

REPORT TO: Council  
REPORT FROM: Community Planning and Infrastructure  
PRESENTED: April 3, 2018  
SUBJECT: District of Squamish Zoning Bylaw No. 2200, 2011, Amendment Bylaw (Plaza at Junction Park) No. 2527, 2017

FOR: Regular Council Meeting  
FILE: 2017-25

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**Recommendation:**

That Council approve the following resolutions:

**THAT** the District of Squamish Zoning Bylaw No. 2200, 2011, Amendment Bylaw (Plaza at Junction Park) No. 2527, 2017 be given first reading; and,

**THAT** prior to the scheduling of a Public Hearing, the following be completed:

- i. Public Information Meeting; and,
- ii. Preliminary Engineering Design of Loggers Lane and Vancouver Street intersection to determine truck turning requirements.

**AND THAT**, prior to adoption of District of Squamish Zoning Bylaw No. 2200, 2011, Amendment Bylaw (Plaza at Junction Park) No. 2527, 2017, the following items be completed:

- i. Execution and registration of a Land Development Agreement to secure that the project be reviewed according to the potential future DPAs and to secure the applicant's proposed voluntary community amenity contribution, including public plaza space, employment space, and adaptable housing units;
- ii. Execution and registration of a Housing Agreement to secure the provision of both market and affordable rental units in perpetuity;
- iii. Land dedication required to achieve the design of the Loggers Lane and Vancouver Street intersection.
- iv. Statutory Right of Way for public access to all public spaces;
- v. Boulevard Maintenance Agreement for all frontage and plaza landscaping.
- vi. Updated Contaminated Site Profile and Provincial release obtained for the site.
- vii. Registration by the applicant of a Section 219 Flood Covenant; and,
- viii. Registration by the applicant of a Section 219 Environment Covenant.

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**1. Objective:**

To introduce a mixed use rezoning application (Plaza at Junction Park) located at 37870 Cleveland Avenue, for Council's consideration of first and second readings. The project aligns

with the District's Official Community Plan (OCP) policies; Staff recommend proceeding with first and second readings.

## 2. **Background:**

The District received a rezoning application for 37870 Cleveland Avenue in March 2017 to amend the current Comprehensive Development Zone 37 (CD-37) to allow for a higher density mixed use development than what is currently permitted by CD-37. Specifically, the current CD-37 zoning regulations would be deleted and replaced with entirely new regulations (essentially creating a new Comprehensive Development zone).

This development was first presented September 12, 2017 at a Committee of the Whole (COW) meeting and then again on November 7, 2017 at a Community Development Committee (CDC) meeting. The development was presented a third time at the March 6 2018 CDC meeting.

## 3. **Project Information:**

### *Site Context*

Topic	Current OCP	Potential Future OCP
OCP Designation	Downtown	Downtown Commercial Centre
Development Permit Area	DPA-3 Downtown South	DPA-3 Universal Guidelines and DPA-5 Commercial Centre
Zoning	Comprehensive Development 37 (CD-37)	

*Table 1: Official Community Plan (OCP) and zoning designations.*

37870 Cleveland Avenue consists of an entire downtown block, bordered by Main Street to the north, Vancouver Street to the south, Loggers Lane to the east, and Cleveland Avenue to the west.

Zoning Metric	Proposed
Height	South Bldg: 8 storeys/27m North Bldg: 6 storeys/20m
Lot Coverage	83%
Density	2.25 FAR
Residential	1.65 FAR; 154 units
Commercial (Retail)	0.34 FAR; 2,254 m2
Office	0.27 FAR; 1,812 m2

