



**SCOTT CRESCENT LANDS REZONING [UPDATED] - SQUAMISH BC**  
KINGSWOOD CRESCENT DEVELOPMENTS LTD.

Aug 21, 2013



# DEVELOPMENT TEAM

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**August 21, 2013**



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This is a brief statement of Kingswood's objectives in developing its properties on the Upper Mamquam Blind Channel in Squamish, known collectively as "Scott Crescent Development".

## PART ONE - BACKGROUND

This part summarizes the major policy documents of the District of Squamish that have influenced Scott Crescent Development. It also summarizes the history of community and stakeholder consultations and meetings with municipal staff, elected officials and others that have led to this proposal.

## PART TWO - THE REZONING PROPOSAL

This part describes the form of development - both on-site and off-site - proposed by Kingswood. It also sets out the timing/rationale for a phased development and describes the off-site improvements and other public amenities that will be provided to the District of Squamish and the community in general.

## PART THREE – REZONING RATIONALE/BENEFITS

This part summarizes the public and other benefits from Scott Crescent Development and illustrates how the proposal addresses the District's policies.

## PART FOUR - TECHNICAL CONSIDERATIONS

There are a number of technical matters that have arisen from discussions between District staff and Kingswood to date. This part summarizes those discussions, as well as the additional research undertaken by Kingswood, and conclusions prepared on these matters. It also summarizes Kingswood's considerations for the District in drafting the zoning bylaw and a servicing agreement to affirm the obligations of Kingswood and Squamish.

## PART FIVE – CONCLUSION

Kingswood has designed Scott Crescent Development to contribute to that future through a combination of high quality housing, more public amenities, enhanced trail connectivity, improved local infrastructure, new municipal tax revenues, an improved southern "gateway" and more economic activity.

## SUPPLEMENTARY REPORTS TO FOLLOW UNDER SEPARATE COVER



# EXECUTIVE SUMMARY

## 0.1 THE VISION

With the adoption of its Official Community Plan in 2010, the District of Squamish embraced an ambitious and exciting vision for the community for the next 20 years. Squamish is a spectacular seaside mountain community where increasing numbers of people want to live, learn, work, invest and play. It is a superb destination for outdoor recreation with an international reputation for outstanding climbing, hiking, mountain biking, kayaking, windsurfing and other activities. It is a centre for post-secondary education and the economic hub of the entire Sea-to-Sky corridor.

Scott Crescent Development - the subject of this rezoning application - has been designed by Kingswood Crescent Developments Ltd. ("Kingswood") to complement these appealing and unique features of Squamish. Scott Crescent Development is a mixed-unit residential community intended to attract a diversity of existing Squamish families and new residents at different life-stages. On-site and off-site amenities have been designed to complement outdoor recreation lifestyle opportunities. Scott Crescent Development is intended to grow in stages as Squamish itself grows - it will contribute to the ongoing vitality and livability of Squamish for decades to come.



OCP Land Use Designations

## 0.2 BACKGROUND

Kingswood is applying to (a) rezone 1500 Scott Crescent (the "Vernon Property") from C-3 (Tourist Commercial) to a CD (Comprehensive Development) zone, and (b) rezone 1583 Scott Crescent (the "DeCook Property") and 1573 Scott Crescent (the "Carney Property") from I-1 (Light Industrial) to CD (Comprehensive Development). The Vernon Property adjacent to Highway 99 is referred to in this submission as the "South Site" and the DeCook and Carney Properties are referred to collectively as the "North Site". Together these three properties constitute the bulk of private lands suitable for development along the southern and eastern shores of the Upper Mamquam Blind Channel ("UMBC").

In 2006 Kingswood received third reading approval for its rezoning/DP application for the South Site. That project was known as Red Point. The Council of the day subsequently rescinded that approval; the issues and responses associated with these events are discussed later in this report.

However, based on the very positive market response to that initial development proposal and continued interest from a broad segment of Squamish families and potential residents, Kingswood remained confident of the appeal of these properties for housing and the many benefits that would accrue to the community if developed for residential use. So Kingswood subsequently acquired the North Site and designed a new phased development plan for all three properties called Scott Crescent Development. A formal rezoning application was initiated in February of 2011.

Two previous Squamish Councils had worked very hard to establish a conclusive framework for assessing the planning parameters and constraints pertinent to the development of properties on the Upper Mamquam Blind Channel. They commissioned consultants to prepare the *UMBC Land Use Study and Policy Statements* as a reference document to guide future development. This process was finalized in May of 2012 and approved by the current Council in June of 2012. In the interim, Kingswood suspended work on the Scott Crescent Development to await the conclusion of the UMBC study. Upon completion, Kingswood carefully reviewed the UMBC study and modified its rezoning application to accommodate the recommendations of the study. The result is this updated rezoning application package. Though this update is a continuation of the February 2011 application, enough has changed that this package stands alone and supersedes all previous information.





### 0.3 THE KINGSWOOD PROPOSAL

This is a rezoning application. If approved by Council, development will be subject to the application and review of separate Development Permit applications that will define the precise design form of development.

In this rezoning application Kingswood and its team have attempted to respond to the framework and policy directions put forward by the *UMBC Land Use Study and Policy Statements* and to the input received through wide consultation with community members and District officials over the past six years.

The form of development that would be enabled by Council's approval of this rezoning application has a maximum overall Gross Floor Area (GFA) density of less than 1.1 based on the land area before dedications for roads and parks, with buildings ranging from three to six storeys in height. This is less than the GFA density range of 1.3 to 1.5 recommended by the UMBC Study. The actual unit-type mix of Scott Crescent Development will be determined as the market evolves over the full implementation period, and will be subject to development permit review and approval. Units will include ground-oriented townhomes and apartments with a range of sizes and sale price-points. The mix will include some flex live-work units as well as units targeted to the objective of affordability and rental. Design features incorporated in the buildings are intended to attract residents with an affinity for outdoor recreation.

The proposal includes a community meeting facility for use by local community organizations, educational bodies, service clubs and charitable groups, a restaurant and a small amount of commercial space that will be oriented to the local neighbourhood.

The form of development massing will locate the higher buildings close to the rear escarpment with lower scale buildings in the foreground closer to the Channel walkway. The site will be defined by rich landscaping that is compatible with the natural setting and by architectural features reflecting this unique location and Squamish as a whole.

Scott Crescent Development will provide the community with a number of off-site amenities and contributions to enhance trail connectivity in the area; to improve public access to and from the UMBC, Downtown, Valleycliffe, Northridge, Hospital Hill and Smoke Bluffs Park; to protect the unique Channel habitat along the foreshore; and to improve the Clarke Drive/Highway 99 intersection.

### 0.5 ABOUT THE KINGSWOOD GROUP

Kingswood is privately held by the Segal family, longstanding Vancouver-based landowners, developers and philanthropists. In every one of its projects Kingswood seeks to provide unique design solutions, deliver quality, offer value to its end-users and contribute to the community in which it invests.

### 0.4 SUMMARY OF COMMUNITY BENEFITS/AMENITIES

As outlined in this report, Scott Crescent Development will provide a range of both tangible and intangible benefits to the neighbourhood, the District and the community as a whole in the form of:

#### Neighbourhood Infrastructure:

- Greater trail connectivity to the Valleycliffe Trail network, including Pipeline and Toboggan Trails
- Improved access to Smoke Bluffs Park
- A new waterfront park fronting the north site approximately 38,000 sq.ft. (0.87 acres).
- A new waterfront walkway/cycling route adjacent to the UMBC, to connect with lands north of Scott Crescent Development
- Local road/intersection and safety improvements to the Scott Crescent and Clarke Drive intersection and the Clarke Drive and Highway 99 intersection
- A community meeting facility for use by local community organizations, educational bodies, service clubs and charitable groups
- Provision of a wide variety of housing options for Squamish families and new residents

#### Direct and indirect economic benefits:

- Construction opportunities for local construction businesses, contractors, suppliers and sub-trades, supported by the Kingswood local preference policy
- Improvement to demand for local goods and services by new residents and visitors coming to the community
- New taxation revenues for the municipality.

#### Gateway Improvements:

- Conversion of highway-oriented and industrial land use to align with the OCP
- Public art commissioned in consultation with the local arts community to improve the southern gateway to Squamish



# PART ONE: BACKGROUND

## 1.1 SITE DESCRIPTION

### The Subject Lands

Kingswood is applying to (a) rezone 1500 Scott Crescent (the “Vernon Property”) from C-3 (Tourist Commercial) to a Comprehensive Development zone, and (b) rezone 1583 Scott Crescent (the “DeCook Property”) and 1573 Scott Crescent (the “Carney Property”) from I-1 (Light Industrial) to Comprehensive Development. The Vernon Property is referred to in this submission as the “South Site” and the DeCook and Carney Properties are referred to collectively as the “North Site”. The former motel site on Scott Crescent is not part of this application. The total area of both the North Site and the South Site is 8.32 acres (3.37 ha.)

The South Site (Vernon Property) is immediately adjacent to Highway 99 and is backed by a high escarpment. A development permit is currently pending for its use as an RV park. In the summer of 2011 it was used for a temporary bike rental and outdoor adventure facility. The North Site currently houses two mobile homes, 2 shop facilities and an outdoor storage yard.

### Area Context

The image opposite shows the two sites in context. Highway 99 with its vehicle bridge crossing the Upper Mamquam Blind Channel is to the west. The topography rises steeply to a higher ridge on the south and east. The Upper Mamquam Blind Channel is to the north or “front” side of the site.

The Upper Mamquam Blind Channel area has high recreational value and provides convenient access to and from Downtown Squamish, Valleycliffe, Hospital Hill and Smoke Bluffs Park. This part of the Channel is tidal. At high tide it is a calm channel well suited to kayaking, canoeing and other water activities. Smoke Bluffs Park is also an important feature of the neighbourhood. It is a highly valued recreational resource to the climbing, hiking and biking communities, for the tourism sector and for Squamish residents generally. Across the Channel from the site is Rose Park, a privately-owned hostel and the District’s Adventure Centre. The entire area is effectively the southern gateway to Squamish.

The Trans-Canada and Valleycliffe Trail systems run around and through Scott Crescent Development in several alignments. They present both opportunities and constraints/obligations to the development proposal’s siting and amenity features design.

Parts of the residential neighbourhoods of Northridge and Hospital Hill look out over Scott Crescent Development from the higher topography on the south and east sides. Across the UMBC and Highway 99 is the Central Business District, which is the economic, cultural and institutional heart of the community. It is a 10 - 15 minute walk from Scott Crescent Development.

## 1.2 REGULATORY CONTEXT

### Official Community Plan and Related Planning References

The 2009 District of Squamish Official Community Plan (“OCP”) designates the subject lands as “Downtown”. The OCP vision, policies and objectives provide a firm regulatory framework in support of this development proposal. The OCP states:

- “Infill within existing areas and compact forms of housing are the priority types of development.”;
- “For multi-unit residential buildings, Downtown Squamish is the priority location for these developments.”;
- “Multi-unit residential is supported in the Downtown to enhance livability and vitality in accordance with Smart Growth principles. This housing form can be provided in a mixed use or single use form.”;
- The OCP emphasizes the “Downtown First” concept. This maintains the Downtown as one of the key areas where residential growth should be focused.”;
- “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.”; and
- “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.”

Other relevant policies and studies that apply include:

- Parks & Recreation Master Plan (2012)
- 2031 Multi-Modal Transportation Plan
- Growth Management Study (2005)
- Downtown Neighbourhood Plan (2008 Draft)

### Current Zoning Designation

The North Site is currently zoned I-1 (Light Industrial).

The South Site is currently zoned C-3 (Tourist Commercial).

### Proposed Zoning Designation

Kingswood’s application is to rezone these lands to a Comprehensive Development (CD) Zone with a bylaw constructed on the basis of the form of the development and associated commitments outlined in this report. There will be an associated Servicing Agreement, which will clearly define the offsite obligations of Kingswood and set out latecomer agreements related to these works.

### Development Permit

The precise form of development will be reviewed as part of the Development Permit Process





# CONTEXT PLAN





### 1.3 UMBC LAND USE STUDY AND POLICY STATEMENT

In 2007 the Council initiated a study for the purpose of generating a comprehensive plan for the Upper Mamquam Blind Channel area, independent of any specific development proposal. Initial work was carried out in the intervening years and the balance of the study was substantially underway in 2011.

The scope of the study was comprehensive. It took into account the existing OCP and a number of relevant District planning policies and goals, the 2031 *Multi-Modal Transportation Plan, Growth Management Study and Downtown Neighbourhood Plan*. It augmented these policy directives with input from public consultation and community-wide visioning exercises. The study sought to provide economically viable alternatives that would be achievable.

The report identified four areas of potential for realizing community aspirations as shown to the right.

Further, the study identified *guiding principles* that served to inform the main report sections which addressed:

- **Land-Use:** recommending multi-unit mixed use residential as the predominant use with minor locally-oriented retail opportunities at grade, and residential densities ranging from 1.3 to 1.5 GFA of the site.
- **Built-Form and Character:** recommending height transitioning in the massing, appropriate street-front scale and mindful attention to meaningful open space combined with CEPTED principles.
- **Park and Open Space:** recommending attention to on-site opportunities and contributions to off-site improvements and additions to noted existing and potential new public amenities.
- **Public Realm:** recommending focus on the issues of connectivity with attention to appropriate design of the sectional features of these linear public spaces.
- **Transportation Connections:** In addition to dealing with vehicle traffic, recommending improved connections with surrounding neighbourhoods, all towards prioritizing the safety of pedestrians and cyclists.
- **Resilience and Sustainability:** recommending application of sustainable strategies with particular attention to issues such as the local natural landscape, storm water management and energy systems consistent with possible future district approaches.

