



TO: Committee of the Whole
FROM: Community Planning
DATE: October 25, 2016
RE: Downtown Neighbourhood Plan Integration with the
Squamish2040 Official Community Plan (OCP) Update

This memo introduces updated draft policies of the Downtown Neighbourhood Plan (DNP) for integration into the upcoming OCP update. Preliminary DNP policies for integration were presented to Committee of the Whole (COW) on May 24, 2016. Staff received feedback from COW and made subsequent changes with respect to policy (highlighted) and land use mapping (Attachment 1). Staff are seeking direction/confirmation on proposed policies prior to their incorporation into the draft OCP, which is due for public release at the end of Phase 3 (January 2017). In addition to policies, staff and consultants are working on updating Development Permit Area (DPA) guidelines for Downtown DPAs; however, those will be brought to the Advisory Design Panel for review prior to review by Council and incorporation to the draft OCP.

A separate map has been prepared indicating areas that require rezoning in the short term to bring parts of Downtown in line with the forthcoming Land Use designations of the DNP (Attachment 2). Please note that the proposed C-10 zone would be updated to include business/professional aspects of the C-4 zone as well as incorporating a limited level of light industrial use. Staff recommend that density bonus provisions be built into these zones to address residential density above two required floors of commercial space. Second storey requirements for the C-4 zone are being updated through the current "Longbus" zoning amendment. The proposed rezoning map primarily relates to remnant industrially-zoned parcels Downtown. If supported by COW, staff will prepare a Zoning Bylaw amendment to be advanced in parallel with the "Longbus" amendments.

In addition to policy direction confirmation, staff would like to facilitate final discussion with Committee on the Land Use designations/directions as well as related height restrictions in the various Downtown areas.

Attachments:

1. Draft DNP Policies;
2. Proposed DNP Alignment Rezoning Map.

ATTACHMENT 1: PROPOSED DOWNTOWN POLICIES & OBJECTIVES

1 DOWNTOWN

Preamble

The following document is a collection of policies for development in the Downtown Area of Squamish. Eventually this document will become a chapter of Squamish's new Official Community Plan (OCP), which is currently under development. The policies in this document are drawn from the Downtown Neighbourhood Plan (2014) and the Upper Mamquam Blind Channel Land Use Study and Policy Statement (2012). Policies were selected for inclusion based on their ongoing relevance, level of detail, suitability for an OCP, and specific application to the Downtown Area. This document also lays out a revised land use plan for the Downtown Area, which is substantially less detailed than the land use plan included in the Downtown Neighbourhood Plan. The revised land use plan is based on the existing development permit areas. Additional work will be undertaken to update the zoning in the Downtown Area to better reflect preferred uses, particularly with respect to industrially zoned land.

Introduction

Downtown Squamish is intended to function as the core of the community. It should benefit from the widest range of permitted uses within the District including a range of retail, services, professional offices and higher density residential than other parts of the community so as to bring vitality, aesthetic quality and livability to this location.

Objectives:

- The Downtown will maintain its role as the vibrant heart of the community, with a variety of housing, educational facilities, culture, shopping and employment uses in close proximity.
- Downtown includes a range of housing types and tenures with a focus on higher density residential development to increase the resident population, which will support a range of commercial activities and create vibrant streets.
- Downtown seeks high quality urban design and place-making to create a vibrant public realm that includes unique places, open spaces and distinct urban character.
- Infrastructure and opportunities for active transportation and transit are prioritized, while vehicles traffic is accommodated.
- Efficient, low impact, innovative buildings and infrastructure systems are developed.
- Development respects and integrates the natural environment.
- Downtown is protected from flooding and other natural and human-made hazards.
- Programs and services meet the needs of all ages and abilities.

Downtown First

- 1.1 Emphasize Downtown as the preferred location for residential development for the community of Squamish, particularly multi-unit residential developments, mixed-use residential /commercial, street-fronting commercial and institutional buildings.
- 1.2 Region-serving offices, retail opportunities, facilities, and institutions should be located downtown to enhance vibrancy and diversity, and to reinforce the role of Downtown as the focal point of the community.

- 1.3 Support the expansion of post-secondary educational institutions by working with the Province and other stakeholders to facilitate these opportunities.
- 1.4 The District will continue review its Development Cost Charges bylaw to ensure that the municipal costs of development and redevelopment in the Downtown reflects the existing infrastructure located there and relatively lower cost to provide infrastructure services. DCC bylaw should reflect DT as a priority for DCC investments.