*(Left) Table 2: Key Zoning Statistics;  
(right) Figure 1: Location Map.*



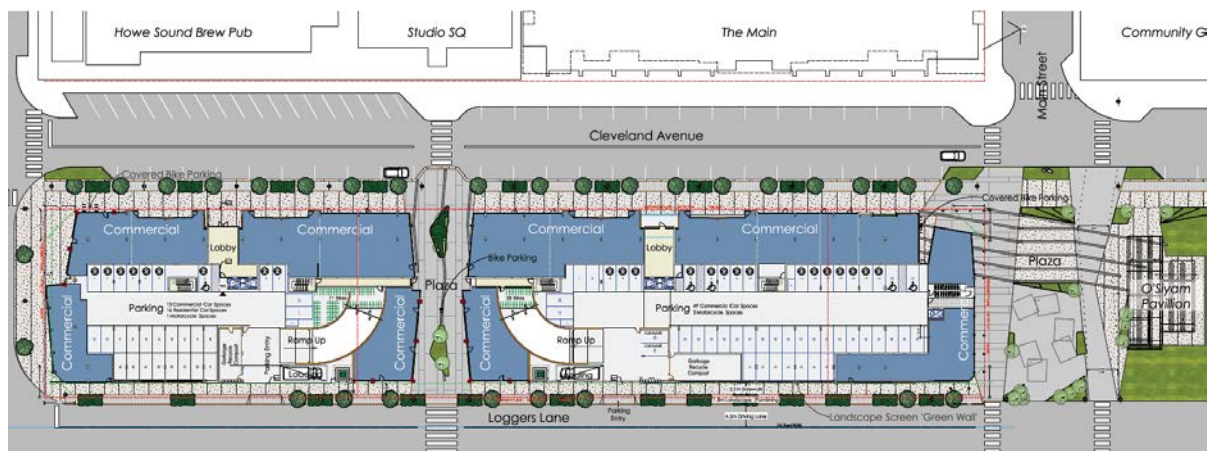
### *Development Proposal*

The Plaza at Junction Park project proposes two mixed-use buildings with commercial, office and residential uses. The northern building is 6 storeys with 4 storeys at the north end and the southern building is 8 storeys in height. Key zoning statistics are outlined above; further details

on the proposal and the new CD-37 zone are summarized in the Project Information Report (Attachment 1). See Attachment 3 for the full Plaza at Junction Park package.

Highlights of the development include the provision of 12% affordable rental units (as part of the applicant's Community Amenity Contribution offer) and 8% purpose built market rental units with a total of 31 rental units. The combined total of the commercial and office space is 27% (previously 25%) of the developments' total Gross Floor Area, which exceeds the District's proposed Downtown Zoning changes for 20% employment space in the C-4 Zone (Outside of Cleveland High Street). Ample public plaza spaces are proposed at the north and south ends of the development, as well as a central thru-plaza. Commercial uses front Cleveland Avenue, Main Street, and Vancouver Street, wrapping around the central mid-block plaza and fronting at key locations along Loggers Lane. Parking requirements are currently being fully met.

The following site plan shows the general layout of the two buildings as proposed:



*Figure 2: Street-level Site Plan*

#### Cleveland Character:

The Development attempts to conform to the recent Downtown Zoning Amendments for Cleveland Avenue. Historically the Cleveland High Street ended at Main Street in all previous Downtown plans dating back to the Squamish 2000 Plan. The new regulations were created to preserve the small parcels, low density and existing character of Cleveland Street. As this is a large undeveloped parcel, south of Main Street, across from a 6 and 4 storey building, the proposal is a combination of Cleveland High Street regulations and matching the surrounding properties. The proposed FAR is 2.25, 0.75 more than the allowed 1.5 FAR for large lots on Cleveland. The 182m frontage along Cleveland is broken up into 11 distinct frontages with varying widths generally conforming to the intention of the 16m frontage regulation ( $182\text{m}/16\text{m} = 11.3$ ). The proposed 3<sup>rd</sup> and 4<sup>th</sup> upper storey stepbacks conform to the High Street stepback regulation (see Figure 3). The upper storeys do not conform. Note: this regulation was not created to accommodate storeys above 6.