#### Sense of Arrival

Placed along Highway 99, the area provides a sense of arrival to the District, leading to one's initial impressions of Squamish.

#### Community Integration

Situated at the junction of the Downtown, the Hospital Hill and the Valleycliffe neighbourhoods, the Upper Channel represents opportunities for greater integration towards a more cohesive sense of community within Squamish.

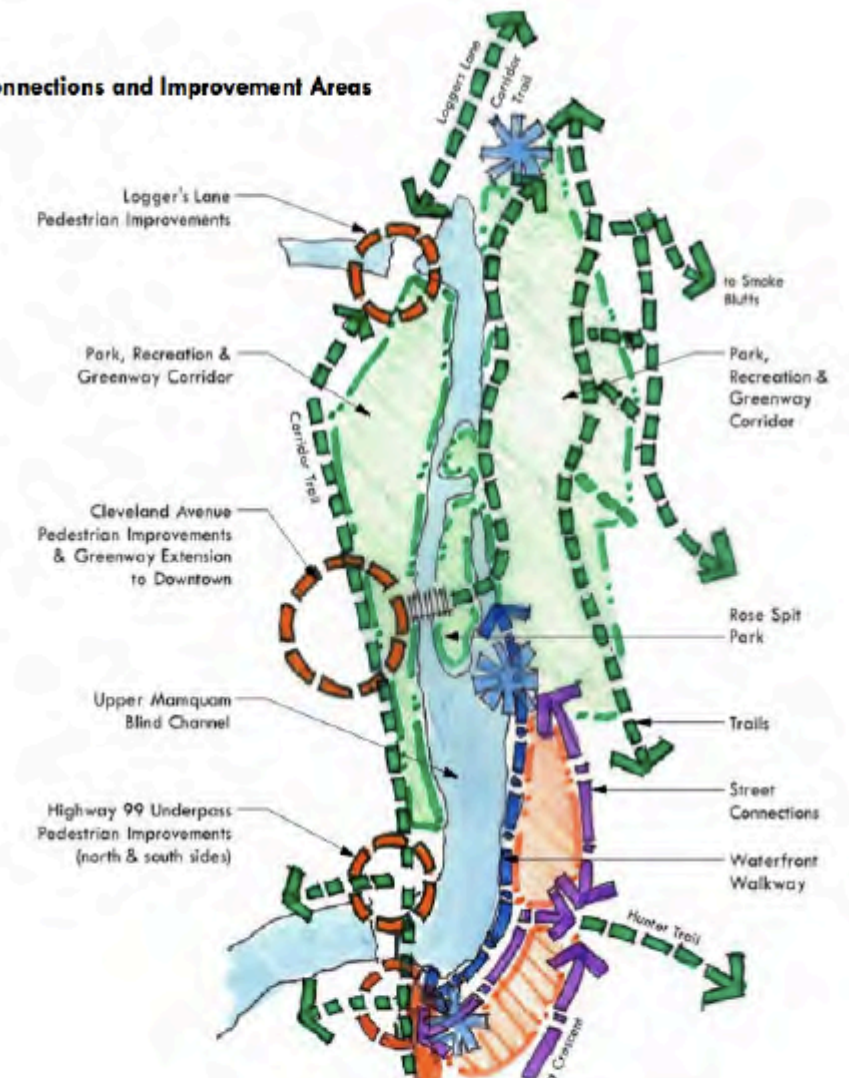
#### Enhanced Connectivity

The multi-modal nature of the area is emphasized by the intersection of Highway 99, the Upper Channel, and the many trails in the area. With its many internal land- and water-based connections there is potential to facilitate greater linkages, be they for hikers, climbers, paddlers or drivers.

#### Recreational Focal Point

The area with its proximity to Rose Park and Smoke Bluffs Park currently accommodates many active and passive recreational opportunities, offering the possibility for their further enhancement.

#### Connections and Improvement Areas



Text and drawings taken from UMBC Study





## 1.4 REZONING AND CONSULTATION HISTORY

Kingswood purchased the South Site in 2005. Based on the recommendations of District staff at the time, a combined rezoning and Development Permit application for Red Point was made later that year. It received Third Reading in December 2006. Despite receiving Ministry of Transportation approval of the turn-arounds, Council rescinded its Third Reading approval in October of 2007.

During this process, Kingswood had conducted a pre-sales program that generated a remarkably positive market response. Based on this and further discussions with District representatives and many others, Kingswood remained optimistic that a residential development on the UMBC was viable and made good sense for Squamish. It subsequently purchased the DeCook property.

Since then Kingswood and its team have conducted extensive community consultations and analyses of key issues as follows:

- More detailed traffic analyses and consideration of road options were undertaken.
- A range of community consultation events were conducted. The input from initial focus group sessions suggested the community had strong interest in the construction of a signature building that would promote Squamish in general and benefit the outdoor recreation sector in particular. This initially took the form of the National Climbing Centre and commercial climbing wall. In later focus group sessions it became clear that community priorities were more focused on an accessible on-site meeting facility combined with enhancements to the Upper Mamquam Blind Channel shoreline and trail connectivity, including more pedestrian/hiking and commuter/recreation bicycle routes.
- A new rezoning application was submitted in February 2011.
- A major public open house was held at the Adventure Centre in spring 2011 that attracted a large crowd. It generated dozens of ideas and suggestions, both positive and negative – and Kingswood's plans were modified in response.
- Technical studies were conducted concerning building code and fire-fighting issues.
- The *UMBC Land Use Study and Policy Statements* report was finalized in May, 2012 and approved by Council in June. That study and the wide public consultation that took place were important components in the preparation of this application.

## 1.5 SIGNIFICANT VARIATIONS FROM THE RED POINT APPLICATION

Scott Crescent Development (SCD) differs significantly from the Red Point development which was proposed in Kingswood's 2006 rezoning application. If this application is approved SCD will:

- Provide over \$3.7 million in cash and constructed contributions;
- Include a public meeting room for use by local community organizations, educational bodies, service clubs and charitable groups;
- Include a new waterfront walkway/cycling route adjacent to the Channel, plus a 38,000 sq.ft. waterfront park that were not part of the Red Point plan;
- Provide a gateway public art project on the South Site along Highway 99;
- Provide more public on-street parking for people using the Channel or Smoke Bluffs Park for recreational purposes;
- Create trails connecting the Channel to the Valleycliffe Trail network which weren't possible under Red Point;
- Encourage and supports local construction firms, contractors and suppliers through a Local Preference Policy, which was adopted by Kingswood after Red Point;
- Replace the previously proposed use of the highway off-ramp at the Adventure Centre, part of Loggers Lane and the Cleveland/99 intersection, with the simple widening of Scott Crescent and traffic calming measures on Clarke Drive;
- Improve the east side of the Clarke Drive/Highway 99 intersection to ease the congestion for Valleycliffe traffic; and
- Has lower overall density than that proposed for Red Point.





## 1.6 KEY CONTEXT AND PLANNING CRITERIA

Taking into consideration the existing physical site, District decisions and planning directions, community consultation, technical analyses and the recommendations of relevant planning studies, particularly the *UMBC Land Use Study and Policy Statements* - the following is a summary list of key areas of concern that Kingswood has addressed in this rezoning proposal:

### Highway & Traffic

A traffic plan that sought to channel all project-generated traffic directly onto Highway 99 was the primary stumbling block for the rezoning of Red Point several years ago. Highway 99 passes the site on the west side and connects to Scott Crescent just south of the Highway bridge. Issues addressed in updated traffic reports include:

- Applying traffic engineering standards to the right-in/out Scott Crescent intersection at the highway
- Assessing all site access options
- Minimizing traffic impact on Valleycliffe, Hospital Hill and Northridge, particularly from large vehicles
- Providing appropriate on-site and public parking
- Adopting a rational traffic strategy – the use of local existing public infrastructure for local traffic.

### Land Use

The current zoning (Commercial Tourist and Industrial) reflects land use plans dating back 20 years. This application seeks to align the land uses of the sites to the vision contained in the current OCP by enacting a Comprehensive District zoning bylaw. Multi-use residential is encouraged in the OCP as the primary site use with:

- A residential unit mix suitable to attracting a diverse profile including some flex live-work units and some units that address affordability objectives
- Commercial uses that do not compete with or diminish the role of the Downtown, are small in scale and oriented to immediate local needs, thus establishing a “village centre”
- Some uses to provide for wider community interests

### Pedestrian and Bike Path Connectivity

In addition to providing a vehicle traffic strategy, there are objectives related to other modes of movement, including:

- Augment and reinforce the pathways and trail network for pedestrian and bicycle movement within and around the site in ways that reinforce the connectivity of existing systems; this includes paths parallel to Highway 99, along the Channel edge, up to the escarpment and better connecting Smoke Bluffs Park, Valleycliffe, Hospital Hill and Northridge to the Downtown.

### Corridor and Valleycliffe Trail System

There is both a movement network and a recreational aspect to the pathway and trail network:

- Enhance the Valleycliffe Trail system as it traverses the bank behind the site, including the Toboggan and Pipeline trails
- Develop a destination walkway along the Upper Mamquam Blind Channel edge in front of the site
- Support the corridor trail, a part of the Corridor Trail Trail along Highway 99

### Upper Mamquam Blind Channel

The Channel has tremendous recreational potential, which needs to be balanced with protecting the environment including:

- Protection of the shoreline
- Development of a public walkway along the shoreline
- Construction of a public kayak/canoe launch facility subject to environmental review and DFO approval

### Form of Development

The physical design concepts proposed for Scott Crescent are compatible with community goals in a number of areas, including:

- **Density:** as per the recommendation of the *UMBC Land Use Study and Policy Statements*, the Gross Floor Area is well below the range of the 1.3 to 1.5 GFA Ratio recommended in the UMBC study.
- **Height:** Building height is not problematic since the site topography is characterized by a steep escarpment to the south and east which provides a backdrop for development in the foreground; six storeys are understood to be the maximum height but there needs to be an appropriate height gradient around the site; there are technical considerations with buildings over four storeys, particularly in relation to local fire-fighting capacity, that must be resolved in a way acceptable to the fire department.
- **Massing:** The noted height gradient is to provide massing variety and a compatible scale at the street edge; consistent with this has been an expressed interest that the development have a form with distinct breaks between separate buildings to avoid a monolithic appearance and a lower scale expression next to the public walkways.
- **View Protection:** protection of the views from surrounding properties is often a rezoning constraint, but it is not problematic in this application given that existing houses are on the upper ridge at a much higher elevation than the proposed development.
- **Size - Number of Units:** The zoning application proposes to provide flexibility in the number of dwelling units provided and in the distribution of unit sizes. Market demand and affordability will determine the exact mix of units at the time individual phases seek Development Permits. This zoning bylaw will establish a maximum GFA (Gross Floor Area as currently defined in the District of Squamish Zoning Bylaw) of 36,000 sqm (398,745 sf) across all the sites. This maximum translates to a GFA Ratio of 1.06 on the gross site area (25% less than the GFA suggested by the UMBC study). The total number of units under a variety of unit mix scenarios would be between 380 and 425 units. Under the same unit mix scenario, the GFA contemplated by the UMBC study would result in up to 580 units. As a result, in addition to establishing a maximum GFA, the zoning bylaw will cap the total number of units at 425. The traffic study takes into account this possible range of units, in terms of trip-generation and parking supply.

### Sustainability

Responsible strategies for a sustainable approach to development are widely expected and apply to Scott Crescent Development including:

- Applying a recognized sustainable strategies framework - with agreed targets - to the design of the development
- Paying particular attention to the natural landscape around the edges of the site, and to managing on-site storm water
- Minimizing energy demand and responding to a possible future district energy system
- Using sustainable materials; in this context particularly exploring wood construction technology
- Designing to minimize heat island effects





## Local Neighbours

Scott Crescent Development has been designed to minimize adverse effects on neighbouring properties. In this case there are very few immediately adjoining properties, but several that overlook the site or are located on the upgraded Scott Crescent south of the site. Kingswood's objectives include:

- Minimizing or mitigating any significant traffic impacts in Valleycliffe, Hospital Hill and Northridge and responding to landowners on Clarke Drive south of the site who have expressed concern over increased traffic in front of their properties.
- Providing access across the North Site to service the existing lot owned by Perry & Nadine Beckham.

## Community Contribution

Kingswood recognizes that through the rezoning process contributions to wider community benefits are to be provided, these include the following:

- After extensive consultation with the community a priority has been identified for a community meeting facility.
- Dedication of land and landscaping of a public waterfront park
- The development and/or contribution to adjacent off-site outdoor improvements: include potential trail and outdoor recreation opportunities with particular focus on the edge of the Upper Mamquam Blind Channel. The off-site infrastructure improvements include road, intersection, walkways and bicycle path improvements on Scott Crescent, plus the technical contributions to utility services
- A commitment to implementing the benefits in accordance with a phasing plan

## Economic Factors

At a number of community consultation events comments were made expressing an expectation that Scott Crescent Development provide economic and other benefits to the community, including:

- Promoting local construction industry participation with emphasis on employment, use of local enterprises and the incorporation of local construction expertise and materials through a former local procurement policy
- Increasing the opportunities and resources available for outdoor recreation
- Increasing the commercial spin-offs to the local business community by encouraging more people using the highway to stop in Squamish
- Expanding the overall size of the local economy for the supply of goods and services with new residents who will call Squamish home.

