	Continuously increase walking and biking mode shares.
20		Annual Active Transportation capital investments	This measure tracks the District's total transportation capital investments spent on walking and cycling infrastructure per year (\$ and % of total transportation budget).	District of Squamish, Active Transportation Plan monitoring	Benchmark year following OCP Adoption (2018)	Increase level of investment in active transportation to meet objectives and implement identified Active Transportation projects.
21	Air Quality	Average annual airborne particulate matter level (PM _{2.5})	Fine particulate matter is an air pollutant that can be harmful to human health (both short-term/24-hour) and longer-term/annual exposure. Natural sources include forest fires, windblown soil and dust, while anthropogenic sources include fossil fuel combustion, industrial processes, prescribed burning, wood stoves, and fugitive dust from roads, construction sites and agriculture.	BC Ministry of Environment	8 micrograms per cubic metres (µg/m ³) sourced from 2016 BC State of the Air Report	Provincial Ambient Air Quality Objective for PM _{2.5} : 8 µg/m ³ over annual averaging period. Planning Goal: 6 µg/m ³ over annual averaging period - intended as voluntary target to guide airshed planning efforts.

Table 47-1 OCP Performance Indicators						
OCP GOALS + Policy Area		Indicator	Description + Rationale	Data Source	Baseline + Trends (2016 or as otherwise noted)	OCP Target (Continuous improvement of results)
22	Early Child Development	Childhood vulnerability rate (% of kindergarden children who are vulnerable on at least one or more of the five developmental scales of the EDI)	EDI measures core areas of early child development that are known to be good predictors of adult health, education and social outcomes. While approximately 3-5% of children have congenital or diagnosable conditions from birth that limit their development, vulnerability rates that are greater than 10% are considered avoidable. Creating environments in which children thrive through family friendly policies, planning to address children's needs, and collaborating for children's benefit will ensure that the majority of Squamish kids develop optimally.	Early Development Instrument (EDI) – UBC's human early learning partnership and SD48.	Squamish South: 38% Squamish North: 32% *Wave 6 Data (2013-2016)	Sustained decreasing trend in EDI scores in Squamish South and Squamish North neighbourhoods.
23		Licensed childcare space ratio (# spaces per 100 children aged 0-14)	Adequate quality, affordable child care options contribute to child wellbeing and improve livability for young families, and support business attraction and recruitment, retaining employees and developing a skilled workforce. This metric examines the relationship between #/creation of child care spaces against the child population, to consider supply/demand and anticipated growth.	VCH provincial child care licensing office and Sea to Sky Community Services Early Child Development Services' Child Care Resource & Referral (CCRR). Census and BC Stats Population (Annual)	June 2016: total supply of 779 child care spaces (maximum capacity per regulations) equating to: <ul style="list-style-type: none"> • 20 spaces per 100 children aged 0-14 (Total children in 2016: 3,925) • 27 spaces per 100 children aged 0-9 (Total 2870 in 2016) 	Interim target setting through future Child Care Strategy for continuum of services for children from birth to 12 years of age in developmentally appropriate programs for infants, toddlers, preschoolers and elementary school-aged children.

Table 47-1 OCP Performance Indicators						
OCP GOALS + Policy Area		Indicator	Description + Rationale	Data Source	Baseline + Trends (2016 or as otherwise noted)	OCP Target (Continuous improvement of results)
24	Food Systems	Farmed Area – total farmed lands, excluding woodlots, natural pastureland and other land.	Farm area represents the production of food, economic health of farms, and food security. Even small-scale urban agriculture activities such as backyard or community gardens have the potential to build community, influence food knowledge and contribute to the local food supply and agri-economy.	Farm classified area from Statistics Canada - Census of Agriculture; BC Assessment	2017 Squamish/Area D Agricultural Land Use Inventory (in progress) to inform benchmark following OCP adoption.	Increase in farm activity on parcels available for farming (based on the extent of existing land uses, land covers and their compatibility with agriculture).
25		Number and Distribution of Neighbourhood Food Assets	Food assets are defined as resources, facilities, services or spaces that are available the community or neighbourhood scale, where people can grow, prepare, share, buy, receive or learn about food. Food assets are integral to the local food system, and may include food hubs, community kitchens, farmers markets, produce stands, food stores, composting facilities and programs, community or school garden plots, orchards and urban farms and more.	SLRD Food Asset Map, prepared by Squamish Food Policy Council	*As of 2017, existing Squamish Food Assets:25 Growing Food: 14 (gardening programs, farms, food growing businesses, apiaries, community gardens, school gardens) Free or Subsidized Grocery Items: 2 Free or Low Cost Meals: 2 Kitchens & Food Programs: 7 Benchmark year following OCP adoption (2018)	A diversity of food assets are available within every Squamish neighbourhood, providing access to healthy food for all.

Table 47-1 OCP Performance Indicators						
OCP GOALS + Policy Area		Indicator	Description + Rationale	Data Source	Baseline + Trends (2016 or as otherwise noted)	OCP Target (Continuous improvement of results)
CONNECTEDNESS						
26	Local Transportation Network	Transit Ridership	Efforts to increase transit ridership through plan policies that encourage transit supportive densities along the District's Core Transit Network, paired with transit service and infrastructure improvements, will ensure that Squamish neighbourhoods are connected by efficient local and transit system connected to larger regional transit services to meet community service needs.	BC Transit (based on annual fiscal year April to March)	Transit Ridership in 2016/17 totaled 277,000. In last two years, annual ridership has declined from a high of 298,000 riders in 2014/15.	Progressive increase in local transit ridership over time.
27		Transit Mode Share	Efforts to increase transit mode share support reductions in GHG emissions and greater connectivity and health by increasing number of trips using active and alternative transportation modes (any mode other than single-occupancy vehicle).	Canada Census, National Household Survey; Potential for Squamish mode share survey	Transit Mode Share was 1.3% in 2015 (Sea to Sky Transit Futures Plan).	Progressive Transit Mode Share Targets: 2.5 % by 2020 5% by 2025 10% by 2040 (Sea to Sky Transit Futures Plan)
28	Lifelong Learning + Literacy	Squamish Public Library Visits (In person, per year)	As a hub for community learning, increased access and services available at the Squamish Pubic Library can strengthen information sharing, community connections, and cultivate a learning culture within Squamish to advance lifelong learning and universal literacy.	Squamish Public Library	2016: 148,786 library visits (26% increase over 2014)	<u>By 2019:</u> increase library activity by 15% over 2014 (including memberships, circulation, visits and program attendance)