Land Use

- 1.5 Support a diverse mix of land uses to support living, working, playing and learning downtown including:
 - o Multi-unit residential (low, medium and high density)
 - o Commercial mixed-use
 - o Arts and cultural facilities
 - o Entertainment
 - o Places of worship
 - o Neighbourhood parks and recreational facilities
 - o Civic/institutional.
- 1.6 Encourage a creative and flexible mix of employment generating uses Downtown, including artisan, retail, business/professional offices, arts and culture, civic/institutional, and light industrial uses.
- 1.7 The District supports the continued use of the harbour as a “working harbour” and will seek to achieve a balance between residential/commercial, industrial and public uses.
- 1.8 The District will encourage a range of marine uses and associated land uses to provide a diversity of employment and recreational activities along the waterfront.

Downtown Land Use Designations

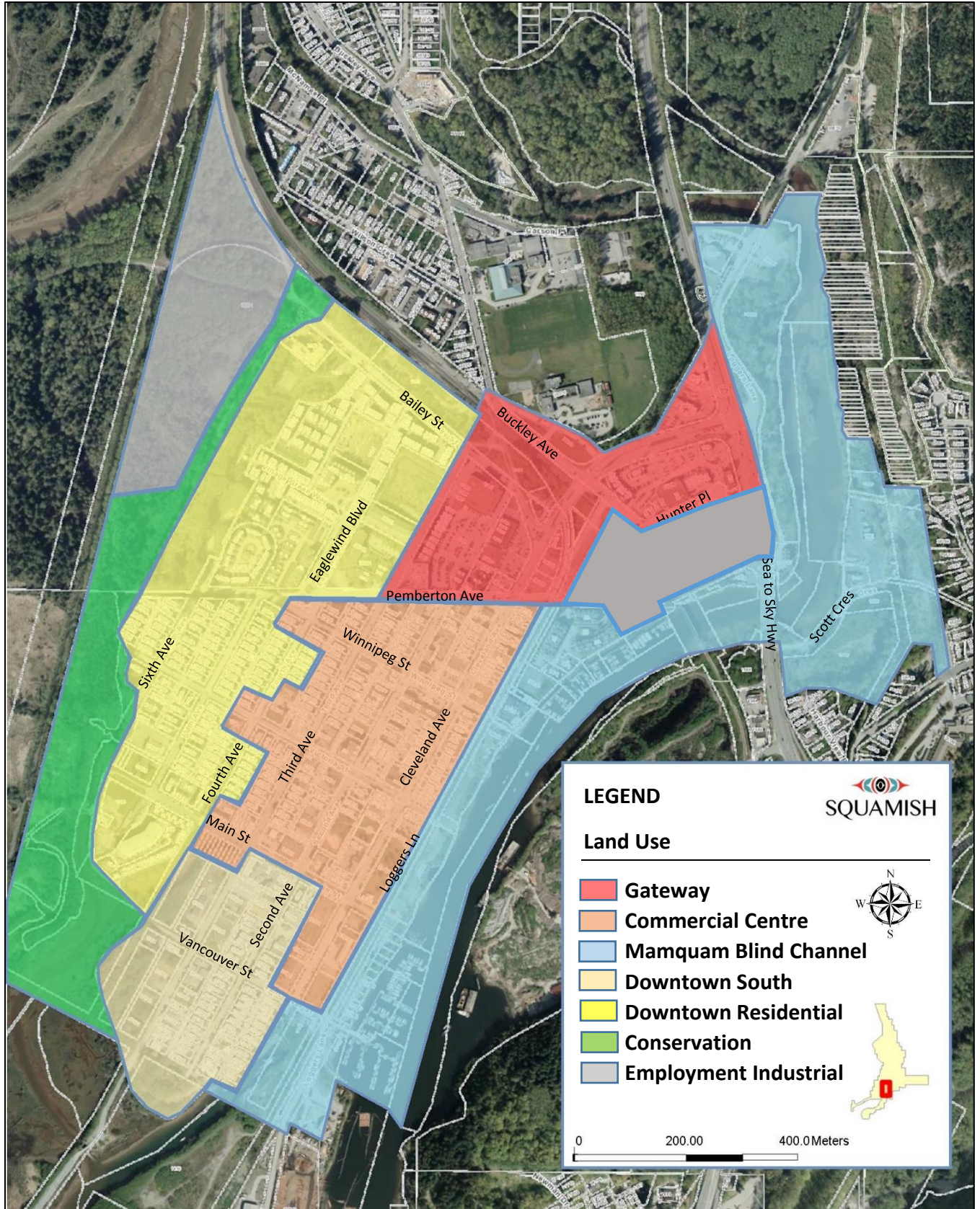
- 1.9 The following uses shall be emphasized in the following areas of downtown identified on Figure 1.