## 1.7

### PARKS AND RECREATION MASTERPLAN

Focus on creating a trail system that connects neighbourhoods, parks, and recreation facilities

Adopt a "blueway" vision that identifies key water access put in points, emergency access points and routes that are both enjoyable and do not disturb habitat.

Establish a "Blueway" route (i.e. aquatic recreation and interpretive trails) in the Mamquam Blind Channel, Cattermole Slough and the Estuary.

Create a key linkage across the Mamquam Channel at Rose Park in order to better access Smoke Bluff climbing area and Valleycliffe neighbourhood.

Ongoing identification and mapping of Environmentally Sensitive Lands;

Tie in the rich art and cultural history, talent and capacity into all Squamish parks and outdoor recreation facilities.

Support volunteers who are critical to many of the activities Squamish has to offer.

## 1.8

### THE CURRENT REZONING PROPOSAL



The proposed design addresses all of these concepts.

- The trail system is being enhanced through the site and lands are being dedicated to protect public access.
- A waterfront park with a waterfront trail is being dedicated along the north site. The lands will be reclaimed as productive habitat using native vegetation.
- A kayak and canoe launch dock is located on the Mamquam Blind Channel.
- Funds are being provided to enhance the trail system along the Mamquam Blind Channel.
- Funds are being provided to create the pedestrian and bike crossing from Rose Park to Smoke Bluffs Park.
- Environmental mapping of the Mamquam lands adjoining the site is being undertaken.
- A public art project is being proposed along the Corridor Trail.
- The project includes a community meeting and gathering space which will encourage residents of the project to get involved with the many volunteer run initiatives in the community.





# PART TWO: KINGSWOOD'S REZONING PROPOSAL

## 2.1 OVERALL FORM OF DEVELOPMENT

Scott Crescent Development consists of two sites – the South Site (Vernon Property) and the North Site (DeCook and Carney properties).

**The South Site** is divided into two development components. The first component, closest to Highway 99, is a mixed-use residential building with four levels of wood frame over a two-storey podium. The podium provides a small amount of commercial space that caters to local and outdoor recreation businesses. These commercial uses are also intended to enhance the lifestyle of Scott Crescent Development residents and their immediate neighbours in Valleycliffe, Northridge and Hospital Hill. The commercial centre is anchored by a coffee shop that fronts Highway 99 and has views to the Upper Mamquam Blind Channel.

The existing right-in/right out access to Scott Crescent from Highway 99, just south of the Upper Mamquam Blind Channel vehicle bridge, is the primary vehicle access to and from the site. Scott Crescent will be widened slightly to accommodate the right turn lane off the highway (a lot line adjustment is needed to rationalize the road right-of-way). Additional access for vehicles will be provided south of Scott Crescent Development via a widened and improved two-way Scott Crescent connected to existing streets, leading to the Highway 99 intersection at Clarke Drive.

To make a smooth transition between highway and residential street driving, the design of Scott Crescent provides a wider transition area fronting the commercial site, with curbside facilities suitable for bus drop-off and parking. The balance of Scott Crescent features curbside public parking on both sides with landscaped bulges at pedestrian crossings. A 3.0 m wide public walkway is provided along the waterfront, separated from the curb by a 1.2 m wide landscaped strip. The walkway follows the waterfront to the edge of the property. It is pulled away from the water's edge to allow significant riparian replanting once clear of Scott Crescent. Appropriate land dedications, rights-of-way and easements will be established to support the development.

The second residential component of the South Site has been designed with two-storey stacked townhouses. The back-to-back townhouses are offset so the total height of the townhouses is three storeys, which defines the edge and scale of Scott Crescent. The four to six storey apartments are located along the base of the escarpment vehicles access with firefighting and drop-off lanes is organized through the landscaped courtyard in the middle of the site.

### The North Site

The North Site consists of three buildings over a one level parking structure with the lower structure facing the channel and the taller structures against the escarpment. A large courtyard over the parkade provides a semi-private outdoor space for residents. An amenity area in the northern building opens to this courtyard.

The main entry is via a private road lined with visitor parking along the east edge of the site at the base of the escarpment the road terminates in a parking area for visitors from which the lobbies of two of the apartment buildings are accessed. Parking is accessed off the proposed turnaround on Scott Crescent as part of a stair structure that leads from the street to the courtyard.

Townhouses skirt the UMBC buffering the scale of the development to the waterfront walkway. Townhouses are two storey back-to-back and offset so the total height of the townhouses is three storeys at the south end. The lower units are accessed off the waterfront trail; the upper units are accessed off the courtyard. Townhouses accessed off the trail are also incorporated into a two storey base on the south end of the site.

The south-east building consists of five stories of wood frame over the parking structure. The northern building is four storeys of wood frame, over parking and townhouses.

### Massing

The general massing conforms to the height gradient recommended in the UMBC Land Use Study. Buildings fronting Scott Crescent and the waterfront walkway have a two storey street wall with a third storey set back from the edge to provide a low development scale along the public walkway routes. Apartment buildings of up to six storeys are located near the escarpment where they have little impact on neighbouring sites.

### Character

Design of the buildings is inspired by the heritage of historical uses along the Upper Mamquam Blind Channel and its unique natural setting, blended with design characteristics reminiscent of coastal/mountain communities.

### Views

The site offers spectacular views including intimate low-level views north to the Upper Mamquam Blind Channel, panoramic views across Squamish to the coast mountains west of Downtown and magnificent views south-east to the Stawamus Chief.





# SITE PLAN





## 2.2 ZONING / DEVELOPMENT DATA

Kingswood's proposal is to rezone the site to Comprehensive Development, to phase development over time, and to tailor regulations for specific site conditions.

### Uses

Commercial and institutional uses are limited to 929 square meters (consistent with the UMBC study) and will only be permitted on the westernmost part of the South Site. The balance of the development is townhouse and apartment forms of multi-family residential use.

### Floor Area

Due to the uncertain nature of the required land dedications, rights-of way and other factors Kingswood is proposing that a maximum floor area be fixed for each site rather than applying an overall GFA to the entire development.

### Height (Maybe amended to account for revised flood construction levels)

It is an axiom of good design to place higher buildings near the escarpment and control the height of buildings nearer the public street and walkway zones. Kingswood is proposing that an overall height limit be set and then further restricted in the townhouse areas.

Kingswood is proposing that height be controlled by geodetic elevation. The allowances are based on a base flood-proofing elevation of 4.1m, a 4.0m height for the lowest commercial level, 3.0 m storey height for each residential level and a 2.9 m allowance for roof pop-ups and roof structure thickness. There is an additional height control of 15.0 m geodetic (three storeys) for buildings immediately adjacent to Scott Crescent and the proposed waterfront walkway along the Upper Mamquam Blind Channel.

### Setbacks

The setbacks are subjected to adjustment after final land dedications are established, particularly in the area of the turnaround on Scott Crescent.

### Site Coverage

Landscaped decks on parking structures are not considered "buildings" for the purpose of this application. The proposal preserves 60% of the South Site and 58% of the North Site as green space (lot area less internal roads and buildings based on the gross lot area).

### Useable Open Space

These include private, semi-private and public open spaces on site. The location next to the trail system provides access to many off-site open spaces and recreation opportunities.

### Parking

The majority of parking, both for visitors and residents, is located underground: one level under the North Site and two levels under the South Site. The South Site has a 12 car surface lot to serve the commercial area and a 10 car surface lot for visitors in the residential courtyard. The North Site has 14 visitor stalls along the access road and in a small lot near the two apartment lobbies.

Parking standards will be incorporated in the CD zoning bylaw. The standards have been established by Bunt and Associates Engineering (BC) Ltd, Kingswood's traffic and transportation consultants, after surveying similar projects in the Squamish area. The standards proposed are greater than those currently required in the Squamish Zoning Bylaw for the Downtown (i.e. more parking will be provided than in Downtown) but less than those required in the balance of the community.

## PRELIMINARY DEVELOPMENT DATA TABLE

	North Site (DeCook/Carney)	South Site (Vernon)	Combined Sites Total
<b>Gross site area</b>	12,885 sqm.	20,792 sqm.	33,677 sqm.
<b>Gross Floor Area (max)</b>	12,000 sqm.	24,000 sqm.	36,000 sqm.
Maximum Commercial Area		929 sqm.	929 sqm.
Public Amenity Room Area		115 sqm.	115 sqm.
<b>GFA Ratio on gross site area (maximum)*</b>	.93	1.16	1.06
<b>Height (maximum)</b>			
General geodetic	*25.0m	*29.0m	
Townhouse geodetic	*15.0m	*15.0m	
storeys	3-5 storeys	3-6 storeys	
<b>Setbacks (minimum)</b>			
north	6.0m	6.0m	
Northwest Scott Crescent	n/a	4.0m	
south	6.0m 1.0m at cul-de-sac	7.5m	
east	7.5m	7.5m	
west	4.0m	4.5m	
<b>Site coverage – Buildings (max)</b>	40%	40%	
<b>Useable Open Space (min)</b>	20%	20%	

\* Gross Floor Area calculated prior to land dedications.

## PARKING STANDARDS TABLE

	Standard
One bedroom suites	1.0 spaces per unit
Two bedroom suites / townhouses	1.2 spaces per unit
Three bedroom suites / townhouses	1.6 spaces per unit
Visitors	0.1 spaces per unit
Restaurant	1.0 space per 16 sq.m.
Commercial	2.5 spaces per 100 sq.m.
Meeting Room	5.0 spaces per 100 sq.m.





## 2.3 PHASING

This is a significant development that will be constructed in phases as demand for apartments and townhouses materializes in the marketplace. The provision of public amenities will be tied to each phase through a Servicing Agreement. All land required for public purposes will be dedicated prior to final adoption of the zoning bylaw. In addition, temporary access for the Beckham's and trail users will be established on the North Site and maintained throughout the construction process until the permanent trails and roads can be established. It is expected that the South Site will be the first to be developed.

### SOUTH SITE

**Phase 1** is the westernmost portion of the South Site. It includes the building that is most visually prominent from the Highway. It establishes the high level of design and construction quality that will characterize the entire development. It includes the commercial space, two live/work units, the community meeting space, the residential amenity space, underground parking and approximately 83-95 apartment units. The coffee shop will be constructed as part of this phase if a suitable operator can be found. Also as part of this phase, a right turn deceleration lane will be constructed on the highway, all the off-site improvements to Scott Crescent will be implemented, and the Trans Corridor Trail will be realigned to provide for the gateway Sculpture Garden and roadway. The waterfront walkway fronting the South Site will be constructed as well as enhancements to the riparian zone in this area.

**Phase 2** is the low three-level, stacked townhouse section facing Scott Crescent. It contains 25 or 26 units and will establish a pedestrian scale street wall to Scott Crescent. The proposed public kayak/canoe launch will be constructed as part of this phase provided the environmental analysis concludes it can be constructed. Phase 2 may be constructed in conjunction with Phase 1 or Phase 3.

**Phase 3** is an apartment building in the centre of the South Site next to the escarpment. It will contain approximately 80-85 units in 5 levels of wood frame over one level of concrete townhouses and parking over an additional level of below grade parking. Funding for the Sculpture Garden will be provided as part of this phase.

**Phase 4** is a third apartment building next to the escarpment similar in massing to Phase 3 and will contain approximately 70-75 units. This phase will provide half of the funding contribution to the Downtown to Smoke Bluffs Park pedestrian bridge, Valleycliffe Trail improvements and the pedestrian path under the highway vehicle bridge.

### NORTH SITE

**Phase 5** encompasses the parking entrance off the turn around on Scott Crescent, a three level bank of stacked townhouses fronting the waterfront walkway and an apartment building that will be constructed as a three storey wood framed building over a two level concrete podium as viewed from the waterfront side. The podium is a series of two level townhouses with entry doors facing the waterfront walkway. This building will contain approximately 65-74 units.

The waterfront area will be required for construction access, but at the conclusion of this phase, riparian area planting will be enhanced and the permanent waterfront walkway will be constructed. The trail connecting the Valleycliffe Trail to the waterfront and the driveway to the Beckham property also will be constructed.

**Phase 6** is an apartment building next to the escarpment consisting of 5 levels of wood frame over a one level parkade. It will contain approximately 60-70 units. This phase will provide the balance of the funding contribution to the Downtown to Smoke Bluffs Park pedestrian bridge, Valleycliffe Trail improvements and a pedestrian path under the highway vehicle bridge.

While the sequence above is considered most likely, Phase 6 may precede Phase 5 in the final build out.