Table 47-1 OCP Performance Indicators						
OCP GOALS + Policy Area	Indicator	Description + Rationale	Data Source	Baseline + Trends (2016 or as otherwise noted)	OCP Target (Continuous improvement of results)	
ENGAGEMENT						
29	Citizen Engagement	Municipal voter rate	Increase voter participation to foster civic literacy and engagement in local decision making.	District of Squamish	47% (2014 Election)	Exceed 50% voter turnout and beyond by 2022 Local Election
30	Information Access	District of Squamish online Open Data Portal usage and data sharing.	This measure tracks public access of open data sets published for community use. Enhancing access to and utilization of information contributes to open and transparent government, promotes a more connected and engaged community and strengthens decision making.	District of Squamish	In 2016 the District's Open Data Portal (data.squamish.ca) was launched with 35 data sets (Squamish Digital Strategy) Benchmark open data portal visitation following OCP adoption (2018).	Continuous increase in available open data and corresponding public visitation/usage.

Appendix I Glossary

- Active Transportation and Alternative Transportation – Active transportation includes non-motorized human-powered transportation such as cycling, walking and skateboarding. Alternative Transportation includes active transportation options, but also includes motorized options such as public transit, carpooling and car sharing.
- Adaptable Housing – Housing designed and constructed to benefit anyone whose mobility is limited due to age, disability or illness, making it easier for them to function more independently in their own home. Housing contains features that can later be modified at minimal cost in order to meet the changing needs of occupants.
- Affordable Housing – Rental or ownership housing which has a market price that would be affordable to households of low and moderate incomes. Low or moderate households have a household income that is 80% or less than the *average median income* (AMI) reported by Statistics Canada at the previous census.
- Age-Friendly Housing – Housing that offers the ability to live independently, safely and affordably in one’s own home as a person ages.
- Agricultural Land Reserve (ALR) – A provincial zone in which agriculture is recognized as the priority use and where farming is encouraged and non-agricultural uses are restricted.
- Bioregion – Generally defined as areas that share similar topography, plant and animal life, and human culture. Bioregions highlight the interdependency between community, economy and the environment; the bioregional scale is considered in sustainable food system analysis and planning (e.g. Southwest BC Bioregion Food System Design Project).
- Bioswales – Landscape or drainage infrastructure designed to remove silt and pollution from surface runoff water.
- Built Environment – The human-made or modified spaces in which people live, work, and recreate on a day-to-day basis. The physical surroundings that influence physical activity, social interaction, air quality, safety, and access to jobs and community services.
- Climate Adaptation and Climate Mitigation – The two main policy responses to climate change: mitigation and adaptation. Climate adaptation seeks to lower the risks posed by the consequences of climatic changes while mitigation addresses the root causes by reducing greenhouse gas emissions. Both include actions that help communities cope with climate change.
- Commercial – A land use classification that permits facilities for the buying and selling of commodities and services.
- Community Amenity Contributions (CACs) – In-kind or cash contributions provided by land developers when Council grants development rights through rezoning. The contributions help to mitigate the demand on District facilities which increases with rezonings because of new residents and employees moving to an area.
- Complete Communities and Neighbourhoods – A community or neighbourhood that incorporates elements that contribute to the quality and character of the places where people live, work, move, and thrive. Complete communities provide affordable housing, integrated transportation systems,

quality education, jobs, access to healthy food, arts, recreation, and actively engage community members.

- Debris Flow Hazard – A debris flow (commonly called a mudslide) is a moving mass of loose mud, sand, soil, rock, water, and air that travels down a slope under the influence of gravity. The likelihood of a debris flow hazard is increased by actions that increase the amount of water or soils involved.
- Density – describes the number of people inhabiting a given area. Density can be measured in a variety of ways, such as residential density (number of dwelling units in a given area), population density (number of persons in given area), or employment density (number of jobs in any given area). A common density measure is Floor Area Ratio (see definition).
- Density Bonusing – Density bonuses are an incentive-based zoning tool that permits developers to build more housing units, taller buildings, or more floor space than normally allowed, in exchange for provision of a defined public benefit, such as a specified number or percentage of affordable units for inclusion in a development. Specific conditions for density bonuses must be established in the Zoning Bylaw.
- Density Targets – Amount of density needed to fund and support the provision of services and infrastructure to an area.
- Development Cost Charges (DCCs) – Development cost charges are monies that municipalities collect from land developers to offset the portion of the costs related to services that are incurred as a direct result of a new development. DCCs ensure that development pays for new infrastructure required as a result of growth.
- Development Permit (DP) and Development Permit Area (DPA) – A Development Permit is a regulatory tool used to control land development. A Development Permit may be required before land is subdivided, altered or built on, where the subject lands are designated as a Development Permit Area by Official Community Plan. DPAs are established for one or more of the following reasons: protection of the natural environment; protection of development from hazardous conditions; revitalization of an area in which a commercial use is permitted; and form and character regulations for commercial, industrial or multi-family development.
- Development Site – Any area of a parcel that will be disturbed to facilitate development activities including, but not limited to, vegetation removal, land clearing, access construction, site grading, excavation, fill deposition, or the construction of a structure.
- District Energy Systems – District energy systems centralize the production of heating or cooling, for a neighbourhood or community, at a central plant. The energy is then piped to individual buildings for space heating, domestic hot water heating and air conditioning. District energy systems are also referred to as neighbourhood energy systems or utilities.
- Ecosystem Services, Ecological Services, and Eco-Assets – Ecosystem services (also referred to as ecological services or eco-assets) are the benefits people obtain from ecosystems. These services make it possible for the ecosystems to provide services such as food supply, flood regulation and water purification.
- Environmentally Sensitive Areas (ESA) Mapping – An inventory of sensitive environmental areas and associated habitats based on mapping terrestrial ecosystems, watercourses and riparian areas, wetlands, marine, and species and ecosystems at risk within the District. Identified as a strategic

priority by the District of Squamish for 2015/16 that will guide future land use planning in the region, and support the Official Community Plan update in 2017.