Table 1 Areas and Permitted Uses

Area	Permitted Uses
Gateway	Commercial, Commercial mixed-use, Parks/Greenways
Commercial Centre	Commercial, Cleveland Commercial, Commercial Mixed-Use, Parks/Greenways
Mamquam Blind Channel	Residential Mixed-Use, Civic/Institutional, Marine Gateway, Parks/Greenways
Downtown South	Civic/institutional, Creative Mixed-use, Parks/Greenways
Downtown Residential	High Density Residential, Medium Density Residential, Low Density Residential, Parks/Greenways
Conservation	Estuary/Conservation
Employment Industrial	Business parks and general, light, service, marine and heavy industrial. Includes home-improvement warehouse stores, storage facilities, and other specialized commercial and office uses.

Utilities are a permitted use in all areas, except Conservation.

Figure 1: Land Use Map



1.10 For each of the permitted uses, the intensity of use (measured by floor area ratio (FAR) and height), and conceptual building configurations should conform to the Neighbourhood Land Use Designations in Table 2 below. Note that conceptual building configurations shown in Table 2 are not intended to represent the actual form, height, or design of any specific building. Variations in character are described in more detail in the Development Permit Area Guidelines.

Table 2: Downtown Neighbourhood Land Use Designations




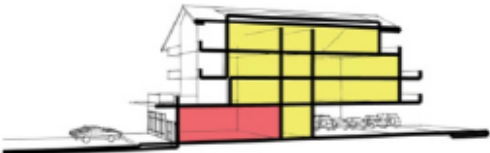
NEIGHBOURHOOD LAND USE DESIGNATION	METRICS	CONCEPTUAL BUILDING CONFIGURATION
<p>COMMERCIAL Designated for:</p> <ul style="list-style-type: none"> offices and retail restaurant 	<p>FAR: 0.6-2.5 Height: 2-4 storeys</p>	
<p>CLEVELAND COMMERCIAL Designated for:</p> <ul style="list-style-type: none"> office, retail, restaurant at and above grade residential above grade if stepped back 	<p>FAR: 0.6-2.0 Height: 2-3 storeys See Policy 1.10a for more information.</p>	
<p>COMMERCIAL MIXED USE Designated for:</p> <ul style="list-style-type: none"> office, retail, restaurant at and above grade residential above grade civic uses encouraged where appropriate 	<p>FAR: 0.6-2.0 Height: 2-3 storeys. See Policy 1.10b for more information.</p>	
<p>RESIDENTIAL MIXED USE Designated for:</p> <ul style="list-style-type: none"> office and retail partially fronting street at grade residential at and above Flood Control Elevation 	<p>FAR: 0.9-1.7 Height: 4 storeys See Policy 1.12 for information about height in Plan Area east of Highway 99</p>	