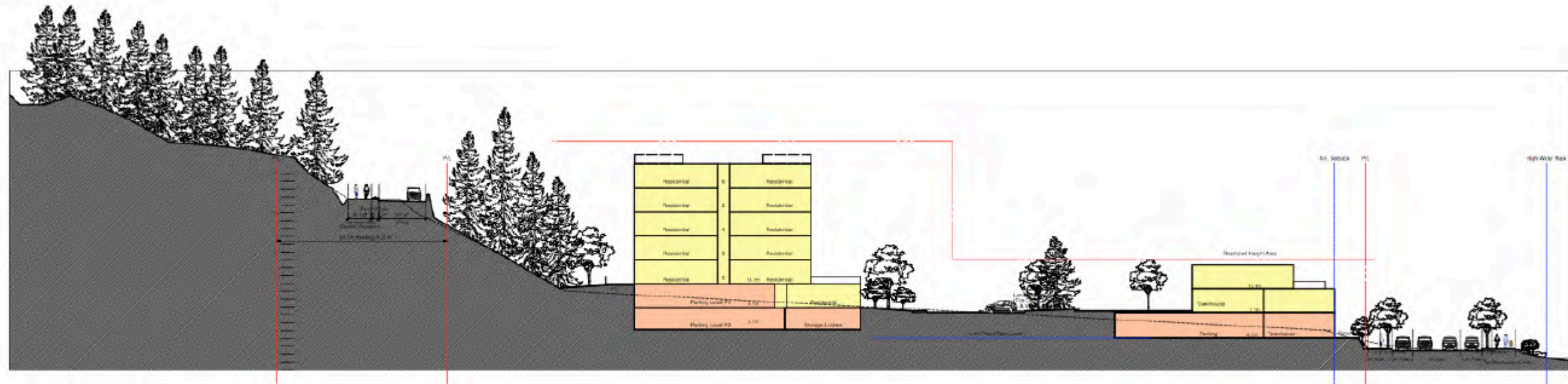


Artist Rendering of Community Focused Commercial Uses

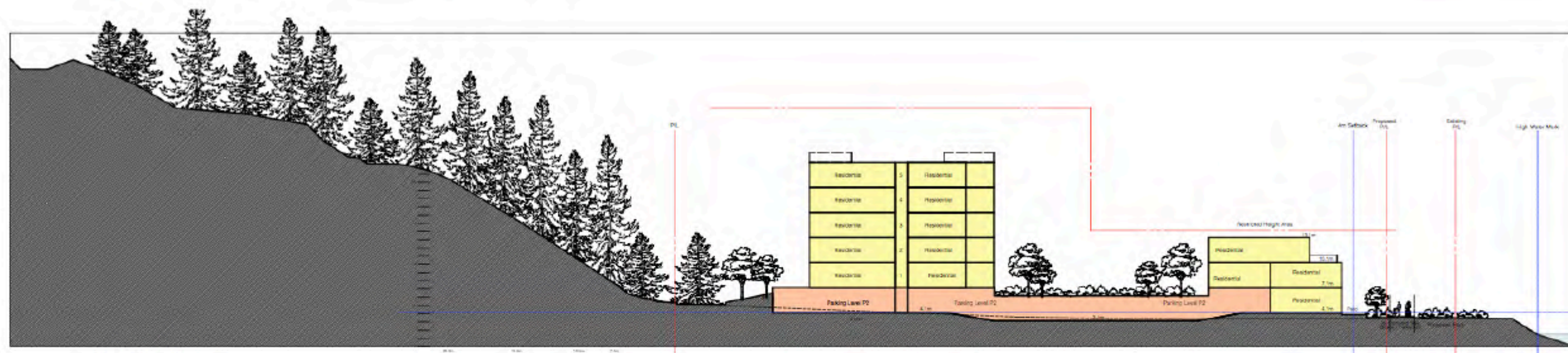




# SITE SECTIONS



Site Section BB  
(Through South Property)



Site Section JJ  
(Through DeCook Property)





# PHASING PLAN





## 2.4 TRANSPORTATION / TRAFFIC

### Traffic Study Summary

A number of road access options were studied extensively and are summarized in the next section of this document. The best option consists of enhancing the current right-in, right-out intersection at Scott Crescent/Highway 99, improving Scott Crescent south of the site and converting it to a 2-way road, and improving the Clarke Drive/99 intersection. This is the most viable solution as it provides serviceable access using existing infrastructure while minimizing, to the greatest extent possible, impacts on the neighbourhood and the environment. It is also the only economically feasible solution. Improving Scott Crescent by turning it into a 2-way road is also consistent with the general planning principle of using local roads to handle local traffic. Further this option recommended by the *UMBC Land Use Study and Policy Statements*.

### Road Improvements

All the road improvements will be constructed as part of the first phase of Scott Crescent Development:

- The right turn from Highway 99 to Scott Crescent will be improved by adding a deceleration lane.
- Scott Crescent will be improved in front of the South Site with two travel lanes and two curbside parking lanes. Curbs will be bulged at pedestrian crossings. The south side of the street will have a 1.5 m wide pedestrian sidewalk. The waterfront side of the street will have a 3.0 m wide multi-use path.
- Scott Crescent will be improved in front of the North Site to include a turn around for truck traffic to keep large vehicles from using roads through the Valleycliffe and Hospital Hill neighbourhoods. It will also provide an option for local vehicles during snowy conditions. This section of Scott Crescent will provide a continuation of the 3.0 m wide multi-use path on the north side connecting through to the Hunter property and Valleycliffe Trail.
- Scott Crescent will be improved to a 2-lane paved road up the hill to the south. A 3.0 m wide multi-use path will be constructed on the uphill side, buffered from the travel lanes with a 0.9 m wide low strip of landscaping.
- Traffic calming will be added at the Clarke Drive/Scott Crescent intersection to split traffic flow between Behrner and the portion of Clarke Drive south of Scott Crescent.
- Improvements will also be made to the intersection of Clarke Drive and Highway 99 to ensure the additional southbound traffic generated by Scott Crescent Development does not add materially to the wait for southbound vehicles or negatively impact access to the school.

In terms of vehicle traffic Bunt & Associates estimates the development will, upon completion, generate a maximum of 184 vehicle trips in the 1-hour AM peak period and a maximum of 244 vehicle trips in the 1-hour PM peak period.

Two thirds of the AM peak traffic will use the Scott Crescent/Highway 99 intersection and one-third will travel to the south along either Clarke or combination of Behrner and Clarke. This means approximately 57 vehicle trips will use local roads in the morning 1-hour peak, or less than 1 vehicle trip per minute. These vehicles will be split between Clarke and Behrner with traffic calming measures, reducing the frequency on each road even further.

The vehicle trip numbers will be higher in the 1-hour PM peak period, both in terms of the estimated number of vehicle trips (244 for the entire development) and the proportion (about 55%) making use of the existing local road network. However, even with the higher numbers this will translate into only approximately 2.3 vehicle trips per minute through the neighbourhood during the afternoon 1-hour peak. These will be split between Clarke and Behrner so the frequency will be even less than 2.3 vehicles per minute on each of these roads during that hour.

These are maximums (i.e. for the 1-hour peak in the morning and afternoon); at all other times of the day vehicle traffic will be even less frequent.

### Bike Trails

Cyclists will be accommodated on a 3.0 m wide multi-use path flanking Scott Crescent. It will connect from the highway vehicle bridge along the waterfront walkway and to the uphill side of an improved Scott Crescent. It will also connect across the North Site to the municipal parcel north of Scott Crescent Development, where an improved connection to the Valleycliffe Trail will be constructed. The improved connection will generally follow the existing route using the public road allowance and a right-of-way established on the North Site for that purpose. The path on the North Site will be shared with the driveway access to the Beckham property.

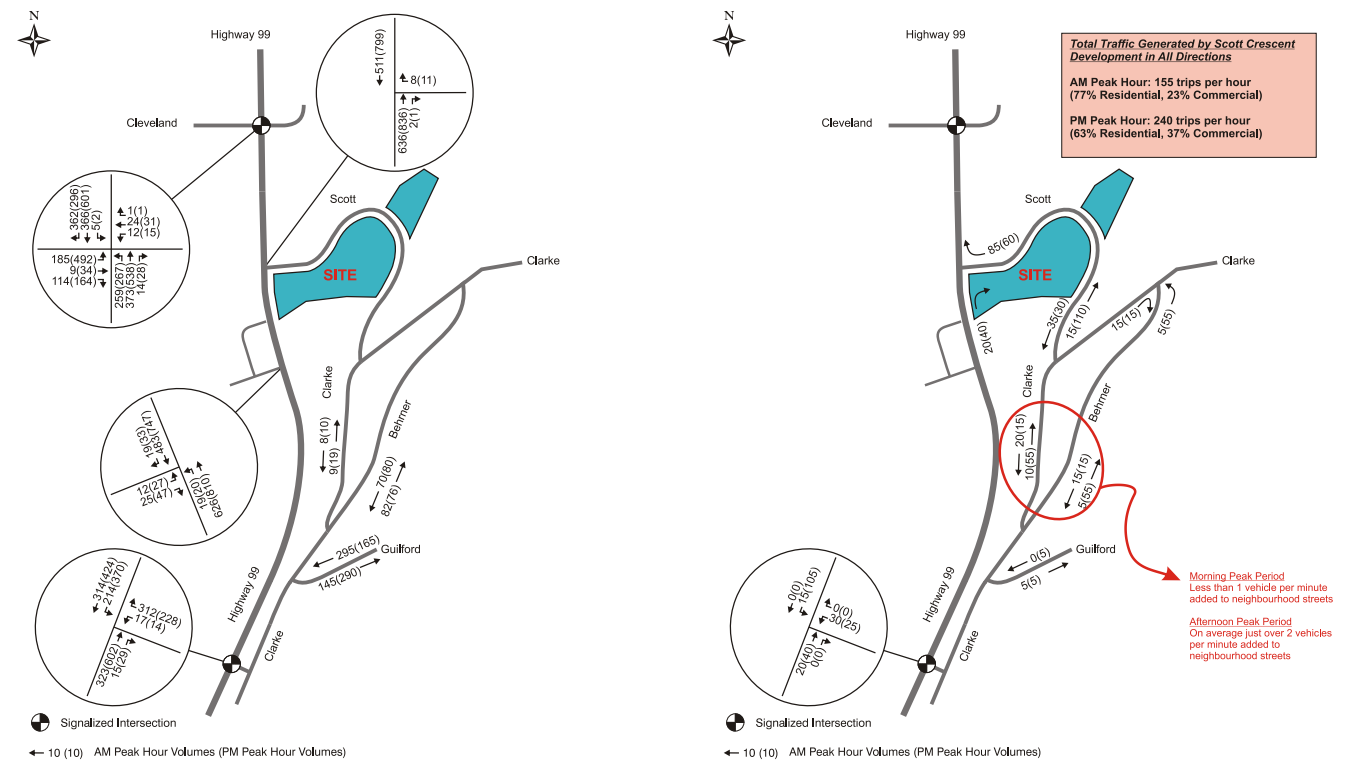
### Pedestrian Paths

Most pedestrians will use the multi-use paths defined in the bike trails section. In addition there will be pedestrian sidewalks fronting the townhouses on Scott Crescent. The sidewalks cannot be extended beyond the South Site frontage as land would be required for road widening from the former motel site to the highway for this purpose. Approximately 900m of bike/pedestrian trails will be constructed for public use.

### Future Transit Service

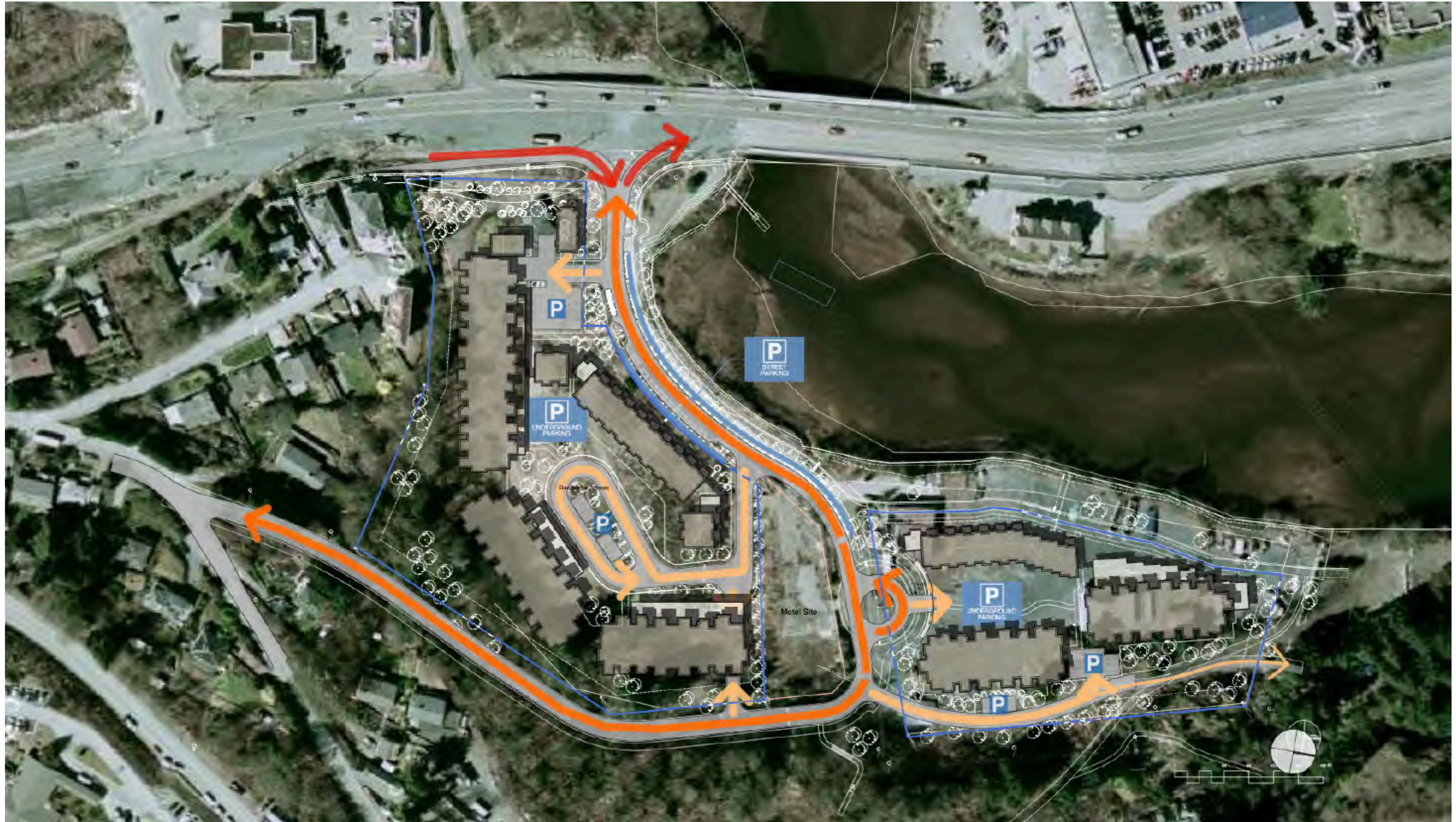
The improved road network will provide an opportunity to route transit into the area in the future. Space for a bus stop lay-by will be provided.