- Family-Friendly Housing - Affordable housing that meets the needs of families, such as housing that contains 3 or more bedrooms, or that is ground-oriented, such as townhouses.
- FireSmart –Recognized national and provincial programs and initiatives that protect communities from the threat of wildfire, managed by Partners in Protection (PiP) a non-profit association facilitating interagency cooperation with the mandate to reduce loss of life and property from wildfire.
- Flood Construction Level (FCL) - A flood construction level is the minimum elevation above a flood hazard. All habitable floor area of a building must be located above the FCL.
- Flood Hazard Management Plan, Comprehensive or Integrated – A *Flood Hazard Management Plan* is a policy and regulatory document that guides development and land use in flood prone communities. Squamish is currently in the process of updating its *Integrated Flood Hazard Management Plan* by incorporating flood management guidelines, new engineering modeling tools and techniques, and best planning practices.
- Floodway, Primary – The channel of a watercourse and those portions of the flood plains that are reasonably required to discharge the flood flow of a Designated Flood. Primary Floodways are shown in Official Community Plan **Schedule L**.
- Floodway, Secondary – Designated corridors within the dike-protected floodplain that are critical for maintaining modelled flood levels in the event of a dike breach. Secondary Floodways are shown in Official Community Plan **Schedule L**.
- Floor Area Ratio (FAR) – The figure obtained when the gross floor area of all buildings on a lot is divided by the area of the lot. FAR is used as a measure of density.
- Food Asset – a place where people can grow, prepare, share, buy, receive or learn about food.
- Food Security – Access to sufficient, safe and nutritious food to maintain a healthy and active life.
- Food Systems– A food system includes all processes and infrastructure involved in feeding a community: growing, harvesting, processing, packaging, transporting, marketing, consumption, and disposal of food and food-related items. Food systems can be either conventional (global and industrial agriculture) or alternative (local food, urban agriculture, farmers markets, organic, and food co-ops).
- Green Infrastructure – Ecological components, both natural and engineered, that are essential and contribute to managing rainwater, protecting water and air quality, providing flood control, and conserving soils. Includes riparian areas (ditches, rivers, creeks, and streams) and wetlands (natural or engineered), undeveloped areas, parks and greenways, trees, rooftop gardens, and working lands such as agriculture and forested areas (Source: *Green Bylaws Toolkit 2016*).
- Greenfield – Largely undeveloped land in a city or rural area either used for agriculture, landscape design, or left to evolve naturally.
- Greenhouse Gas (GHG) – A greenhouse gas is any gaseous compound in the atmosphere that is capable of absorbing infrared radiation, thereby trapping and holding heat in the atmosphere. By increasing the heat in the atmosphere, greenhouse gases are responsible for the greenhouse effect, which ultimately leads to global warming.

- Growth Management Boundary – A boundary that delineates the areas within which residential growth, development and infrastructure investment should be directed in Squamish over the next 20 years.
- Health Inequity – Avoidable inequalities in health between groups of people within countries and between countries. These inequities arise from inequalities within and between societies.
- Housing Continuum – The range of shelter and housing options from emergency shelters, transitional housing and supportive housing for vulnerable populations (e.g. seniors and people with mental illness), to public and non-profit affordable rental housing, market rentals, and market home ownership.
- Housing Diversity – A range of residential options, including range of lot and unit sizes and choice of housing forms and tenures. This diversity is intended to meet the different housing needs of the community, including increased residential densities to support mixed-use centres, local employment, community facilities, and public transport.
- Housing First – A systems approach to ending homelessness that provides immediate access to permanent, affordable housing for individuals and families, with no housing readiness requirements. It is guided by the principles of consumer choice and self-determination with an aim to reduce or eliminate homelessness and promote the wellbeing of those served.
- Housing Tenures – Refers to the financial arrangements under which someone has the right to live in a house or apartment. The most frequent forms are tenancy—in which rent is paid to a landlord—and owner-occupancy. Mixed forms of tenure are also possible.
- Inclusionary Zoning – Municipal requirement that some portion of every new housing development (%) beyond a given threshold size (# units) will be affordable to low or moderate-income households to both increase the number of affordable units and create mixed income communities. May involve in lieu contributions to a housing reserve fund, or require units to be constructed on site.
- Industrial, Heavy – Refers to industrial uses with unmitigated nuisance or hazardous characteristics that extend beyond the boundaries of the site, which for reasons of health, safety, environmental effects, or general welfare, are best segregated from other uses. Typical examples of heavy industrial uses are large-scale primary processing or fabricating operations, and large-scale bulk storage of hazardous materials. Heavy industrial uses typically require very large, uniquely situated sites.
- Industrial, Light – Includes low-impact manufacturing, wholesaling, warehousing, and distribution activities that typically occur within enclosed buildings. Light industrial excludes uses with unmitigated hazardous or nuisance effects, commercial activities, and significant outdoor storage.
- Industrial, Medium – Means more land-intensive, moderate-scale primary processing, manufacturing, wholesaling, warehousing, and distribution uses, including storage and work-related activities that occur outside of enclosed buildings that may cause noise or dust nuisances. Medium industrial operations can involve significant outdoor storage and frequent trucking and tractor trailer activity. Medium industrial uses typically require some buffering from residential and commercial uses.
- Infill Development – The process of developing vacant or under-used parcels within existing urban areas that are already largely developed. Most communities have significant vacant land within city limits, which, for various reasons, has been passed over in the normal course of urbanization.