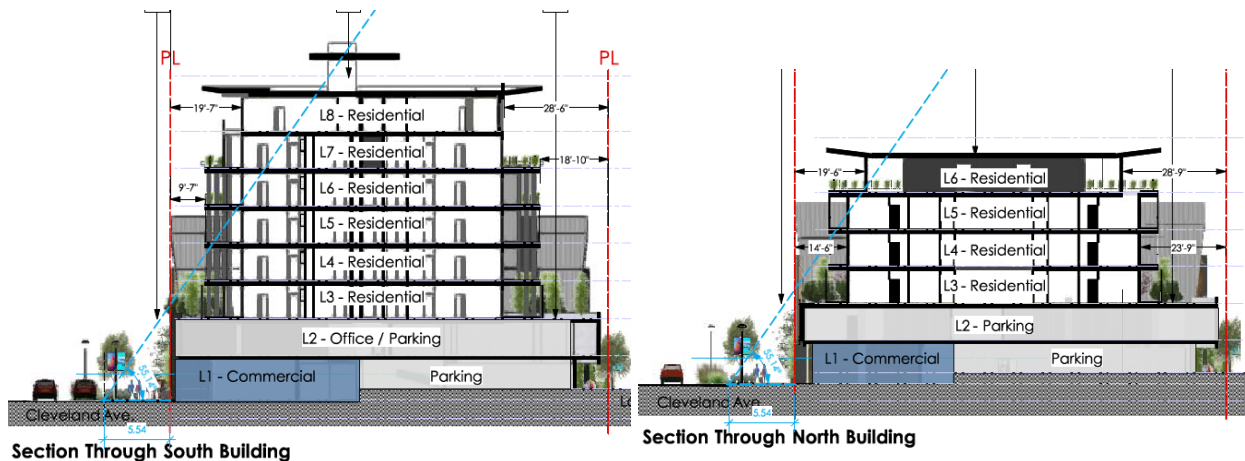


Figure 3 – Stepback Elevations

### Community Amenity Contribution

The applicant has offered the following voluntary CAC:

1. 12% Affordable rental housing units (which equates to 18 units);
2. 8% Purpose built market rental housing units (which equates to 13 units);
3. 10% Adaptable housing units (which equates to 15 units – built to BC Building Code Adaptable Housing Standards); note that this is not considered a CAC under the District's CAC Policy;
4. Public Plaza between Junction Park and the PacWest site (within the Main Street road right-of-way), which would also include renovations to open up the south side of O'Siyam Pavilion; and,
5. Two dedicated parking stalls for Car Share purposes.

The applicant's proposed CAC exceeds the District's forthcoming CAC Policy (in-progress):

Draft CAC Policy (Feb 2018)		Proposed
<b>Section 7.</b> From Multifamily to higher density. <b>Option A</b>	A minimum of 10% of the principal units to be provided on site as affordable housing units managed under a Housing Agreement	<b>12% Affordable rental</b> housing units secured in perpetuity with a Housing Agreement.
	Provision of publicly accessible active transportation and park amenities OR A cash in lieu equivalent of \$1.00 per square foot of multi family residential GFA for active transportation and \$0.50 per square foot of multi family residential GFA for parks amenities (cash-in-lieu total for all 154 residential units \$177,600)	<b>Build Public Plaza</b> improvements between the Main Street road right-of-way. (estimated value above required frontage improvement \$300,000) + **Cash contribution for additional Market Condo proposed from existing DP 237 = an increase of 22,351 sq. ft.  Active Transportation: \$22,351

		Park: <u>\$11,176</u> <b>Total: \$33,527</b>
<b>Section 8.</b> Purpose Built Rental Residential <b>Option B</b>	\$3.00 per square foot of multi-family residential GFA	7,672 sq. ft. proposed /\$3.00 sq. ft. = <b>\$23,016</b>
	Provision (preferred) of publicly accessible active transportation and park amenities  OR A cash in lieu equivalent of \$0.50 per square foot of multi family residential GFA for active transportation and \$0.25 per square foot of multi family residential GFA for parks amenities	Cash contribution based off of 7,672 sq. ft.  Active Transportation: \$3,836 Park: <u>\$1,918</u> <b>Total: \$5,754</b>
Not part of CAC policy but a rezoning consideration		**8% Market rental housing units secured in perpetuity with a housing agreement.
		**10% Adaptable housing units.
		**Two Car Share stalls

*Table 3: Community Amenity Contribution Breakdown*

**\*\*Note:** Exceeds Policy

It should be noted that through ongoing discussions on the voluntary CAC the applicants have recently revised the offer to add additional cash contributions for purpose built rental as well as additional cash contributions towards park amenities. Staff believe that the offer is well aligned with the District's forthcoming CAC priorities.

#### *Development Permit*

If the rezoning process is successful, the next step would be the DP process, as the property is located within DPA-3, Downtown South. If the new OCP is adopted prior to the DP application being submitted, it would be subject to the new DPA-3, Universal Guidelines, as well as DPA-5, Commercial Centre. Staff are recommending that the new Universal Guidelines and Commercial Centre guidelines be applied to the this project, regardless of timing, as the current Downtown South guidelines are not aligned with the vision or scale of the Plaza at Junction Park project. This could be required by Council as a condition of rezoning adoption, and secured within the Land Development Agreement.