### Traffic Flows as Identified in the Traffic Study





# TRAFFIC AND MOVEMENT NETWORK PLAN





## 2.5 AMENITIES, PUBLIC BENEFITS AND CONTRIBUTIONS

This section summarizes the amenities, public benefits and other contributions provided by Scott Crescent Development to the neighbourhood, the District and the community as a whole, and sets a schedule for when they occur. The summary is listed below, followed by further description;

- A new waterfront park and walkway along the Channel;
- new pedestrian and bike trails to improve trail connectivity between Northridge, Hospital Hill, Valleycliffe and the Downtown, and improved access to Smoke Bluffs Parks;
- more green and open public space;
- a new community meeting facility for use by local community organizations, educational bodies, service clubs and charitable groups;
- a new public canoe/kayak launch;
- public artwork to enhance the southern gateway to Squamish;
- financial contributions towards a new pedestrian/cyclist bridge from Downtown to Smoke Bluffs Park pedestrian bridge, a new pedestrian underpass beneath the Highway 99 vehicle bridge and improvements to the Pipeline Trail and Toboggan Trail;
- local road/intersection and safety improvements to the Scott Crescent and Clarke Drive intersections with Highway 99;
- diverse housing options for Squamish families and new residents.

As well there will be direct and indirect economic benefits from construction activities and from the spending by hundreds of new residents coming to Squamish. There will also be new tax revenues for the District.

### **Waterfront Trail System and Park/Greenway**

A 3.0 m wide multi-use waterfront walkway that will accommodate cyclists, pedestrians, people in wheelchairs, strollers – residents and visitors alike - will be constructed along the waterfront. This walkway will start at the Highway 99 vehicle bridge and run along the waterfront, connecting with the Corridor Trail Trail, the Valleycliffe Trail and the pedestrian bridge proposed to connect Smoke Bluffs Park and Downtown. The waterfront along Kingswood's North Site will be dedicated to the municipality as a park/greenway and restored as a riparian area, providing a vibrant local habitat for water edge species of birds, fish and other animals.

The section of the waterfront walkway along Scott Crescent will be buffered from the road with a landscaped area and trees in tree grates. This will provide ample space for safely opening doors of vehicles parked along Scott Crescent. This section of the walkway will be surfaced in a unit paving system. The waterfront walkway will change in character to a path through a riparian greenway as it heads north through the restored habitat area.

All lands and rights-of-way for these improvements will be dedicated/enacted as part of the rezoning. Construction of the portion along Scott Crescent will be undertaken as part of the first building permit issued on the South Site. Riparian restoration and construction of the north section of the walkway/greenway will be part of the first building permit on the North Site. The waterfront area will initially be required for construction activities. Once the waterfront section of Scott Crescent Development is completed Kingswood will undertake the riparian restoration work. Public access through this area will be provided as soon as the zoning is enacted and for so long as construction allows. Upon completion of the final phase, public access will become permanent.

### **Corridor Trail Realignment and Public Art at Gateway to Squamish**

Kingswood envisions a community-based public art project along the shoulder buffering the highway from the Corridor Trail Trail. The project is currently conceived as a series of sculptures by a local artist or artists themed as a chronological history of Squamish. Kingswood will provide funding of \$50,000 and coordinate with the local arts community to create the project and the surrounding landscape as part of the building permit for the third phase on the South Site.

### **Access to the Private Property North of Development (Beckhams property)**

A new access road has been added on the east side of Kingswood's North Site to provide driveway access for the private lot to the north (the Beckham property). It also provides access to the entrance lobbies and visitor parking of the two apartment buildings, and fire access for the entire North Site. The northernmost section of the road will have a visually different character to discourage general vehicle use. A set of gateposts will indicate the beginning of the private road and the protected public trail connection from the Valleycliffe Trail to the waterfront. A path will provide connectivity from the Valleycliffe Trail to the new waterfront greenway/walkway and Scott Crescent. Public rights-of-way over the trails and walkways will ensure access is maintained for the public in perpetuity. The rights-of-way will be enshrined at rezoning, with actual construction of the works to be undertaken when construction begins on the North Site.

### **Community Meeting Room**

The development has a new community meeting room, which will be accessible to community groups, service clubs, educational bodies and charitable organizations based in the Squamish area. The facility is approximately 1,300 sqft in area including a kitchen, storage and washrooms. The meeting room is enhanced by a covered exterior space for informal gatherings of groups of riders, hikers, climbers, paddlers and others using the area for recreation. Parking for the meeting room will be comingled with the commercial parking as well as with the visitor parking for the first phase residential building. Additional public parking will be constructed on Scott Crescent.

It is anticipated that one or more local community organizations may be found to operate and manage the facility including bookings, and that revenue from nominal rental fees will cover its operating costs. A security system will allow for ease of use and monitoring. This meeting room will be delivered when this section of the South Site is completed.

### **Kayak/Canoe Launch**

Kingswood has identified a site that is suitable for a public kayak and canoe launching area. Pending an environmental review and DFO approval, we propose to construct a small pier, gangway and float to support these activities. Related public parking will be available on Scott Crescent. Kingswood commits to provide this as part of the second phase of site development.

### **Pedestrian Bridge from Downtown to the Smoke Bluffs, Trails and Walkway Under Highway 99 Vehicle Bridge and Pemberton Trail**

Kingswood supports the community's desire to link the trail system east of the Channel to Rose Park, the Adventure Centre and Downtown, to build a new footpath under the Highway 99 vehicle bridge and to improve local trails. Kingswood will contribute \$200,000 towards these projects. Final siting, design and construction will be the responsibility of the municipality. Kingswood's funding contribution will be initiated with \$100,000 as part of the fourth phase of construction, with a further contribution of \$100,000 as part of the final phase of the North Site.





### Amenity Contribution Summary

Type	Contribution	Phase	Value
<b>Cash Contributions</b>	To be divided between	Phase 4/6	
	• Trail Improvements		
	• Downtown to Smoke Bluffs Park pedestrian bridge		
	• Pemberton Trail improvements		\$200,000
<b>Built Contributions</b> (Hard and soft costs)	Public Art and Corridor Trail Park	Phase 3	\$50,000
	Highway 99/Clarke Drive Improvements	Phase 4	\$75,000
	Waterfront Park (excluding land value)	Phase 5	\$140,000
	Community Meeting Facility	Phase 1	\$375,000
	Pedestrian/Bicycle Trails	Phase 1/5	\$165,000
<b>Total Amenity Contributions</b>			<b>\$1,005,000</b>

### Infrastructure Contribution Summary

Infrastructure Contributions	Including:	Phase 1	
	• Highway Turn-off at Scott Crescent		
	• Widening of Scott Crescent to include bicycle/pedestrian lanes		
	• Road Improvements on Scott Crescent on the channel		
	• Sewage and waterline upgrades		\$2,686,916
	<b>Total Amenity and Infrastructure Contributions</b>		

## LANDSCAPING

2.6

Scott Crescent Development will be landscaped to reflect its unique location on the scenic Sea-to-Sky Highway, within the Downtown zone, adjacent to the Upper Mamquam Blind Channel and at the base of a forested slope. It will function as a transitional site blending many aspects of landscape character to reflect the dynamic natural environment of the area, transitioning from the forested slope to the water's edge.

- Existing trees and vegetation will be retained along the escarpment behind the development.
- Transition plantings will be predominantly native in character, reflecting and complementing the existing forest.
- Courtyard areas will be developed with a natural landscape character, with plantings that are predominantly evergreen but which also provide seasonal interest and shade. This will reinforce the feeling of living adjacent to the forest.
- At the water's edge, native plants typically suited to this marine zone will be used to create an attractive edge, that will also contribute to environmental health and habitat of the UMBC.
- Rain gardens and bio-swales, intended to manage and filtrate some of the site water, will be incorporated into the landscape.
- Landscaped areas of the site are intended to be attractive, as well as to provide usable open space for residents. Plant material will be native in character, drought tolerant and attractive to the residents and neighbours alike.

Open space will connect to community pathway systems, providing connections to adjacent parks and open space as well as to the Downtown and adjoining neighbourhoods.

## 2.7 SUSTAINABLE DEVELOPMENT STRATEGIES

### Energy Sustainability

- Participation in a District Energy system was proposed in the UMBC Land Use Study and Policy Statements. While this may be appropriate in some situations, Kingswood proposes an alternative performance-based combination of envelope upgrades, solar energy strategies and ventilation systems that deliver comparable energy density savings.
- Built Green Certified Construction or a similar rating program will be used to ensure the buildings are constructed with leading edge energy conservation strategies.
- The development will be built to a minimum energy target of Energuide 80. The standard will be evaluated using energy modeling and confirmed with a series of field blower door tests.
- Appliances will be Power Smart. Monitoring of individual energy use will be coordinated with the BC Hydro Smart Meter program.

### Social Sustainability

- The project will provide year-round meeting space for charitable, community, educational and service groups in Squamish at nominal rates.
- Scott Crescent Development will also become a meeting point for local recreation providers and users.
- The development will provide parking, a public canoe/kayak launch, more trails and green space to encourage greater use of the Upper Mamquam Blind Channel and Smoke Bluffs Park by the general public and local residents.

### Economic Sustainability

- Locally-sourced sustainable materials will be used in construction whenever possible.
- Kingswood has committed to a Local Preference Policy to support local construction firms, contractors and suppliers.

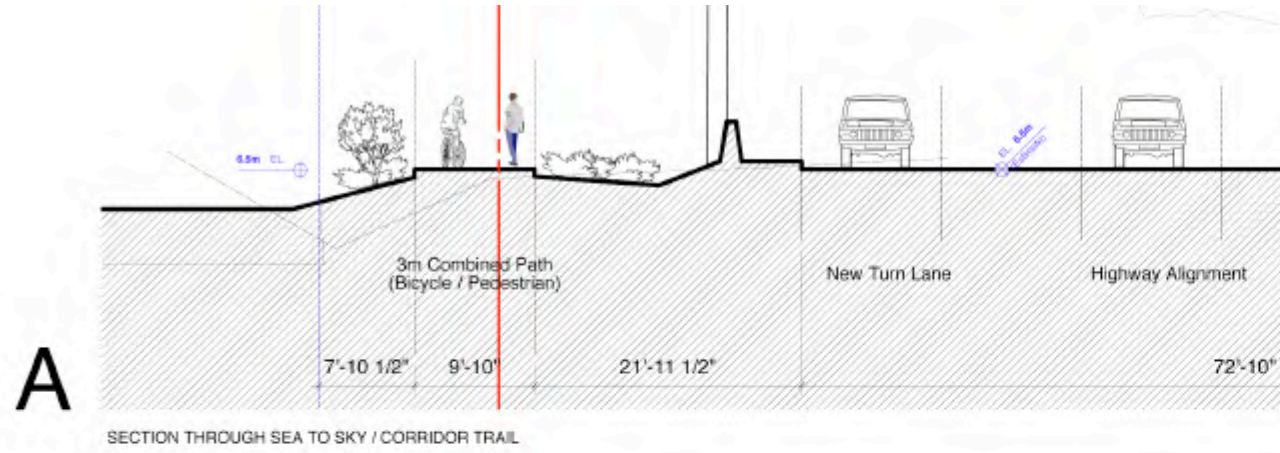
### Environmental Sustainability

- A car sharing program will be instituted. This will reduce the need for car ownership, provide an opportunity for residents to minimize vehicle use in their daily lives and provide a vehicle for families who only occasionally require one.
- Parking standards have been set to encourage residents to minimize car ownership and use other forms of transportation.
- The development will have large garbage and recycling facilities to encourage recycling and sorting.
- Construction materials will be used that have a demonstrated commitment to life cycle concerns and embrace the principle of "reduce, reuse, recycle".
- Construction waste will be managed to minimize quantity and ensure it is recycled where possible and properly disposed of when required.
- Riparian areas will be enhanced and protected along the Upper Mamquam Blind Channel.
- Water consumption will be reduced through the installation of low flow shower heads, toilets and similar fixtures.
- Landscaping will be drought tolerant.
- The site will be planned to control rain water flows ensuring water leaves the site through a series of rain garden infiltration systems.
- Storm drainage from on-site and off-site roadways and surface parking areas will be channeled through oil/grit separators. Storm water run-off during construction will be carefully controlled with silt control ponds and silt fencing erected to minimize impact on the streets and waters of the Upper Mamquam Blind Channel.
- Low Volatile Organic Compound (VOC) materials will be used for building interiors.