- Infrastructure, Municipal – Includes public buildings (e.g. municipal buildings, schools and hospitals), transport infrastructure (e.g. roads, railroads, bridges, pipelines, canals, ports, and airports), public spaces (public squares, parks and beaches), public services (water supply, sewage, electrical grid, and dams), and other, usually long-term, physical assets and facilities.
- Interface Fires – Fires that have the potential to involve buildings and wildland fuels or vegetation simultaneously.
- Knowledge-Based Industries - Those industries which are relatively intensive in their inputs of technology and/or human capital.
- Land Use Designation – Classifications which describe the intended future use of all parcels of land in the District contained within an Official Community Plan, e.g. ‘Parks, Greenway Corridors and Recreation’ or ‘Residential Neighbourhoods’.
- Lifelong Learning – Ongoing, voluntary, and self-motivated pursuit of knowledge for either personal or professional reasons.
- Living Wage –the hourly amount a family needs to cover basic expenses, reflecting the true costs of living in a community. Living wage is calculated based on a two-parent family with two children and each parent working full-time. Living wage is a higher standard for both employees and major contractors and is different from the minimum wage, which is a legislated minimum set by the provincial government.
- Local Systems – See ‘Infrastructure’.
- LNG – Liquid Natural Gas (predominantly methane, CH₄) that has been converted to liquid form for ease of storage or transport.
- Market Housing – The supply and demand for houses in the private market. A key element of the housing market is the average house prices and trend in house prices.
- Mixed-Income Housing – Diverse types of housing units, such as apartments, town homes, and/or single-family homes for people with a range of income levels.
- Mixed-Use Development – Any urban, suburban or village development, or even a single building, that blends a combination of residential, commercial, cultural, institutional, or industrial uses, where those functions are physically and functionally integrated, and that provides pedestrian connections.
- Mode Share – describes the percentage of travelers using a particular transportation mode.
- Multi-Modal Transportation System – A transportation network that supports a range of options including pedestrian, cycling, transit, and vehicular travel.
- Multi-Unit Development – A land development project that includes more than one dwelling unit such as townhouses or apartments.
- Municipal Services – See ‘Infrastructure’.
- Natural Assets – Assets of the natural environment. These consist of biological assets (produced or wild), land and water areas with their ecosystems, subsoil assets, and air.
- Natural Capital – Refers to goods and services (or ecosystem services) provided by the natural environment, such as water, land, air, and renewable and non-renewable resources and natural processes (such as plant and animal species, forests, and minerals).

- Neighbourhood Nodes – A neighbourhood centre which includes shopping, services, institutional uses, and housing. The intent is to create a complete, compact, mixed-use community that includes places to live, work, learn, play, shop, and access services.
- Non-Market Housing – Housing that is owned or controlled by a government or a non-profit entity and is rented to low and moderate-income households at less than market rent, or made available for purchase at less than market value.
- Panhandle Subdivision – A form of subdivision that includes a long, narrow portion of a lot where the principal function is to provide access between a road and the lot.
- Purpose-built Rental Housing (PBRH) – A form of market housing available for rent, including purpose-built rental apartments or secondary suites, installed by home owners.
- Rec-tech – A business sector focused on the development of technologically advanced products for recreational activities.
- Reconciliation – While Reconciliation will mean different things to different people, communities, institutions, and organizations, the Truth and Reconciliation Commission of Canada (TRC) defined Reconciliation as an ongoing process of establishing and maintaining mutually respectful relationships between Aboriginal and non-Aboriginal peoples. It involves learning about and understanding impacts of Canada's colonial history and “opening new healing pathways of Reconciliation that are forged in truth and justice.” (*TRC Report 2015*).
- Resilient/Resilience – The ability to anticipate risk, limit or mitigate impacts, and adapt, evolve and grow when faced with change. A resilient community is self-reliant and ensures those most in need have access to essential services such as food, housing, water, and energy to support ongoing social, economic and environmental health.
- Ridership – A measure of the number of passengers using public transit.
- Risk Tolerance Criteria (for hazards) – A predetermined measure of risk used to aid decisions about whether further efforts to reduce the risk are warranted.
- Secondary Suite – A second, self-contained dwelling unit with its own private access, kitchen and bathroom; located within a single-unit dwelling or detached accessory building.
- Sensitive Habitat – See Environmentally Sensitive Areas (ESA).
- Social Determinants of Health (SDH) – The conditions in which people are born, grow, work, live, and age, and the wider set of forces and systems (such as distribution of money, power and resources) shaping the conditions of daily life. SDH include income and income distribution and are largely responsible for health inequities.
- Single Occupancy Vehicle (SOV) – A privately operated vehicle whose only occupant is the driver.
- Solid Waste – Broadly, municipal solid waste refers to garbage, refuse and other discarded materials from community activities, and biosolids from wastewater and water supply treatment. Residual solid wastes do not include recyclable materials diverted from the solid waste stream, such as organics and wood or yard waste, demolition and construction waste, or solid or dissolved materials in domestic sewage (liquid waste).
- Squamish Brand (*Branding, Development & Marketing Action Plan 2014*) – A recently renewed story, tools and action plan that guides the community in promoting and attracting new businesses to Squamish; it describes a brand identity and associated tag line ‘Hardwired for Adventure’.