#### **4. Implications:**

##### **a. Budget:**

Advertising costs required for public hearing notification have been collected for this application. Legal fees associated with the rezoning application will be the responsibility of the Applicant.

If the project proceeds, Development Permit fees, Building Permit fees and Development Cost Charges will be levied. The applicant has requested that the affordable housing portion of the Development Permit and Building Permit fees be waived, as permitted in the District of Squamish Fees and Charges Bylaw No. 2012, 2007. A Council resolution for this fee waiving can be included in staff recommendations should the rezoning reach 3<sup>rd</sup> reading.

As per the District of Squamish Development Cost Charge Bylaw No. 2265, 2015, affordable rental housing subject to a housing agreement is exempt from Development Cost Charges.

**b. Organizational Impact:**

Engineering to review preliminary Engineering Design of Loggers Lane and Vancouver Street intersection to determine truck turning requirements.

Environment Coordinator to review revised Contaminated Site Profile and review Ministry requirements to obtain a provincial release for the site.

Planning staff will continue advancing the application at the discretion of Council.

**c. Policy:**

The proposed development is aligned with a number of OCP policies. Details are outlined in the Policy Review section of the attached Project Information Report (Attachment 1).

The development proposal is consistent with OCP land use and policy, which directs multi-family development to the downtown and encourages mixed use development. Downtown integration, with increased pedestrian connectivity and park land connectivity are key elements, as is the activation of street frontages. The proposal is also consistent with the forthcoming OCP Update.

**d. Bylaws:**

District of Squamish Zoning Bylaw No. 2200, 2011, and specifically Comprehensive Development Zone 37 (CD-37) is proposed to be amended to allow for the proposed Plaza at Junction Park development.

**5. Council Priority Areas**

**Environment:**

An Invasive Herbaceous Species Assessment and a Fisheries Assessment have been submitted as part of the application. The assessment reports are under review by staff; further revisions are expected through the rezoning process, with potential for an environmental covenant being sought to secure specific recommendations of the assessment reports.

A revised Contaminated Site Profile is required due to the recent discovery of a petroleum substance on site. The Ministry of Environment must now be notified and a Rezoning unable to proceed to adoption until provincial release is obtained for the site.

Overall this project could contribute to the development of a lively, walkable urban core that will encourage alternate mode of transportation (walking and cycling), and be an efficient use of District infrastructure resources by concentrating residents in an already-serviced area.

## **Economic Development**

The provision of 25% employment space within the development (13% retail commercial space and 12% office space) creates employment lands, potentially increasing both the number and spectrum of jobs. The project will also upgrade the entire Cleveland Avenue frontage between Main Street and Vancouver Street, which directly supports the Downtown Revitalization action item in the Council Strategic Plan.

Overall the proposed development supports the transformation and revitalization of Downtown Squamish into a vibrant, mixed use, and complete community.

The project also aligns with Council's Guiding Principles:

- Job creation and the long-term health of our economy are considered in land use decisions.
- A diversity of businesses that create long-term sustainable jobs for our citizens are attracted to and remain in Squamish.

## **Healthy Community**

The Plaza at Junction Park proposal will trigger frontage improvements along Cleveland Avenue, Main Street, Loggers Lane and Vancouver Street frontages, which will allow the District to achieve active transportation designs for these frontages. Specifically a separated bike lane for Main Street (integrated into the pedestrian public plaza design), shared bike lane along Cleveland Avenue, and potential temporary bike lane design along Loggers Lane (to be installed while the former BC Rail corridor future is resolved).

The proposed affordable housing, market rental housing and adaptable units will collectively contribute unit types that span a much needed range in the Squamish housing spectrum and support the housing needs of the community.

The project also aligns with Council's Guiding Principle:

- The built environment, including public and gathering spaces, contributes to the health and well-being of our citizens.

## **Open and Transparent Government**

Processing of this rezoning application complied with District policy and legislated requirements for public communication; the IAP2 level of public participation has been 'consultation'.

The project was posted to the District's Development Showcase. One request for a public information meeting (PIM) was made. To date, no PIM has been held, but the applicant is open to hosting a PIM and staff are recommending that a PIM be held to address any questions or concerns the community may have prior to public hearing (included in the recommended Council Resolutions). One public comment has been received to date, it is in support of the project. Notification will be done for the Public Hearing as required.