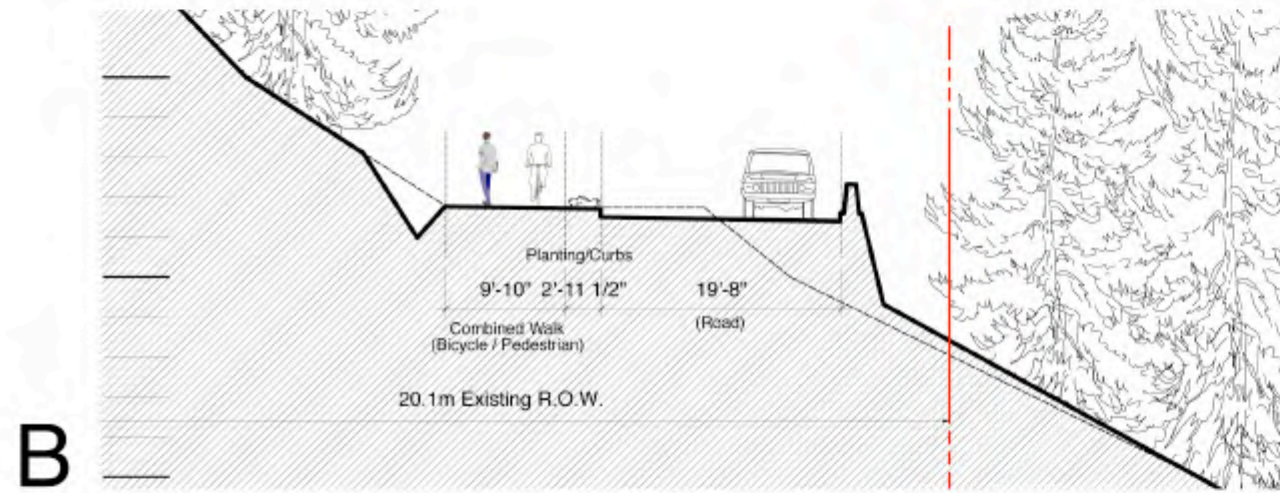




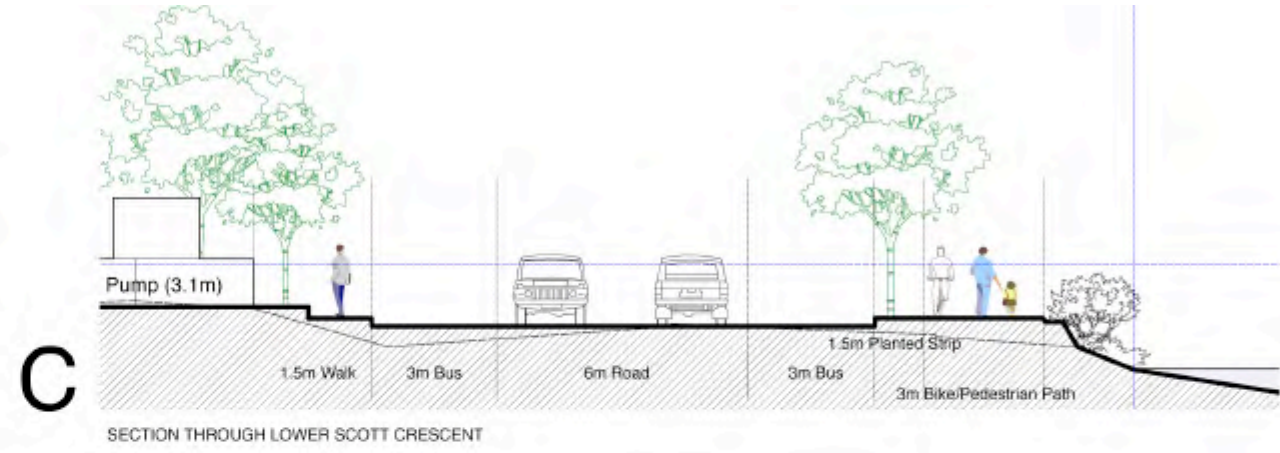
# PARTIAL SITE SECTIONS



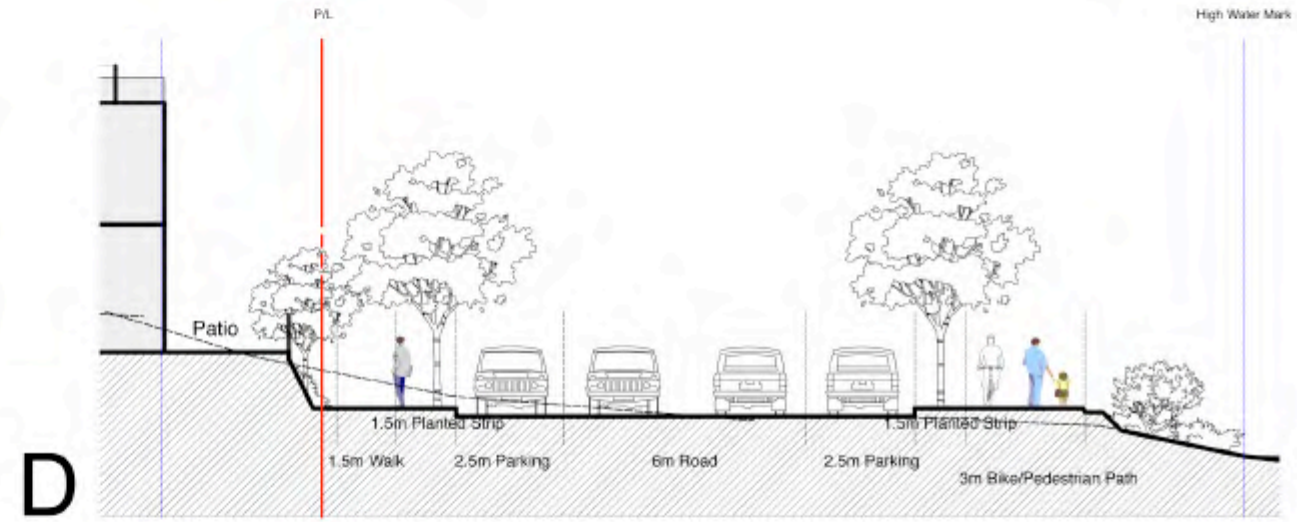
SECTION THROUGH SEA TO SKY / CORRIDOR TRAIL



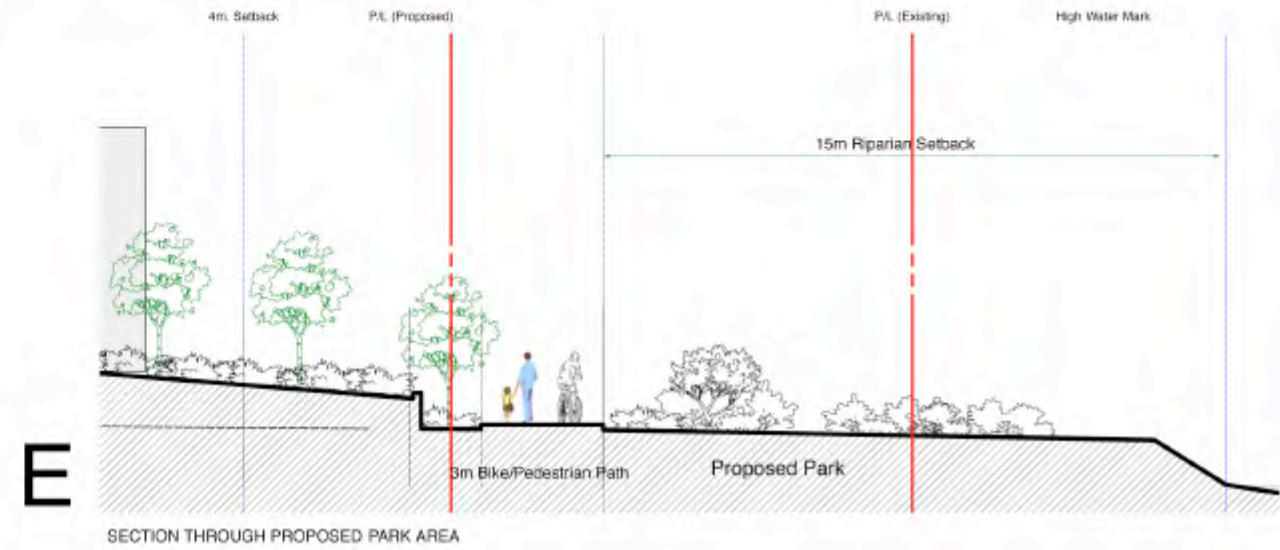
SECTION THROUGH UPPER SCOTT CRESCENT



SECTION THROUGH LOWER SCOTT CRESCENT



SECTION THROUGH LOWER SCOTT CRESCENT AT TOWNHOUSES



SECTION THROUGH PROPOSED PARK AREA









# PART THREE: RATIONALE

## 3.1 TRAFFIC OPTIONS ANALYSIS

The best way of accessing Scott Crescent Development and other properties on the southern and eastern portions of the Upper Mamquam Blind Channel has been the subject of considerable analysis. Realistic options are governed by several financial, technical and environmental realities. The solution must address both access to the area as well as its integration into the local neighbourhood and the community as a whole. It must provide alternate connections for emergency vehicles and potential future transit service. It must also be technically and financially feasible. The options that have been analyzed, together with a summary of the advantages/disadvantages of each, include:

### Full movement intersection at Scott Crescent and Highway 99

While this option is appealing, there are a number of technical problems that make it impossible:

- As part of the redevelopment of the Highway in 2010, the Ministry of Transportation and Infrastructure (MOTI) converted the full movement intersection at Scott Crescent and Highway 99 into right-in/right out only through the introduction of a physical barrier along the median. This was done at a time when the Red Point rezoning was being considered, despite appeals by the Council of the day, Engineering staff and Kingswood to preserve a full movement intersection at that location.
- The Ministry of Transportation and Infrastructure has indicated strong opposition to an additional set of traffic signals at this point because the highway vehicle bridge cannot be widened to accommodate a south-bound, left turn lane onto Scott Crescent.
- As well, there are already existing signals in close proximity at Clarke Drive and Cleveland Avenue, and an additional signal would compromise the MOTI mandate to maintain highway traffic flow.
- It would also not be possible to build an unsignalized full-movement intersection, as protected left-in and left-out lanes would not be compatible with the existing protected left-turn lanes at the Shell station on the west side of the highway.

As a result, no form of full-movement access at Highway 99 and Scott Crescent (whether signalized or protected lanes) is technically feasible. Further:

- A full movement intersection at Mill Road would not be helpful in providing access to the future Waterfront Landing development because of the presence of the level rail crossing at Mill Road.
- Future access to Waterfront Landing is foreseen at Clarke Drive. Directing traffic from such an intersection to Scott Crescent would involve taking land from five private residential properties along the highway.
- The large rock outcrop on the east shoulder of the highway would need to be blasted, which could adversely affect several existing private homes and require the acquisition of additional property.

### Vehicle Underpass/Overpass South of Highway 99 Vehicle Bridge

This option is not feasible because:

- It would require a long lead-up, large amounts of land, and a widened bridge.
- It would not serve the western side of the highway.
- It would require private land on the west side of the highway
- Financially, it is not viable for this size of the development.

### North Road to Adventure Centre

This option envisioned a road from Scott Crescent Development along the entire east side of the UMBC and then down past the Adventure Centre to the intersection of Cleveland Avenue/Highway 99. The right-in, right-out at Scott/99 would be constructed so a complete loop around the UMBC would service all the properties along the Channel. This has many drawbacks that make it impossible, including:

- High environmental impact including the elimination of any potential extension of the waterfront walkway to the north.
- Geotechnical concerns.
- Fisheries implications.
- Negative impact on Smoke Bluffs escarpments.
- Requires the acquisition of several private properties and/or portions thereof, plus Crown land.
- Reduces the land available for the North Site and thus negatively impacts the financial viability of the development.
- Most significantly, the foreshore along the Upper Mamquam Blind Channel would serve the community better as parkland with associated waterfront pedestrian and bicycle access than as a road serving private developments.