- Squamish Business Park – Located west of Highway 99 and north of the downtown area, the 100-hectare industrial and business park is designated for employment and industrial uses and is one of the District’s central employment hubs. The sub-area contains a mix of service, commercial, light and medium industrial uses, and is designated a Development Permit Area regulating form and character of development.
- Squamish Estuary Management Plan 1999 (SEMP) – A management plan that contains area designations for conservation, industrial/commercial, transportation, and planning assessment areas within the estuary. It also contains a framework for a multi-agency coordinating review committee to integrate government, industry and private interests under a collective mandate to guide balanced land and water use decisions in the Squamish Estuary.
- Stormwater – Water originating from precipitation events and snow/ice melt that can soak into the soil (infiltrate), be held on the surface and evaporate, or runoff and drain into nearby streams, rivers, or other water bodies (surface water). The municipal storm drainage system includes detention or storage facilities and conveyance of stormwater via conventional (open ditches and/or closed storm sewers/pipes) or alternative means (e.g. rain gardens, bioswales, rock pits, and infiltration trenches) designed in accordance with municipal standards.
- Sub Area Plan – A detailed plan for a defined area in the Official Community Plan that applies to an existing (or future) neighbourhood or group of neighbourhoods. Where designated, Sub Area Plans are required prior to major new development to identify and develop a comprehensive plan for land use, density, neighbourhood design, transportation, municipal servicing, and public amenities.
- Sustainability – Stems from the concept of sustainable development (World Earth Summit, Rio, 1992). Today, there is no universally accepted or single definition, but in general, sustainability is a condition where ecological health, economic prosperity and social justice must be balanced for the well-being and quality of life of both present and future generations.
- Urban Agriculture – In general terms, means cultivating, processing, and distributing food in or around a town or city or other urban setting. In Squamish, it is defined as the act of growing food on a lot and includes produce grown in a garden, community gardens, fruit and nut tree production, keeping of hens and bees, and can include agricultural retail sales.
- Urban Forest–the sum total of all trees and their associated ecosystems within the municipality. Urban forests are a critical component of a functional green infrastructure system, and contribute to environmental integrity and climate change resiliency by sequestering carbon, filtering air and water, creating shade and moderating climate, protecting watersheds, providing habitat, and slowing wind and stormwater.
- Vancouver Coastal Health (VCH) – One of six publicly funded regional health authorities in BC that provides direct and contracted health services, including primary, secondary, tertiary and quaternary care, home and community care, mental health services, population and preventive health, and addictions services in part of Greater Vancouver and the Coast Garibaldi area. The health authority plays a proactive role and works in partnership with local governments to build capacity on health promotion and public policy, in support of province-wide goals, standards and performance agreements, for health service delivery set by the BC Ministry of Health.
- Wastewater Treatment – Municipal wastewater (sewage) consists of waste water and dissolvable solids that are conveyed in a sanitary sewer. The waste water collection system includes hundreds of kilometres of pipes, pumps and lift stations to convey sewage to the Waste Water Treatment

Plant. Treated wastewater is discharged into receiving water via effluent pipes. Rural and limited use areas, not connected to the District's sanitary sewer system, rely on on-site wastewater systems.

- Wildlands, Urban – Forests, shrub lands, grasslands, and other vegetated areas that have not been significantly modified by agriculture or human development and where development is generally non-existent (except for roads, railroads, power lines, and similar transportation facilities; structures, if any, are widely scattered).
- Woonerf – A road in which strategies for reducing or slowing the flow of traffic have been installed. Strategies include shared space, traffic calming, and low speed limits.
- Xeriscaping – Landscaping and gardening that reduces or eliminates the need for supplemental water from irrigation.

Appendix II Regional Context Statement – Table of Concordance

The District of Squamish Regional Context Statement Table of Concordance identifies the relationship between the District OCP and the RGS strategic directions. The Table of Concordance includes a summary of the RGS strategic directions for each of the nine goals and identifies the specific OCP objectives and policies which are aligned with the strategic directions as either supporting or implementing policies. In some cases the entire OCP objective or policy is included, in other cases a summary or the objective or policy is provided. District OCP policies and objectives are followed by section reference numbers corresponding to the OCP numbering system.

District of Squamish Regional Context Statement Table of Concordance	
RGS Strategic Directions	OCP Objectives and Policies Aligned with RGS Strategic Directions
RGS Goal 1 - Focus Development into Compact, Complete, Sustainable Communities	
Encourage compact development within Urban Areas, Master-Planned Communities, and Serviced Residential and Rural Communities; Maintain the rural, low density character of Serviced Residential and Rural Residential Areas, and protect and maintain Non-Settlement Areas.	<ul style="list-style-type: none"> • Promote compact infill development rather than sprawling greenfield development to make efficient use of the limited land base. (9.1.a.) • Identify a Growth Management Boundary as the primary area intended for residential development and associated commercial, industrial and institutional until substantial completion of infill development has occurred. (9.2.) • Direct the majority of growth to specifically identified infill development areas. (9.2.b.) • Designated areas identified as non-settlement areas in the RGS with generally compatible land uses on Schedule B of the OCP such as Resource & Recreation; Parks, Greenway Corridor, and Recreation; or Conservation and Ecological Reserve. • Require significant greenfield lands considered for residential development to complete sub area plans prior to development to ensure development of complete, sustainable neighbourhoods. In addition, sub area planning is also supported for existing

	<p>neighbourhoods with opportunities for redevelopment and infill densification. (9.4)</p> <ul style="list-style-type: none"> • Do not extend municipal water and sewer servicing to areas located above an elevation of 200 metres, unless for public health reasons. (9.6.c.) • Encourage development of identifiable small-scale neighbourhood nodes, identified on Schedule C, to concentrate local commercial activities, institutional uses, recreational amenities, transit connections, or other compatible uses within existing and new residential neighbourhood development. (13.4.a.)
RGS Goal 2 - Improve Transportation Linkages and Options	
(a) Strongly Encourage compact, mixed use development to minimize use of vehicles.	<ul style="list-style-type: none"> • Promote compact infill development rather than sprawling greenfield development to make efficient use of the limited land base. (9.1.a.)
(b) Consider a model of provision of regional transit services	<ul style="list-style-type: none"> • Support and advocate for the implementation of effective regional transit services.. (19.4.e.)
(c) Improve safety and reliability of regional road network.	<ul style="list-style-type: none"> • Enhance and sustainably fund the District’s transportation network for the safe, efficient and sustainable movement of people and goods. (20.1.a.)
(d) Encourage development of trails and bike routes.	<ul style="list-style-type: none"> • Sustainably fund alternative transportation infrastructure and amenities as Squamish grows. (20.15.a.) • Improve the accessibility and safety of the built environment to enhance active living and mobility for all. (20.17) • Support the development of active transportation routes identified in the bicycle and sidewalk networks included in the plan. (Schedules F-2 and F-3)
(e) Address regional air service in a coordinate manner.	<ul style="list-style-type: none"> • Undertake long-range planning for the Squamish Airport and explore its regional role (20.26.a)
(f) Support regional wide 911.	<ul style="list-style-type: none"> • Create a supportive, safe, and secure environment in Squamish for individual and community well-being. (22.1.a.)
(g) Support broadband internet.	<ul style="list-style-type: none"> • Improve planning and business infrastructure such as employment land inventories, digital connectivity, and transit.