Table 2: Downtown Neighbourhood Land Use Designations


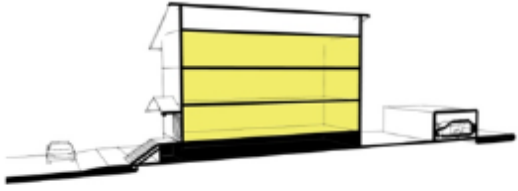

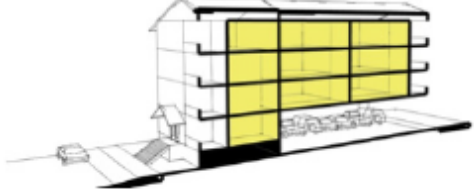
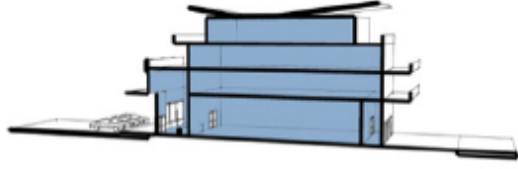
NEIGHBOURHOOD LAND USE DESIGNATION	METRICS	CONCEPTUAL BUILDING CONFIGURATION
<p>CREATIVE MIXED USE Designated for:</p> <ul style="list-style-type: none"> • <i>artisan, retail, business office, arts and culture, light industrial, civic/institutional at grade</i> • <i>residential, business office, civic/educational/institutional, light industrial above grade</i> • <i>Residential-only is prohibited</i> 	<p>FAR: 0.4-1.7 Height: 3-4 storeys See Policy 1.10b and Policy 1.11 for more information.</p>	
<p>LOW DENSITY RESIDENTIAL Designated for:</p> <ul style="list-style-type: none"> • <i>residential: stacked, ground-oriented townhouse</i> 	<p>34-70 UNITS PER HA. Height: 2-4 storeys</p>	
<p>MEDIUM DENSITY RESIDENTIAL Designated for:</p> <ul style="list-style-type: none"> • <i>residential: rowhouse, stacked or clustered townhouse, courtyard or garden apartment</i> 	<p>70-115 UNITS PER HA. Height: 2-4 storeys</p>	
<p>HIGH DENSITY RESIDENTIAL Designated for:</p> <ul style="list-style-type: none"> • <i>residential: stacked or ground-oriented townhouse, apartment</i> 	<p>115+ UNITS PER HA. Height: 2-6 storeys</p>	
<p>CIVIC/INSTITUTIONAL Designated for:</p> <ul style="list-style-type: none"> • <i>Education, arts and theatre performance, civic services, institutions</i> 	<p>FAR: 0.6-1.0 Height: 3-4 storeys See Policy 1.10b for additional information.</p>	

Table 2: Downtown Neighbourhood Land Use Designations

NEIGHBOURHOOD LAND USE DESIGNATION
<p>ESTUARY/CONSERVATION Designated for the area west of the sea dike (or the 'old dike' or '6th Avenue dike') that is primarily in a natural state for conservation and low-impact recreation uses, and for the continued provision of stormwater management services to Downtown.</p>
<p>PARKS/GREENWAYS Designated for all types of public open spaces including formal and natural park areas and corridors, stormwater management from areas within and surrounding downtown, and for the provision of community amenities such as social gathering and activity spaces, blueways, civic facilities, recreation access and play spaces, gardening and respite spaces, ecological and habitat spaces. May include community-use buildings.</p>
<p>MARINE GATEWAY Designated for the preservation and enhancement of the marine environment, and for the navigation and storage of various marine vessels including small craft, non-motorized, and motorized vessels. Includes marine recreation and opportunities for some commercial marine-related operations such as marinas.</p>
<p>UTILITIES Designated for the provision of various utilities and services including transportation related buildings and services, transportation corridors, and other infrastructure.</p>

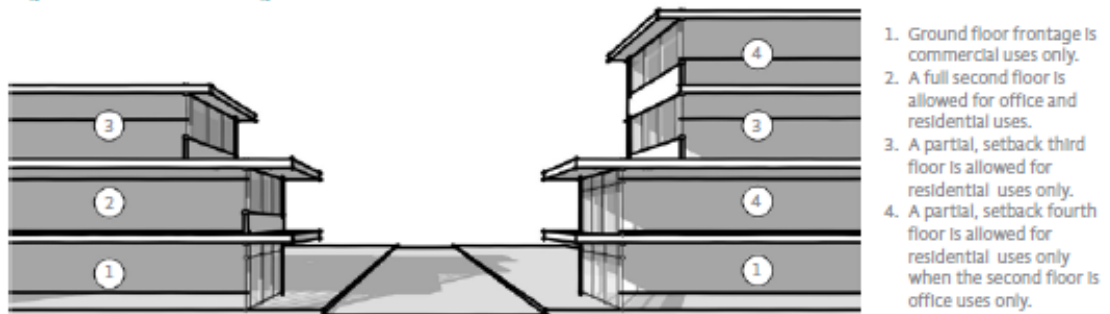
- 1.10a** Buildings that front Cleveland Avenue between Pemberton Avenue and Main Street shall be one storey in height, except under the following conditions:
- (a) A second storey with residential units is permitted if it is stepped back from the front property line; and
 - (b) A full second storey is permitted if the second storey is designated for office spaces.

Figure 2 Cleveland Ave Heights and Setbacks



- 1.10b** Buildings that front Second Avenue are permitted to be four storeys high, if a second storey is used entirely for office space.