## **6. Implementation**

Staff will initiate public hearing notification should initial bylaw readings be given and any conditions attached to a public hearing fulfilled.

**7. Attachments:**

1. Project Information Report
2. Community Amenity Contribution public plaza cost estimate
3. Plaza at Junction Park Architectural Plan Package
4. Previous Reports

**8. Alternatives to Staff Recommendation:**

**THAT** District of Squamish Zoning Bylaw No. 2200, 2011, Amendment Bylaw (Plaza at Junction Park) No. 2527, 2017 be given first and second readings.

OR

**THAT** District of Squamish Zoning Bylaw No. 2200, 2011, Amendment Bylaw (Plaza at Junction Park) No. 2527, 2017 be referred back to staff for further review.

**9. Staff Review**

**Prepared By:**

Kerry Hamilton, Planner

**Reviewed By:**

Jonas Velaniskis, Director of Community Planning

Gary Buxton, General Manager of Community Planning & Infrastructure

Robin Arthurs, General Manager of Corporate Services

**CAO Recommendation:**

That the recommendation of the Community Planning Department be approved.

Linda Glenday, CAO



# Attachment 1 - Project Information Report

The District of Squamish has received an application to amend the zoning bylaw, specifically to replace the existing Comprehensive Development Zone 37 (CD-37) with a new CD-37 Zone, to allow for the construction of a mixed use residential, commercial and office development. This summary provides supplemental information for the project including District policy and technical review comments.

## **1. Location and Context**

The proposed mixed use development is located at 37870 Cleveland Avenue and consists of an entire downtown block, bordered by Main Street to the North, Vancouver Street to the South, Loggers Lane to the East, and Cleveland Avenue to the West, as identified in Figures 1 and 2.



Figure 1: Location Map



Figure 2: Aerial Photo

Adjacent land uses are as follows:

	Land Use	Zoning
North	Junction Park and O'Siyam Pavilion	Park, Recreational, and Institutional Use (P-3)
East	Old rail line, vacant lands, Squamish Yacht Club parking	General Industrial (I-3)
South	Vacant lands, Cattermole Slough	General Industrial (I-3)
West	Howe Sound Inn and Brew Pub, Studio SQ and future "The Main" mixed-use development	Downtown Commercial (C-4), CD-10, and CD-42

OCP Designation: Downtown

Existing Zoning: CD-37

## **2. Proposal**

The Plaza at Junction Park Development proposes two mixed-use buildings. Commercial, office and residential uses are proposed. The northern building is 6 storeys and 4 storeys on the north end and the southern building is 8 storeys in height. Details are outlined in the following zoning table below.

The new CD-37 zone would allow for a wide variety of commercial uses.

The proponent has agreed to construct a minimum of 10% of the apartment dwelling units as adaptable dwelling units that will meet the adaptable housing standards in the BC Building Code.

The proposal will be required to meet the zoning bylaw requirements for vehicle and bike parking. All parking is proposed to be located within two storey parkades, accessed from Loggers Lane.

## **3. Zoning**

A summary of the existing CD-37 Zone and the proposed new CD-37 Zone for the PacWest development proposal is as follows:

<b>Zoning Metric</b>	<b>Existing CD-37</b>	<b>Approved DP 237 (2015)</b>	<b>Proposed CD-37</b>
Height	13.7 m (45 ft.)	13.7m (45 ft.)	27 m (89 ft.) 20.75m (68 ft.)
Lot Coverage	40%	41.1%	83%
Density	1.00 FAR	1.39 FAR	2.25 FAR
Cleveland Setback	3.0 m	3.0 m	0.0 m
Main Setback	2.0 m	2.0m Balconies 0.5m	0.0 m
Loggers Lane Setback	3.0 m	2.0m Balconies 1.0m	2.5 m
Vancouver Setback	2.0 m	2.0m Balconies 0.5m	0.0 m
Parking - Residential	1 space per unit (154)	82	154
Parking - Visitor	N/A (0)	0	0
Parking - Commercial	2 spaces per 100m <sup>2</sup> floor area (75)	26 (1 stall/ 46.5m <sup>2</sup> )	81