	(24.4.d.)
2.2 Identify long term Road system improvement priorities.	<ul style="list-style-type: none"> • Improve vehicle and pedestrian safety and connectivity at signalized Highway 99 intersections such as Darrell Bay Rd, Alice Lake Rd, Cleveland Ave and connections to future neighbourhoods north of Garibaldi Way. (20.4.e.)
RGS Goal 3 - Support a Range of Quality Affordable Housing	
(a) Establish a Regional Affordable Housing Strategy	<ul style="list-style-type: none"> • Regional efforts regarding this strategy have been unsuccessful; consequently, the OCP does not address this item.
(b) Support live-work, mixed use neighbourhoods and residential intensification.	<ul style="list-style-type: none"> • Incorporate genuine employment and 'live-work' options. (12.6.f.) • Encourage Mixed use developments. (13.4.c.) • Expand the local housing mix by increasing the proportion and size range of attached multi-family units through development and sensitively integrating higher density residential uses within the District. (12.2.)
(c) Encourage affordable housing self-help initiatives to maintain or increase affordable housing supply.	<ul style="list-style-type: none"> • Work with housing stakeholders to identify multi-year targets for affordable housing/unit creation across the housing continuum as part of a long-term affordable housing program. (12.8.b.) • Actively work with housing stakeholders and the non-profit community housing sector to: <ul style="list-style-type: none"> ○ plan and facilitate the construction of safe, secure, affordable, and core needs housing (shelter, transitional and supportive housing) subsidized by BC Housing and/or other provincial government ministries; and ○ secure potential buildings and sites for affordable and financially self-sustaining housing through partnerships, joint grant applications, allocation of municipal Affordable Housing Reserve funds, and long-term low-interest financing through BC Housing. (12.14.a.)
(d) Adopt financial tools that will support delivering affordable housing.	<ul style="list-style-type: none"> • Prioritize affordable housing as a top priority for community amenity contributions (CACs) in the short to medium term. (12.8.d.) • Through the District's CAC policy applied to new rezoning applications, set and maintain targets for a percentage of affordable units to be constructed, subject to a housing

	<p>agreement to ensure affordability in perpetuity. (12.8.e.)</p> <ul style="list-style-type: none"> • Expand the District’s Affordable Housing Reserve Fund and develop criteria for eligible affordable housing projects, such as needs, prioritization, collaborations, and gap analyses. Consider expanded uses of the reserve for rent banks, secondary suite incentives, and cooperative property management programs. (12.8.f.) • Extend additional incentive or fee reductions for affordable housing projects that exceed provincial building energy efficiency requirements, thereby increasing affordability through reduced building operating and maintenance costs to occupants. (12.8.j.) • Explore future property tax levies (per household/year) through general taxation for affordable housing as well as permissive tax exemptions on affordable housing. (12.8.k.)
(e) Adopt pricing tools to increase the supply of affordable housing.	<ul style="list-style-type: none"> • Secure long-term affordability of rental units through housing agreements (preferred means) for terms of 60 years or the life of the building, whichever is greater, and include legal provisions mandating no-stratification or separate sales covenants. (12.12.d.)
(f) Encourage additions to the supply of low cost seniors housing options.	<ul style="list-style-type: none"> • Facilitate provision of a range of seniors’ and multigenerational and/or extended family housing forms supporting ‘aging in place’, and alternative care and innovative home share options in close proximity to services and amenities. (12.4.a.) • Develop guidelines for universal accessibility of all new and substantial housing re-development in consultation with seniors and disability groups as well as architectural and development professionals. (12.4.c.)
RGS Goal 4 - Achieve a Sustainable Economy	
(a) Implement Northern Economic Development Strategy	<ul style="list-style-type: none"> • Not applicable to District of Squamish OCP.
(b) Support revitalization in Lillooet	<ul style="list-style-type: none"> • Not applicable to District of Squamish OCP.
(c) Consider specific sector based development strategies	<ul style="list-style-type: none"> • Partner with other levels of government, private industry and organizations to support business retention and expansion, increased productivity and new businesses in priority sectors (to be defined through strategic community economic development

	planning). (24.4)
(d) Strengthen multi-modal transportation functions	<ul style="list-style-type: none"> • Accommodate and enhance multi-modal transportation for safe, convenient and seamless travel to/from and within Downtown Squamish. (20.7) • Develop a vision and secure an appropriate location for a Downtown multi-modal transportation hub, also with potential to incorporate rail service access in the long-term. (20.8.c.)
(e) Work to enhance national and international awareness of SLRD business investment opportunities	<ul style="list-style-type: none"> • Partner with other levels of government, private industry and organizations to support business retention and expansion, increased productivity and new businesses in priority sectors (to be defined through strategic community economic development planning). (24.4.a.)
(f) Implement adopted Agricultural Plans	<ul style="list-style-type: none"> • Not currently applicable to District of Squamish OCP, however per policy
(g) Advance an Independent Power Production development strategy	<ul style="list-style-type: none"> • Facilitate the development and coordinated management of low impact alternative and renewable energy sources such as solar, bioenergy, geothermal, wind power, micro hydro, small-scale hydro, or run-of-the-river hydroelectric projects. (19.4.f.)
RGS Goal 5 – Protect Natural Ecosystem Functioning	
(a) Consolidate information into a regional ecologically sensitive areas inventory	<ul style="list-style-type: none"> • Recognize the District’s inventory of environmentally sensitive areas identified on Schedule K-1 which is available as information to support a regional ecologically sensitive areas inventory.
(b) Promote Best management Practices	<ul style="list-style-type: none"> • Plan and design waterfront sites to minimize impacts on the marine environment, in accordance with best management practices. (10.12.f.) • Undertake necessary companion updates to the Wildlife Attractant Bylaw, zoning, building, solid waste, and other municipal bylaws to reflect best management practices for preventing human-wildlife conflicts. (10.14.d.) • Monitor land use activities and employ best management practices to protect surface and ground water supply zones in line with the Powerhouse Springs Well Protection Plan. (21.6.a.)
(c) Investigate the need for a regional water conservation strategy	<ul style="list-style-type: none"> • Use a range of demand-side management measures to reduce