Figure 3: Second Ave Heights and Setbacks



- 1.11 Buildings on properties with Creative Mixed Use Neighbourhood Land Use Designation are permitted to be four storeys high, only if one storey above grade is for office and/or civic, educational, or institutional use.
- 1.12 For properties east of Highway 99 with Residential Mixed Use Neighbourhood land use designation, building height may be up to six storeys if Development Permit Area Guidelines are met to the District's satisfaction. For other properties with Residential Mixed Use Neighbourhood land use designation, building height up to four storeys is permitted as per Policy 1.10

Amenity Bonusing

- 1.13 Consider developing a community-wide amenity strategy and bylaw or policy that specifies for Downtown the maximum amount of increased density to be permitted in exchange for amenities, and states the calculation and calibration of potential increased density related to extraordinary amenities provided. The amenities could include development of purpose-built residential rental, civic, cultural, or educational space (available for purchase or rent) such as a community centre, theatre and performance space, social service spaces, gallery, or other shared space (such as public meeting space) as determined in cooperation with the District and local community organizations; designation and conveyance of green corridors; provision of land or buildings for a transit hub; provision of public amenities (e.g., expanded plaza, an estuary interpretative centre, public facility) over and above normal requirements; innovative green building design.

Housing Choice

- 1.14 Require a mix of different higher density housing types and unit sizes to support a range of housing needs and incomes that span a continuum of market, non-market and supportive housing.
- 1.15 When seeking rezoning for a multi-family development, developers will be required to build at least 20% of the dwelling units with 3 bedrooms.
- 1.16 When seeking rezoning for a multi-family development, developers will be required to build at least 10% of the dwelling units with 1 bedroom.
- 1.17 Promote a variety of housing tenure options Downtown, including rental units.
- 1.18 Support and facilitate partnerships to create and integrate innovative housing in the Downtown that is attainable by residents with low incomes and/or special needs that are not typically met with market housing.

Public Realm

- 1.19 Encourage cultural, educational institutions serving the entire District or regional population to locate Downtown, in areas designated for commercial mixed land use and civic/institutional land use.
- 1.20 Create gathering places, programs, services, and events that celebrate and promote the multicultural composition of Downtown.
- 1.21 Activate Downtown streets with patios and sidewalk seating areas.
- 1.22 Explore the possibility for seasonal closure of portions of Cleveland Avenue or other downtown streets to motor vehicles, to enhance vibrancy of the commercial area.

- 1.23 Encourage landowners and developers to consider opportunities for temporary land improvements on undeveloped or unoccupied land to enhance neighbourhood enjoyment and utility (e.g., landscaping, plazas and temporary community gardens) until building or development commences.
- 1.24 Future civic buildings and uses, such as a new municipal hall, shall be located in the Downtown or on the Oceanfront Peninsula as appropriate.
- 1.25 Identify areas of the Downtown that need improving and create a design competition for community ideas.
- 1.26 Create temporary public realm interventions such as street closures, pocket parks, temporary seating and pedestrian cover, public art etc.
- 1.27 The public realm should help educate the community on the natural environment and the role it plays in the Downtown Area. Explore passive and active educational opportunities, wherever possible, to contribute to a true learning experience

Compact Community

- 1.28 The District will encourage greater residential density in locations near commercial nodes and near transit routes, especially around the Downtown or Garibaldi Village commercial area.
- 1.29 The District encourages the concentration of commercial development in a compact commercial area within the Downtown. Maintaining a compact, vibrant commercial core on Cleveland and Second Avenues north of Victoria Street is encouraged over continued commercial expansion.

Transportation (General)

- 1.30 Ensure the Downtown street network enables users of all ages, abilities and modes (e.g., pedestrians, bicycles, transit riders and motorists) to interact and move more safely and efficiently along and across Downtown streets.
- 1.31 Improve Downtown gateways (Cleveland Avenue and Highway 99 intersection, Highway 99 frontage at Scott Crescent) to improve access, safety and efficiency for all transportation modes and to provide a more welcoming Downtown arrival to visitors and residents.
- 1.32 Facilitate safe and efficient goods movement Downtown by providing designated truck routes to connect industrial areas with the highway and port.
- 1.33 Work in partnership with provincial agencies and the Squamish Nation to identify a preferred secondary access between Highway 99 and Downtown.

Active Transportation

- 1.34 Require new development projects Downtown to be designed and built in a way that facilitates active modes of transportation
- 1.35 When constructing or reconstructing public facilities, including parks, and when reviewing applications for large-scale developments, require amenities to encourage walking and cycling (such as bike racks, signage, showers, lockers, secure storage), and require that the needs, safety and convenience of pedestrians and cyclists are addressed.