### Right-in / Right-out with Turnarounds

This option, although not ideal, was acceptable to Kingswood in the past. However it was deemed unacceptable by the District of Squamish and was the reason the previous rezoning application (for Red Point) was rejected. Drawbacks include:

- Limits the integration of the project into the greater community.
- Does not provide alternate access for emergency vehicles in the event of a serious blockage of the highway.

### Road Through Former Hunter Properties

In this option the right-in/right out highway access would still be constructed but the section of Scott Crescent leading up the hill and to the south would be replaced with a new road using the former Hunter properties beneath the power line. Drawbacks include:

- The benefits are limited and the financial and environmental costs would be severe.
- There would be negative environmental impacts as a forested area would need to be paved.
- Trails currently being used by the public (Toboggan and Pipeline) would be eliminated.
- Traffic would simply be relocated from one residential neighbourhood to another, but not eliminated or reduced.
- Construction costs would be extremely high.
- Due to the steepness of the slopes, two switchbacks would be required, nearly doubling the length of paved road required, exacerbating the negative impact on green space and the existing trail network.
- Due to the steepness of the slopes, two switchbacks would be required, nearly doubling the length of paved road required, exacerbating the negative impact on green space and the existing trail network.





### Use Existing Local Roads for Local Traffic

- This option has the least environmental impact of all options, in terms of loss of green space, travel distance and long-term maintenance cost.
- It uses/improves an existing public right-of-way intended to, and currently being used by, vehicle traffic.
- This option is recommended by Ministry of Transportation, Kingswood's engineers and traffic consultants and supported by the District of Squamish engineering and planning departments.
- It increases traffic in front of several properties on Scott Crescent by adding vehicle traffic, but with traffic calming and other improvements, such impacts can be minimized.
- The volume of additional traffic is reasonable and will increase only gradually as phases are constructed over several years.
- Even at completion the volume of traffic using Clarke Drive will be well within typical engineering standards for local roads. The development will, upon completion, generate a maximum of 184 vehicle trips in the 1-hour AM peak period and a maximum of 244 vehicle trips in the 1-hour PM peak period.
- Two-thirds of the AM peak traffic will use the Scott Crescent/Highway 99 intersection and one-third will travel on local roads to the south along either Clarke or a combination of Behrner and Clarke. This means approximately 57 vehicle trips will be through the neighbourhood in the morning, or **less than 1 vehicle trip per minute in the morning peak hour**. These vehicles will be split between Clarke and Behrner with traffic calming measures, reducing the frequency on each road even further.
- The vehicle trip numbers will be higher in the 1-hour PM peak period, both in terms of the estimated number of vehicle trips (244 for the entire development) and the proportion (about 55%) going through the neighbourhood. Even with the higher numbers this will translate into slightly over 2.3 vehicle trips per minute on local roads during the 1-hour PM peak period. These will be split between Clarke and Behrner so **in the afternoon peak frequency will be even less than 2.3 vehicles per minute** on each road.

These are maximums (i.e. for the 1-hour peaks in the morning and afternoon); at all other times of the day vehicle traffic will be even less frequent.

### 3.2 PARKING

Parking standards will be set specifically for this site. Bunt and Associates derived them by studying car ownership patterns in similar projects in Squamish and comparing them to other standards and evidence they have acquired over many similar commissions. The standards proposed are greater than currently apply in Downtown Squamish but less than those applied to the less urban parts of the District. The advantage of having lower parking standards are:

- Lower construction cost keeps the project more affordable.
- More restrictive parking tends to reduce car ownership (ie.if stalls are not available) leading to more bicycle and walking trips, or more efficient trips when a car is available.

This principle is well recognized and has been adopted by LEED (Leadership in Energy and Environmental Design), a rating standard for progressive environmental projects.



Pedestrian Bridge to Peninsula





### 3.3 PUBLIC BENEFITS

#### Physical Amenities

The waterfront park, trails, waterfront walkway, pedestrian bridge, open space, connections to other trails and pathways, the community meeting room, public canoe/kayak launch and other amenities described in section 2, all will be enjoyed by neighbours, residents, visitors and the wider community of Squamish.

#### Economic Benefits

- Provides several years of construction jobs for local firms, contractors and workers, with a Local Preference Policy that will focus construction spending on the local economy;
- Creates permanent jobs in the new commercial units;
- Helps support Downtown Squamish by adding hundreds of residents within walking distance of Downtown stores and businesses;
- Provides Development Cost Charges (DCCs) to the District;
- Generates additional municipal property tax revenues;
- Acts as a stimulus for further commercial investment in the Downtown, other municipal economic development activities and Squamish as a whole; and
- Adds commercial space and other facilities. Such small-scale local commercial space will serve the needs of residents from the development and neighbours in Northridge, Hospital Hill and Valleycliffe.

#### Environmental Benefits

- Utilizes developable brownfield (previously used) land for higher capacity use, thus creating a compact community rather than a dispersed pattern of low density urban sprawl. This is consistent with Smart growth principles advocating concentration of residential development.
- Applies innovative green building strategies that will contribute to significant improvements in energy performance of buildings while reducing emissions;
- Protects and enhances the UMBC shoreline which will contribute to long-term habitat viability for plants, fish and other animals;
- Minimizes storm water run-off and erosion through best management practices. For example, innovative integrated storm water management strategies such as bio-swales, rain gardens and grit/oil separators will all be incorporated.
- Utilizes native, non-invasive and drought tolerant landscaping to further reduce irrigation;
- Locates employment within walking distance to transportation corridors, future transit connections and major local amenities and services in Downtown Squamish which is key to encouraging alternative forms of transportation to the private automobile; and
- Through alternative transportation options such as bicycle parking, recreation gear storage, sidewalks, integrated multi-use public trail network and a waterfront walkway along the UMBC, will help reduce greenhouse gas emissions (GHGs).

#### Social Benefits

- Creates a compact community where local residents are within walking distance of the Downtown Core and nearby recreation;
- Provides diverse housing types and sizes with a range of prices oriented to a broad range of housing needs;
- Creates a mixed-use development that is pedestrian-friendly;
- Offers a range of opportunities to live, work and play within walking distance of local employment, recreational amenities, schools, shopping and other services;
- Provides permanent public access to the east side of the Upper Mamquam Blind Channel for the first time in decades;
- Improves connectivity by providing internal road systems with sidewalks and multi-use public trail networks for cyclists and pedestrians;
- Improves pedestrian and bicycle linkages to the Downtown;
- Enhances the prominence of the UMBC as the southern gateway to Squamish; and
- Provides medium-term and long-term employment opportunities.



Artist Image of Proposed public Kayak/Canoe Launch at High Tide





### 3.4 UPPER MAMQUAM BLIND CHANNEL

In 2007 Council initiated a study for the purpose of generating a comprehensive plan for the Upper Mamquam Blind Channel area, independent of any specific development proposal. Initial work was completed and a number of related issues were resolved before the balance of the study was substantially underway in 2011. The scope of the study was comprehensive. It took into account the existing OCP and a number of relevant District planning policies and goals, the 2031 Multi-Modal Transportation Plan, Growth Management Study and Downtown Neighbourhood Plan. Including augmented these policy directives with input from public consultations and community-wide visioning exercises. Scott Crescent Development has addressed the study's recommendations as follows:

#### The report identified four areas of potential for realizing community aspirations:

<p><b>Sense of Arrival</b></p> <ul style="list-style-type: none"> <li>Public art at highway</li> <li>Enhanced Trans-Canada Trail Landscaping</li> <li>Good Quality of Design and Finish on the Buildings</li> </ul> <p><b>Community Integration</b></p> <ul style="list-style-type: none"> <li>Exterior gathering space</li> <li>Community Meeting room</li> <li>Coffee Shop</li> </ul> <p><b>Enhanced Connectivity:</b></p> <ul style="list-style-type: none"> <li>Trails Network</li> <li>Enhanced road network</li> </ul>	<p><b>Recreation Focal Point</b></p> <ul style="list-style-type: none"> <li>Kayak Launch</li> <li>Street parking</li> <li>Informal meeting location</li> <li>Community meeting room Informal meeting location</li> <li>Community meeting room</li> <li>Small club storage facilities</li> <li>Live-work opportunities for Recreational Businesses</li> <li>Small Scale Commercial opportunity</li> </ul>
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#### Land-Use:

- The multi-family use of Scott Crescent Development is consistent with the study's recommendations.
- The Gross Floor Area GFA ratio being proposed (1.06) is less than the 1.3 to 1.5 GFA ratio recommended in the study.

#### Built-Form and Character:

- Keeping the higher buildings at the base of the escarpment along the eastern and southern edges of the site with lower building forms along the streets and public walkways is consistent with the study.
- The character of architecture inspired by the industrial heritage of the UMBC blended with characteristics reminiscent of mountain communities is consistent with the study.

#### Park and Open Space:

- The project has provided a number of public open spaces, including the provision of a public waterfront park.

#### Public Realm:

- Linear public spaces well serviced with pedestrian pathways is consistent with the study.

#### Transportation Connections:

- Alternate means of transportation are supported and enhanced by Scott Crescent Development commitments.

#### Resilience and Sustainability:

- Kingswood is committed to using a recognized verification protocol to measure sustainability.

#### Iconic Gateway:

- Scott Crescent Development will erect public art at the entry to the site along Highway 99. This will be integrated with the Corridor Trail Trail that flanks the site in this location. This will be done with the advice and counsel of the local arts community.

### CPTED (Crime Prevention Through Environmental Design)

The main tenets of CPTED are:

#### Natural Surveillance

- Scott Crescent Development has placed ground-oriented units with living areas overlooking the public walkways along the edges of those walkways.
- Upper level units face in all directions to provide further visual surveillance of the surrounding ground.
- The internal courtyard spaces on both sites serve as access areas for ground-oriented townhouse units and are overlooked by units above.
- The amenity areas on both sites open onto the courtyards to provide further active surveillance.
- The commercial area has storefronts as well as a main entry lobby for the residential building. It is also overlooked by units above.
- The increased connectivity of the trail network will encourage more pedestrian and bike traffic in the area
- Exterior common areas will be well lit by non-glare fixtures.

#### Natural Access Control

- The area has a natural gateway at the Highway 99/Scott Crescent intersection.
- Each ground-oriented unit has a raised exterior patio area to define its exterior private space outside its entry.
- The courtyard areas are entered through public areas that are supervised by the lobbies or have large grade changes with stairs.
- The parkade is a separate security zone with a card access system. The parkade will be painted and there will be ample lighting on occupancy sensors. Elevator vestibules will be glazed to provide additional surveillance.
- Locks and doors will have high security hardware on fire escapes and service entrances.

#### Natural Territorial Reinforcement

- The commercial activities are anchored by a restaurant, which includes an outdoor patio area to encourage customers to stay and enjoy the area.
- The community meeting room is glazed with a canopy area designed to encourage groups to meet and gather. The restaurant will provide natural surveillance.

#### Maintenance

- All areas of the site will be landscaped or left as a natural forest when complete.
- Most of the landscaping up to the edge of the waterfront walkway will be under the control of the strata corporation and maintained from strata fees.

#### Activity Support

- Programming of activities in the community meeting room, informal gatherings of groups visiting Smoke Bluffs Park or using the Channel for recreation, and the ambience of the multi-use pathways will encourage greater use of the area by people of all ages, residents and visitors alike.

In Summary, Scott Crescent Development is consistent with, and reinforces, the objectives set out in the UMBC Land Use Study and Policy Statements, including CPTED Principles.





# PART FOUR: TECHNICAL CONSIDERATIONS

## 4.1 SIX-STOREY WOOD-FRAME STRUCTURES

Kingswood met with the District's fire chief and building inspector on December 4, 2012. Scott Crescent Development, including the proposed building heights, does not generate concerns beyond those of any other medium scope project in Squamish. These concerns include:

- The Squamish Fire Department is primarily a volunteer fire department.
- Both the number of personnel available and fire response times must be considered.
- Typically about 20 personnel are available for any given fire response.
- There are no mutual aid options available from other fire districts.

These concerns, however, will be mitigated through a number of design and operational strategies.

A conventional four storey wood building built to the current BC Building Code would present the same - and in some cases greater - challenges than the buildings proposed for Scott Crescent. From a fire-fighting point of view there are two different conditions to be addressed: the completed buildings and the buildings while under construction.

### Completed Buildings

The finished buildings - built to code – will have certain advantages in the event of a fire:

- The six storey portions of the building will be sprinklered to NFPA 13, which is a higher standard than NFPA 13R. It requires that all balconies and concealed roof spaces be sprinklered.
- NFPA 13R, which is the standard for four storey buildings, is intended to protect life safety while occupants exit; NFPA 13 is intended to control and suppress the fire as well.
- The failure rate for sprinklers used is less than 1% so they are very reliable.
- Exterior cladding will be noncombustible.
- The suites are generally less than 1200 sq. ft. in area. Typically, in a properly designed and constructed sprinklered wood frame building, a fire is confined to a single suite. Such fires are usually smaller and slower to develop than in a larger but unsprinklered house.

Scott Crescent Development will be built in a series of phases over a common parkade. There are a number of enhancements in the current design that actually reduce the fire exposure from the maximums allowed in the Building Code.

### Phase 1 – Six Storey Apartment

- The BC Building Code defines this as a six storey combustible structure but it is actually four levels of wood frame on two levels of concrete.
- The building will contain two lobbies, each with a fully graphic annunciated fire response panel.
- The wood frame portion of the building is subdivided by a firewall, which will provide a horizontal exit for occupants as well as a protected area for fire fighters to stage from.