	community water consumption including outdoor water use restrictions, development and building bylaws, water metering, and conservation oriented water rates. (21.8.a.)
(d) Strive for continuous improvement to regional air quality.	<ul style="list-style-type: none"> • Maintain regional air quality within BC’s provincial standards to protect human health. (10.17.a.) • Reduce particulates and other emissions from transportation, industry, building heating and other human created sources. (10.17.b.)
(e) Strive towards Zero Waste.	<ul style="list-style-type: none"> • Move toward zero waste in a cost-effective, efficient and environmentally sound manner. (21.10.a.)
(f) Manage vegetation responsibly.	<ul style="list-style-type: none"> • Progressively eliminate the use of cosmetic/non-essential pesticides on all lands except to treat high risk invasive plants, starting with municipal properties; and educate the public regarding environmentally friendly alternatives to conventional pesticides. (10.20.h.)
(g) Encourage community stewardship.	<ul style="list-style-type: none"> • Work with First Nations, regional and senior governments, agencies, and community organizations in the protection, management and stewardship of natural areas, local parks, ecological reserves, and wildlife management areas in perpetuity. (10.2.c.) • Promote stewardship of local blueways and marine areas. (18.9.b.)
(h) Explore regional climate change strategies.	<ul style="list-style-type: none"> • Support and advocate for the implementation of effective regional transit services. (19.4.e.) • Encourage clean energy technology initiatives and business opportunities throughout the region. (19.4.h.)
(i) Utilize SLRD Integrated Sustainability Plan.	<ul style="list-style-type: none"> • The OCP does not specifically reference utilization of the SLRD Integrated Sustainability Plan which is more relevant to operations of the SLRD organization. Generally a broad range of OCP policies and objectives support the intent of the Integrated Sustainability Plan.
<ul style="list-style-type: none"> • Goal 6 - Encourage the Sustainable Use of Parks and Natural Areas 	
(a) Support retention and operation of provincial parks	<ul style="list-style-type: none"> • Work with BC Parks to proactively address impacts of increased

	visitation on local and regional transportation, and parking infrastructure requirements. (18.2.h.)
(b) Explore management of green and natural areas at regional level.	<ul style="list-style-type: none"> • Continue to participate in initiatives and forums to enhance dialogue and collective action among First Nations, local and regional governments, marine stakeholders, and community organizations to support the health and sustainability of Howe Sound. (10.12.d.)
(c) Support the creation of a regional network of green spaces and corridors	<ul style="list-style-type: none"> • District policies support protection of a strong ecosystem network, which in turn support the development of a regional network. (10.) • Preserve watershed health and ecosystem network connectivity through integrated watershed management. (10.1.b.) • Establish and preserve a comprehensive natural areas network within Squamish to support the health and productivity of aquatic and terrestrial ecosystems. (10.2.a.) • Wherever possible, link sensitive areas such as aquatic habitats to parks, greenways, or other natural areas to strengthen the natural areas network. (10.4.f.)
(d) Support development of Sea to Sky Trail.	<ul style="list-style-type: none"> • Establish and promote connections to regional and national trail systems, such as the Sea to Sky Marine Trail within Howe Sound, and the larger TransCanada trail network. (18.10.b.)
(e) Compile an inventory of recreational opportunities and facilities.	<ul style="list-style-type: none"> • Complete a brand asset inventory identifying the specific recreational and connectivity value of all trails and key recreational assets within the District (9.2.h.i.) • Work with stakeholders to regularly update the District’s trails inventory. (18.6.d.)
(f) Support local volunteer recreational stewardship organizations	<ul style="list-style-type: none"> • Work with organizations representing all trail user groups to minimize conflict, designate and sign trails appropriately, and protect the environment. (18.6.i.)
Goal 7 - Create Healthy and Safe Communities	
(a) Work with regional and local organizations to promote healthy public policy.	<ul style="list-style-type: none"> • Continue to support ongoing collaborations with Vancouver Coastal Health (VCH) that promote health in priority areas and aim to reduce health inequities and improve local health

	<p>outcomes (8.6.a)</p> <ul style="list-style-type: none"> • Support the work of community-based service groups and organizations in bringing communities together through arts, culture, festivals, and events that enhance social connectedness and cross-cultural understanding. (25.4.d.) • Work with provincial agencies, School District 48, Vancouver Coastal Health, First Nations, non-governmental organizations, and local service providers to monitor and develop a strategy to reduce local child vulnerabilities both at the community-wide and neighbourhood levels. (25.8.a.) • Collaborate with Vancouver Coastal Health, School District 48, government agencies, First Nations, private and not-for-profit service providers and community organizations in providing a full continuum of support services as Squamish grows to address homelessness and housing, employment, issues related to mental health, addictions, settlement services, and food security. (25.10.a.)
<p>(b) Encourage a regional strategic plan focused on crime prevention, harm reduction, rehabilitation and reintegration.</p>	<ul style="list-style-type: none"> • Continue efforts to promote Safe Homes, Safe Communities at the local/neighbourhood level through a variety of crime prevention programs and services. (22.2.a.) • Collaborate with internal and external partners to engage and involve residents in the safety of their homes, businesses and neighbourhoods, in all areas of safety using CPTED (Crime Prevention Through Environmental Design) and other strategies. (22.2.c.)
<p>(c) Ensure land use planning encourages healthy, compact, walkable, safe communities.</p>	<ul style="list-style-type: none"> • Promote compact infill development rather than sprawling greenfield development to make efficient use of the limited land base. (9.1.a.) • Collaborate with internal and external partners to engage and involve residents in the safety of their homes, businesses and neighbourhoods, in all areas of safety using CPTED (Crime Prevention Through Environmental Design) and other strategies. (22.2.c.) • Establish and utilize an alternative transportation reserve funding