- 1.36 Connect sidewalks, trails, and bicycle routes with regional commuter and recreation trails (including the Corridor Trail), and create linkages between schools, adjacent residential neighbourhoods, parks, the estuary, the waterfront walkway, and other key destinations and amenities in and around Downtown.
- 1.37 Ensure that surface parking lots provide safe routes for cyclists and pedestrians to connect to sidewalks, trails and bicycle routes.
- 1.38 Address gaps in the sidewalk network especially Cleveland Avenue to the future waterfront walkway and Mamquam Blind Channel.
- 1.39 Bicycle infrastructure and bicycle safety should be improved during ongoing road maintenance and construction of new roads and associated infrastructure, particularly when designing and placing intersection treatments, sewer grates, manhole covers, signage, and railway crossings.
- 1.40 Partner with community organizations, agencies and businesses on programs such as Commuter Challenge, Walk to Work Week and Bike BC that promote alternative and sustainable modes of transportation.
- 1.41 Provide clear wayfinding and directional signage for the Downtown street network, trails, and bicycle routes.
- 1.42 Plan the waterfront walkway in coordination with any new developments fronting the Channel.
- 1.43 Link public waterfront access to the Mamquam Blind Channel, shoreline, and the regional “blue network” marine areas.
- 1.44 Establish an active transportation corridor along Loggers Lane and railway ROW as development occurs.

Parking

- 1.45 With the exception of low density residential areas, all on-site parking should occur at the rear, side or underneath the building.
- 1.46 Develop a Downtown Parking Strategy to determine the quantity of parking required, desired and available, and to investigate the feasibility of providing a centralized public parking facility.
- 1.47 Encourage shared parking facilities where feasible and appropriate and where parking demand varies over the course of the day for different activities.

Access and Accessibility

- 1.48 Dedicate unobstructed public access along the entire waterfront portion of all lands along the Mamquam Blind Channel, Downtown, and Oceanfront Peninsula.
- 1.49 Build a continuous and unobstructed public waterfront walkway along the immediate waterfront edge of the Mamquam Blind Channel and Upper Mamquam Blind Channel; connect this walkway to areas outside the Downtown, including the Oceanfront Peninsula Sub Area Plan area.
- 1.50 Design the waterfront walkway to provide for a variety of experiences such as walking, cycling, lookout points, seating and interpretive and educational opportunities.
- 1.51 Secure public access along the tops of dikes that are currently on private property, as part of the development application process or as other opportunities arise, in order to develop continuous

- non-motorized public access to trails and walkways along the top of sea dikes.
- 1.52 Identify and prioritize retrofitting of sidewalks where wheelchair and scooter accessibility are poor due to lack of curb cuts and ramps.
 - 1.53 At key intersections, sidewalk bulges should be placed at street corners in order to maximize pedestrian visibility and shorten crossing distances for pedestrians.
 - 1.54 Work with representatives who have mobility challenges when designing and constructing new Downtown trails and improvements to existing trails to ensure that functional barrier free options are provided.
 - 1.55 Install tactile surfaces on the sidewalk ramps at key intersections to provide improved guidance to residents with impaired vision.
 - 1.56 Provide infrastructure for boats and non-motorized watercraft to access waterfront parks.

Transit

- 1.57 Request that BC Transit prioritize improvements and expansions in bus service between Downtown and neighbouring employment and residential areas
- 1.58 Continue to work with BC Transit, community groups, governments and other partners on the development of a regional transit service connecting Downtown Squamish and neighbouring communities, including Whistler and Vancouver. Service could include buses and a passenger ferry service

Alternative Transportation

- 1.59 Encourage shared automobile use (such as car co-operatives) and use of efficient and/or alternate fuel vehicles by allocating preferred parking spaces or reducing parking requirements for new developments
- 1.60 Work with partners and private sector developers to expand the number of electric vehicle charging stations in the Downtown.

~~Review the effectiveness of the current bylaw permitting cash in lieu of parking spaces to ensure that the fee reflects the current market value but still provides incentives.~~

Marine and Rail Transportation

- 1.61 Consider long-term needs for viable rail and marine transportation infrastructure when planning future land uses Downtown.
- 1.62 Preserve existing rail corridors for current and future movement of goods and people.
- 1.63 Support the planning and development of strong marine gateways to welcome marine travelers, and to recognize the importance of the waterfront as a gateway to Downtown.
- 1.64 Plan future landing location(s) and passenger facilities for local water taxis along the Mamquam Blind Channel, to be accommodated during redevelopment of lands along it.
- 1.65 Pursue municipal regulations and tools related to objectives for marine transportation including navigation, moorage and facilities.