### Phase 2 – Three Storey Stacked Townhouses

- The three storey structure will be fully sprinklered to NFPA 13R.

### Phase 3 and 4 – Six Storey Apartments

- The BC Building Code defines this as a six storey combustible structure but it is actually five levels of wood frame on one level of concrete.
- The wood frame portion of the building is subdivided by a firewall, which will provide a horizontal exit for occupants as well as a protected area for fire fighters to stage from.
- The compartment size between firewalls is substantially smaller than the maximum permitted in the BC Building Code, thus adding to the level of safety provided.

### Phase 5 – Six Storey Apartment plus Townhouses

- The BC Building Code defines this as a five storey combustible structure, but it is actually three or four levels of wood frame on two or one level of concrete.
- The wood frame portion of the building is subdivided by a firewall, which will provide a horizontal exit for occupants as well as a protected area for fire fighters to stage from.

### Phase 6 – Five Storey Apartment on one level of Parking.

- The BC Building Code defines this as a five storey combustible structure. It is in fact five storeys of wood frame structure on a concrete parkade.
- The wood frame portion of the building is subdivided by a firewall, which will provide a horizontal exit for occupants as well as a protected area for fire fighters to stage from.

Scott Crescent Development will incorporate the following features, over and above BC Building Code requirements:

- Fire separations on floors in the buildings will be created using two layers of drywall rather than one as this has been shown to be more effective in ensuring the systems remain intact.
- Mineral wool insulation rather than fiberglass will be used in critical areas for fire fighter protection (e.g. in stairwells).
- Each building over 3 storeys will incorporate a firewall to divide each floor into two compartments. This will allow firefighters to stage their approach to a fire from a safe position on the other side of a firewall. It also provides a safe place for mobility challenged occupants to go in the event of a fire.
- The stairwells will be carried through to the roof to provide direct firefighter access to the roof. This will allow fire fighters to fight a roof fire from the safety of being on the opposite side of the firewall. It will also reduce the need to rely on the aerial truck. (It should also be noted that NFPA 13 requires all concealed roof spaces to be sprinklered.)
- A fully graphic annunciator panel will be provided at the main response point.
- The desirability of providing strobe lights over townhouse entries, which would indicate if the fire is in a townhouse when fire fighters arrive, will be investigated by the design team, in collaboration with the fire department, as fire response procedures are developed.
- Multiple but interconnected fire department connections will be provided if deemed necessary. The final location for these will be discussed with the fire department as the fire safety plans are developed.

These and other provisions will be outlined in a Code report to be submitted with the building permit application. All proposals will be reviewed in consultation with the fire chief and building inspector.





### Fire Safety During Construction

A building under construction presents a number of challenges but the same issues would be present in a large four storey building.

- During construction it is not anticipated there will be life safety concerns as the building will be unoccupied in the evenings.
- The project is separated by open distance from adjacent neighbours.
- During the day construction personnel will be aware of fire safety, the location of exit routes, etc.
- An access road will be provided around the perimeter of the wood frame portions under construction to facilitate access by firefighters.
- The firewalls will be constructed one floor ahead of the wood frame with the doors installed and closed at night to subdivide the fire compartments.
- Consideration will be given to energizing the sprinkler system at night as soon as it is available for service during non-freezing conditions. This item is currently being discussed and developed industry wide. The results of current discussions will inform the construction fire safety plan.

A Construction Safety Plan will be prepared prior to commencing construction for review by the fire department. It will address these and other concerns.

The availability of water flow in the area will be evaluated and accounted for during the design of the project and the preparation of a Code report and fire response plans for both the construction and completed building conditions.



## 4.2 LAND AND RIGHTS-OF-WAY FOR OFF-SITE IMPROVEMENTS

The following will be undertaken after Third Reading and prior to Final Adoption of the zoning bylaw:

### Land Exchange

Kingswood proposes to exchange land on the Scott Crescent Road Allowance for equal areas of land on the South Site to rationalize the land configuration on Scott Crescent, particularly at the west end of the site.

- A Land Exchange Bylaw and Road Closure Bylaw need to be prepared.

### Land for the Corridor Trail and Community Sculpture Garden

- A right-of-way or land dedication will be created for the areas required for this purpose.

### Neighbouring Property Access

- Kingswood is seeking a formal agreement with the neighbouring property owners to the north (the Beckhams) to permit public waterfront access through the front of their property toward the north. In exchange, Kingswood will provide permanent vehicular right-of-way access to the property owners through the Scott Crescent Development North Site.

### Scott Crescent Widening Dedications along the North Site

To facilitate the public turn around and provide room for the 3.0-4.0 m multi-use path, land will be dedicated from the North Site for the widening of Scott Crescent.

### Waterfront Park/Walkway

Land from the North Site for the waterfront walkway and multi-use path will be dedicated as a permanent, publicly accessible waterfront park.

- The Servicing Agreement and design standards will provide for the temporary use of the parkland for construction purposes and for fire access if requested by the fire department.
- There is an existing building on part of the land to be dedicated for park. An easement will be required to allow it to be retained until construction proceeds on the North Site.

### Valleycliffe Trail Connections

The Valleycliffe Trail has traditionally but informally connected to the waterfront across the North Site.

- This basic routing will be protected by a right-of-way across the North Site for this purpose.

### 1989 Covenant for Realignment of Scott Crescent & Highway 99 Intersection

District of Squamish Bylaw 951 was created to provide for a future realignment of the Scott Crescent / Highway 99 intersection. Due to the rock outcrop, the vehicle bridge, the TransCanada Trail and the current highway configuration the proposed alignment is obsolete. Bylaw 951 will be repealed, and restrictive Covenant

- Document GC004439 will be discharged by the District and the Ministry of Transportation.





## 4.3 INFRASTRUCTURE ANALYSIS AND IMPROVEMENTS

### Flood Construction Levels

The project will be designed to flood construction levels established by a qualified professional, guided by the updated flood hazard management plan.

### Off-Site Servicing Improvements

Preliminary discussions have been held with the District of Squamish engineering department regarding required off-site servicing improvements. Areas identified for exploration follow. Particular commitments may change upon further investigation and will be formalized through a Servicing Agreement prior to final rezoning approval.

### Roadworks

See Section 2 of this document

- A geotechnical investigation and assessment will be required for the retaining walls/structures that will be required for roadway improvements on the uphill section of Scott Crescent.

### Storm Water Management

A series of ditches and culverts along the south side of Scott Crescent collects and conveys the storm runoff from the catchment areas to the UMBC.

- The development is located adjacent to the UMBC and therefore, detention to reduce the peak storm flows from the post-development levels to the pre-development levels is not required. This is based on previous discussions with the District.
- An oil/grit separator will be installed on the storm sewer system at the outlet to treat the storm runoff from the development site and adjacent roadways to meet Fisheries and Oceans Canada (DFO) water quality requirements.
- Rain gardens/infiltration systems and other landscaping features will be provided on-site to provide water quality treatment and to reduce the peak storm flow of the storm water runoff prior to discharging to the off-site storm sewer system and to the UMBC.
- The ditch along the south side of Scott Crescent will be enclosed with a new storm sewer to accommodate the new road works.
- The development will be provided with storm service connections from the sewer on Scott Crescent.

### Sanitary Servicing

There is an existing 250 mm diameter gravity sanitary sewer located along the south side of Scott Crescent, which conveys the sanitary flows to the C1 sanitary sewage lift station. The C1 sanitary sewage lift station conveys the sanitary flows through a 200 mm diameter sanitary forcemain to the north. The C1 sanitary sewage lift station was recently upgraded by the District of Squamish with new controls and valves in an external chamber on top of the existing wet well. A previous sewer analysis from the District of Squamish indicates there is sufficient capacity within the existing gravity sanitary sewer to accommodate the proposed development.

- Engineering has indicated that a sewer analysis maybe required to determine if the existing C1 sanitary sewage lift station has adequate capacity to accommodate the additional sanitary flow from the site.
- The development will be provided with sanitary service connections from the existing 250 mm diameter gravity sanitary sewer on Scott Crescent.

### Water Servicing

There is an existing 300 mm diameter watermain located along the north side of Scott Crescent. Engineering has indicated that the eastern end of this watermain, is isolated by a check valve from the Northridge PRV station, at the downstream side of the PRV station. As a result, the 300 mm diameter watermain supplying the proposed site is unlooped. A previous water analysis from the District of Squamish indicates there is sufficient capacity to accommodate the development with fire flow; however the water/sewer model will need to be updated to reflect recent upgrades. Engineering has also indicated concerns with the capacity of the water reservoirs, possibly requiring an upgrade. This upgrade would be partially funded through Development Cost Charges. It may limit the timing of the issuance of building permits.

- Kingswood will install a 150 mm fire flow/reliability PRV station on Scott Crescent downstream of the Northridge PRV station to improve supply reliability by looping the watermain.
- The development will be provided with water service connection from the existing 300 mm diameter watermain on Scott Crescent.

### Street lighting, Hydro, Telephone, Cable and Gas

Scott Crescent is currently serviced with hydro, telephone and cable from overhead wires on hydro poles. Scott Crescent is provided with lighting from lease lights located on the existing hydro poles along the side of the roadway. An existing 114 mm diameter gas main is located within the Highway 99 right-of-way.

- The development will be serviced by underground hydro, telephone and cable.
- New streetlights meeting the "Dark Skies" design criteria will illuminate Scott Crescent and reduce light pollution.
- Gas service can be installed on Scott Crescent and connected to the existing 114 mm diameter gas main located on Highway 99.





#### 4.4 ENVIRONMENTAL REMEDIATION

The site has been highly disturbed and the bulk of natural vegetation has been removed, except in areas along the eastern and southern boundaries. A relatively healthy fringe of riparian vegetation exists at and below the top of bank of the Upper Mamquam Blind Channel on the western and southern edges of the UMBC adjacent to the development. This riparian fringe varies in width from approximately 3.0 m to 15.0 m, and consists primarily of hardhack (*Spiraea douglasii*), Nootka rose (*Rosa nutkana*), western red cedar (*Thuja plicata*) and red alder (*Alnus rubra*). In the southern portion of the site the riparian area is constrained by Scott Crescent which, at certain locations, is situated only 3.0 m from the top of bank of the UMBC. The UMBC immediately west of the site contains a thriving intertidal marsh consisting of Lyngbye's sedge (*Carex lyngbyei*), water parsnip (*Sium auave*) and water hemlock (*Cicuta douglasii*). There are a number of constructed drainage ditches on the site collecting drainage and conveying it to the UMBC that will be accommodated in the design. Technically these ditches are classified as fish habitat as they provide food and nutrients to downstream fish habitat; however, given their poor water quality, ephemeral nature and lack of riparian vegetation they are classified as "poor quality" fish habitat.

The shoreline of the UMBC adjacent to the site is in relatively good condition, with vegetation well established on the slopes and top of bank.

- Minor rehabilitation in the way of concrete/junk removal at selected locations and augmentation of existing riparian vegetation along the length of the UMBC will be undertaken.
- Installation of the public walkway will include riparian planting on both sides of the walkway, thereby providing a net increase in total vegetated riparian area over existing conditions.

#### Environment (Biological Survey)

An environmental survey of the sites has been prepared by Cascade Environmental. A contribution will be made to an on-site or alternate off-site environmental remediation project to offset the impact of removing existing ditches on the south site.

#### 4.5 SERVICING AGREEMENT

The servicing agreement will address the delivery of the off-site services. It will address the timing and extent of these as stated in Part 2 of this document.

#### 4.6 LATECOMERS AGREEMENT

The former motel site has elected to not participate in this rezoning process. To facilitate Scott Crescent Development it will be necessary to upgrade the road frontages and other infrastructure servicing this site. Kingswood is requesting a latecomer's agreement be prepared to allow for future cost recovery in the event the former motel site is developed.

- 4.7 In conclusion, the Technical considerations can all be addressed through reasonable strategies consistent with a project of this type of scope. Combined with the benefits cited in previous sections, the proposed redevelopment of Scott Crescent will enhance the Squamish Community.



Artist Image of Walkway and Riparian Replanting along the North Site





# PART FIVE: CONCLUSION

## 5.1 Squamish is a spectacular community with a bright future.

Kingswood has designed Scott Crescent Development to contribute to that future through a combination of high quality housing, more public amenities, enhanced trail connectivity, improved local infrastructure, new municipal tax revenues, an improved southern “gateway” and more economic activity.

If the rezoning is approved, Scott Crescent Development will provide jobs and contracts for local builders, tradespeople and suppliers during construction. After the homes are built and occupied, Scott Crescent Development will generate new business for local retailers and service providers for many decades to come.

Kingswood has worked hard to reflect and support the community’s core values as expressed in the District’s Official Community Plan, the recently-completed Upper Mamquam Blind Channel Study, the Downtown Neighbourhood Plan and the Parks & Recreation Master Plan. In addition to the many benefits described in this document Kingswood believes Council’s approval of Scott Crescent Development will send a strong signal to other prospective investors, residents and visitors that Squamish is open for business. And that all are welcome to participate in its exciting future.

For more information please contact Kingswood’s President Lorne Segal or Scott Crescent Development’s Project Manager Ron Bijok at:

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