	sources to support walking, cycling, public transit, and other alternative transportation. (20.16.a.)
(d) Undertake emergency preparedness planning on a regional basis.	<ul style="list-style-type: none"> • Strengthen local level emergency response capacity through emergency preparedness initiatives to build community resiliency. (22.5.a.) • Promote individual, business and community preparedness for response and recovery from emergencies and disasters. (22.5.b.)
(e) Encourage volunteerism.	<ul style="list-style-type: none"> • Promote and support local volunteer networks and arts supporters who work on exhibitions, festivals, and community cultural development projects. (27.8.e.) • Work with organizations representing all trail user groups to minimize conflict, designate and sign trails appropriately, and protect the environment. (18.6.i.)
(f) Work with at-risk populations.	<ul style="list-style-type: none"> • Enhance recreation access, services and programming for children and families, youth, seniors, and vulnerable and at-risk populations, providing a range of affordable, age-appropriate and accessible play, recreation and nature exploration opportunities. (18.4.d.)
(g) Support trail and greenway systems that link communities with parks.	<ul style="list-style-type: none"> • Establish and promote connections to regional and national trail systems, such as the Sea to Sky Marine Trail within Howe Sound, and the larger TransCanada trail network. (18.10.b.)
Goal 8 - Enhance Relations with Aboriginal Communities	
(a) Support fair and timely resolution of asserted aboriginal rights and title.	<ul style="list-style-type: none"> • Respect ongoing processes and Aboriginal Title and Rights matters between First Nations and the Federal and Provincial governments. (6.4.a.)
(b) Establish a SLRD-First Nations Liaison Committee.	<ul style="list-style-type: none"> • This Strategic Direction reflects an SLRD initiative.
(c) Consult with aboriginal communities on OCP development.	<ul style="list-style-type: none"> • Jointly develop government to government protocols and processes based on principles for Reconciliation for: <ul style="list-style-type: none"> ○ addressing long-term land, water and resource planning and economic development opportunities within Squamish Nation's traditional territory; and ○ referrals for land use and economic development matters, and policy initiatives and programs of mutual interest and

	importance. (6.4.d.)
(d) Encourage First nations to consult with local government on development plans.	<ul style="list-style-type: none"> • Work with the Nation in good faith in future joint planning respecting lands held by Squamish Nation both within and outside the District’s identified Growth Management Boundary. (6.4.e)
(e) Use Protocols, MOUs and Agreements with First nations to assist with improving relationships.	<ul style="list-style-type: none"> • Continue engagement with the Squamish Nation to formalize servicing agreements for the provision of municipal services to current Reserve and future ATR lands. (6.4.g.)
Goal 9 – Improve Collaboration among Jurisdictions	
(a) Continue using RGS round table forums on a regular basis.	<ul style="list-style-type: none"> • Collaborate with SLRD member municipalities and unincorporated rural Electoral Areas for continued communication and coordination on regional issues through Elected Officials Forums, round tables, staff information sharing, referral systems, and working committees. (6.6.c.)
(b) Encourage collaboration and information sharing between SLRD member municipality staff.	<ul style="list-style-type: none"> • Collaborate with SLRD member municipalities and unincorporated rural Electoral Areas for continued communication and coordination on regional issues through Elected Officials Forums, round tables, staff information sharing, referral systems, and working committees. (6.6.c.)
(c) Establish MOUs, protocol agreements and working committees between various jurisdictions to improve collaboration and cooperation.	<ul style="list-style-type: none"> • Establish inter-jurisdictional MOU’s, protocol agreements and working committees to improve collaboration and coordination on regional issues. (6.6.d.)
(d) Utilize protocol measure to assist with inter jurisdictional disputes and conflict resolution.	<ul style="list-style-type: none"> • Establish regional protocol measures to assist with inter-jurisdictional disputes and conflict resolution. (6.6.e.)

Appendix III Municipal Plans + Strategies

The following documents are referenced within the Official Community Plan

[District of Squamish Active Transportation Plan \(2016\)](#)
[Adapting to Climate Change in Squamish: Backgrounder Report \(2016\)](#)
[Public Works Asset Management Plan \(2010\)](#)
[Branding, Development & Marketing Action Plan \(2014\)](#)
Building Permits At Squamish Airport (Cheekeye Fan) Flood Management Approach
[Business Park Sub Area Plan \(2002\)](#)
[Cheekeye River \(Ch'Kay Stakw\) and Fan Expert Review Panel \(2014\)](#)
[Cheekeye River \(Ch'Kay Stakw\) and Fan Landslide Risk Tolerance Criteria \(2015\)](#)
[Coastal Flood Hazard Mitigation Strategy \(2015\)](#)
[Community Wayfinding Program Design Strategy \(2016\)](#)
[Community Wildfire Protection Plan \(2007\)](#)
[Community Risk Assessment \(2015\)](#)
[Squamish 2000 Plan Comprehensive Downtown Development Strategy \(and 2003 update\)](#)
[Comprehensive Emergency Management Plan \(CEMP\)](#)
[Downtown Neighbourhood Plan \(draft 2008\)](#)
[Employment Lands Strategy \(2014\)](#)
[Integrated Flood Hazard Management Plan \(IFHMP\) \(2017\)](#)
[Land Development Communications Policy \(2013\)](#)
[Multi Modal Transportation Plan \(2011\)](#)
[Parks and Recreation Master Plan \(2012\)](#)
[Powerhouse Springs Well Protection Plan \(2015\)](#)
[River Flood Risk Mitigation Options \(2017\)](#)
[Safe Routes to Schools](#)
[Sea to Sky Transit Future Plan \(2015\)](#)
[Framework for Air Quality Management Planning in the Sea-to-Sky Airshed \(2002\)](#)
[Skwelwil'em Squamish Estuary Wildlife Management Plan \(2007\)](#)
[Downtown Squamish Concept Plan \(2005\)](#)
[Smoke Bluffs Park Management Plan \(2017\)](#)
[Squamish Affordable Housing Framework \(2013\)](#)
[Squamish Children's Charter of Rights \(2017\)](#)
[Squamish Estuary Management Plan \(1999\)](#)
[Squamish Food Charter \(2016\)](#)
[Squamish Oceanfront Peninsula Sub Area Plan \(2010\)](#)
[Terms of Reference for Natural Hazard and/or Risk Assessments \(2017\)](#)
[Trails Master Plan](#)
[Trail Standards, District of Squamish](#)
[Upper Mamquam Blind Channel Land Use Study & Policy Statement \(2012\)](#)
[Water Conservation Plan \(2015\)](#)
[Water Master Plan \(2015\)](#)
[Waterfront Landing Sub Area Plan \(2007\)](#)
[Zero Waste Strategy \(2016\)](#)



SQUAMISH

HARDWIRED *for* ADVENTURE

District of Squamish

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