- 1.66 Pursue a strategy and co-funding opportunities with different partners to monitor and dredge the Mamquam Blind Channel in order to maintain navigability.
- 1.67 Consider the design of flood hazard management protection works and the quality of the marine and intertidal environments when designing the walkway.

Health and Safety

- 1.68 Apply Crime Prevention Through Environmental Design (CPTED) principles to all new major development and re-development, on both public and private property.
- 1.69 Work with schools, School Board, and students to plan safe cycling and walking routes that connect residential areas with schools Downtown.
- 1.70 Provide safe crossings of Highway 99 for pedestrians and bicycles.
- 1.71 Evaluate opportunities to improve emergency vehicle access to Downtown.
- 1.72 Encourage a range of facilities and services downtown that strive to meet the needs of all members of the community, including children, seniors and youth.

Green Buildings and Infrastructure

- 1.73 Where feasible and appropriate, upgrade surface storm drainage to green infrastructure standards as redevelopment proceeds. Consider an integrated stormwater management approach in accordance with best practices.
- 1.74 Monitor, maintain and upgrade Downtown infrastructure to meet future needs with consideration for long-term performance, ecological impact, and resilience to changing climate conditions
- 1.75 Perform a climate vulnerability assessment of Downtown to better understand how the neighbourhood is exposed to future climate risks and identify and assess actions to increase its resilience, and implement those actions
- 1.76 Design Downtown parks for changing climatic conditions and functions, including rainwater management.
- 1.77 Monitor data and research related to climate change impacts and incorporate into neighbourhood-level response plans.
- 1.78 Use municipal regulations and tools to encourage development of sustainable energy systems, including district energy systems, at a range of scales.
- 1.79 In order to preserve the historic streetscape, continue to exempt Downtown non-residential uses from the required flood construction elevation, subject to other mitigation measures endorsed by a qualified professional engineer.
- 1.80 Energy-efficient forms of development shall be actively encouraged through:
 - o high performance building design (such as LEED or Built Green);
 - o promotion of geothermal heating and cooling;
 - o landscaping (such as green roofs and shading hard surfaces);
 - o transit-friendly access;
 - o incorporating policies that support walking, cycling, and transit into all land use and development documents and guidelines.

- 1.81 The mitigation of future heat island effect should be achieved through the use of highly reflective and emissive roofing material and high-albedo surface treatments as well as tree planting.

Natural Environment & Hazards

- 1.82 Waterfront sites should be planned and designed to minimize impacts on the natural environment. However, it should be noted that the edge of development along the Mamquam Blind Channel is expected to be a vertical sheet dyke, while using best green shore practices.

~~Consider opportunities for marine connections between Cattermole Slough and the Mamquam Blind Channel.~~

- 1.83 Continue to build partnerships and collaborate with the relevant agencies and other organizations to better monitor and protect waterfront and marine areas.
- 1.84 Ensure Downtown parks, pathways, and green streets maintain ecological functions and natural values as well as providing visual connections to natural areas such as the estuary.
- 1.85 Permit low impact public access in estuary and conservation areas (e.g., educational access or recreational or commuter trails) where appropriate and feasible.
- 1.86 Where feasible and appropriate, designate and convey portions of private property to the District as environmentally sensitive lands on a case-by-case basis.
- 1.87 Work with other agencies and groups to study, inventory, and more closely define environmentally sensitive areas in the marine environment that is part of Downtown.
- 1.88 Landscaping should reflect the natural setting and use native and non-invasive plant species that are appropriate for the various natural areas of Downtown. Also consider drought-resistant and edible plantings where appropriate and in consultation with bear aware practices.
- 1.89 The District of Squamish will collaborate with relevant federal and provincial agencies, and affected property owners in an effort to develop and maintain sea dykes and provide continuous protection to Downtown Squamish.

~~Building construction and fill placement should be minimized in the corridor between Highway 99, the Mamquam Blind Channel and Loggers Lane in order for the area to serve as an emergency floodway and enable reduced Flood Construction Levels (FCLs) to be established in Dentville and the Downtown.~~

Urban Design, Place-making & Culture

- 1.90 All commercial and retail development in the Downtown shall respond to the principles of compact, vibrant and pedestrian-friendly urban form. This is to be achieved by respecting existing block patterns, preserving the rhythm of small-scale, pedestrian oriented commercial retail units along the street frontage, and containing all off-street parking within the building envelope.
- 1.91 The street network should be defined by buildings, with as many units as possible providing direct access to the street.
- 1.92 On-street parallel parking or angled parking shall be provided throughout the Downtown area to support retail uses and provide a constant buffer for pedestrians from the travel lanes
- 1.93 Maintain and celebrate valued heritage elements and resources within Downtown as it grows and changes.

- 1.94 Views in the Downtown contribute to the overall experience and uniqueness of place and shall be preserved. Any new development or substantial building renovation shall require identification of significant view corridors and protection or mitigation strategies.
- 1.95 Encourage developers, non-profit agencies and individuals to create a variety of art forms (e.g. temporary, permanent, performance art) on streets and in public spaces. Art should highlight the ecological value and complexity of the estuary environment, including the biodiversity and natural processes, and the estuary's role in the greater local ecosystem.
- 1.96 Reinforce Downtown Squamish's role as the arts and culture heart of the District and encourage new events and celebrations to take place there.
- 1.97 Work with Squamish Nation on commercial tourism, awareness of cultural history, and other themes in the estuary and beyond.
- 1.98 Consider opportunities, sites, and designs for a plaza Downtown, which could function as a town square for community events.
- 1.99 Explore opportunities to develop new parks and plazas at a range of scales throughout Downtown.
- 1.100 Encourage opportunities for local food production and small-scale community gardens Downtown on private and public lands.
- 1.101 Parks will be designed and programmed for varied uses including, but not limited to, arts and cultural events, sports, temporary markets, food vending, water access, recreation, and community gardening. This may include installing structures, such as small shelters, amphitheatres, stages, boardwalks, and play structures.
- 1.102 Parks and open spaces should be located and designed to serve as identifiable nodes and link to trails and other connections in the area.
- 1.103 Create inviting, attractive and functional entrances to Downtown, including a distinctive gateway feature along Cleveland Avenue that creates a sense of arrival to the heart of the community.
- 1.104 Integrate larger retail stores into the existing Downtown fabric and streetscape by reducing building setbacks from sidewalks and designing sites with parking underneath and behind buildings

2 Policies for the Overall OCP (not specific to Downtown)

- 2.1 Work with stakeholders to explore the development of a business incubator, shared office space, or other initiatives to support new businesses and provide a venue for capacity building and sharing resources.
- 2.2 Work with Squamish Emergency Program and other partners to educate residents about personal and family emergency preparedness planning to improve the District's capacity and resilience.
- 2.3 Work with Vancouver Coastal Health and other health partners, including the Sea to Sky Clean Air Society, to promote active transportation choices and healthy, active living.
- 2.4 Support development that incorporates best practices for creating healthier built environments.
- 2.5 Consider development incentives to support construction of affordable, special needs and seniors housing, childcare facilities, and other amenities that support community health and wellbeing.
- 2.6 Recognize safe, stable, affordable housing as a critical determinant of health, and support initiatives to ensure its provision.

- 2.7 Encourage the development of housing appropriate for families with children, in terms of unit size, number of rooms and with direct access to the street or outdoor spaces.
- 2.8 Semi-private and private spaces immediately adjacent to the residential buildings should be afforded opportunities for usable amenity space. For ground-oriented units these spaces should read as belonging to individual units and should incorporate opportunities for individual residents to customize and maintain these areas.
- 2.9 Where appropriate, landscaped boulevards, medians, traffic circles and other elements of the streetscape should be included to enhance the “greening” of the site, and contribute to stormwater management and surface permeability.
- 2.10 Public realm designs should facilitate approaches towards stormwater management that capture rain water close to where it falls and facilitate infiltration to ensure continued sub-surface flow and recharge of water bodies.
- 2.11 Surface parking and loading areas should be designed to minimize heat island effects and to manage stormwater on site through the use of permeable surfaces and landscaping features such as bioswales that serve to slow and contain surface runoff. Light-coloured and extensive tree cover should be considered.
- 2.12 Lighting should complement the different streetscapes, trails, and public places, and be designed in accordance with dark sky principles, seeking to reduce the upward and outward direction of light.
- 2.13 Consideration should be given to developing efficient and healthy buildings, demonstrating the performance of the built form through the pursuit of building rating programs such as Natural Step™, LEED™ or Built Green™ or similar programs.

ATTACHEMENT 2: PROPOSED DNP ALIGNMENT REZONING MAP