Bike Parking Class "A"	2 spaces per dwelling unit (308) 1 space per 500m <sup>2</sup> commercial (8)	None	Residential: 308 Commercial: 8
Bike Parking Class "B"	12 spaces (12)	None	12 spaces

#### 4. **Technical Review**

##### ***Council and ADP Review Background***

The Plaza at Junction Park project was informally presented to Council at the September 12, 2017 Community Development Standing Committee (which continued on in the Committee of the Whole meeting which took place right after the CDSC meeting) as part of the larger discussion around Cleveland Commercial Height (it was presented as the second case study); four different massing options were reviewed by Council at this meeting (see Attachment 4 for the September 12, 2017 CDSC staff report and meeting minutes, and the September 12, 2017 COW meeting minutes). Key comments from Council are summarized as follows:

- Provide variation in height, shape, and massing between buildings;
- Apply special treatment to both the Main and Vancouver Street ends with regards to views, shading, design and uses;
- Activate the Loggers Lane side of the development;
- Provide and activate open spaces for the development, particularly roof top utilization;
- Provide and activate mid-block through connections; and,
- Step back upper floors to provide visual interest and mitigate height impacts.

The Plaza at Junction Park project was presented to Council again at the November 7, 2017 Community Development Standing Committee. The applicant brought forwards a revised design that was based on Council's feedback from the September 12 meeting (see Attachment 4 for the November 7, 2017 CDSC staff report and meeting minutes). Key comments from Council are summarized as follows:

- Relation to Downtown Zoning Changes Project;
- Viewscape protection;
- Height discussion;
- Density discussion; desire to see project aligned with Cleveland High Street form and character;
- Activation of Loggers Lane; and,
- Further activation of street ends and mid-block plaza; Move loading zone and garbage away from the mid-block plaza area.

The Plaza at Junction Park project was presented to Council for a third time at the March 6, 2018 Community Development Standing Committee. The applicant brought forwards a revised design that was based on Council's feedback from the November 7 meeting (see Attachment 4 for the March 6, 2018 CDSC staff report and meeting minutes). Key comments from Council are summarized as follows:

- Cleveland High Street should extend to Vancouver (show stepbacks).
- Request for more visuals and renderings particularly at the south end of the site (i.e. brewpub, view looking north).
- Car Share consideration
- CAC discussion
- Some interest in a pedestrian overpass

The project was also informally reviewed by the Advisory Design Panel on August 24, 2017 (see Attachment 4 for the August 24, 2017 ADP staff report and meeting minutes). The key comments from ADP are summarized as follows:

- Given the large site and location (an entire block, with four frontages), aim to create a landmark development with a unique design. A common design theme could apply across the site, but avoid the exact replication of buildings.
- Ground plane critical: Commercial or office at grade fronting all streets activates the pedestrian realm; avoid having the parkade directly fronting the street (particularly Loggers Lane). Consider lining through-block connections with commercial uses to activate these areas and establish stronger east-west pedestrian connections.
- Give special focus to the design of the Vancouver and Main Street ends; consider integrating a public component, such as a plaza or other community space, into these ends.

### ***Servicing***

A summary of the servicing is provided below. As the development proceeds, further detailed servicing review is required as part of the servicing agreement and building permit processes.

A Fire Safety Report will be required at the Development Permit stage to ensure appropriate fire protection measures will be put in place for the proposed eight and six storey buildings during and after construction to mitigate exposure risk.

Traffic: No Traffic Impact Assessment is being required for this project, however, a basic design of the Logger's/Vancouver intersection must be completed prior to Public Hearing to determine appropriate setbacks, road right-of-way requirements and sightlines accommodating both truck turning movements and increased traffic to the Oceanfront developments. Space must be allocated for future signalization and safe pedestrian crossings. Also, a safe point of access and egress to the site on and off Logger's Lane will need to be designed to minimize conflicts with pedestrians and traffic on Logger's Lane including the provision of adequate sightlines. Staff have reviewed the viability of a pedestrian overpass on this site and find that it is: 1) not warranted given the small width and traffic volume on this road (even with Oceanfront build

out); two that it is costly and far exceeds any of the CAC contributions to date; and 3) is contradictory to OCP policy supporting pedestrian friendly streetscapes. Overpasses are typically designed for Highways, where pedestrian sidewalks and activity are not supported. As Loggers lane will evolve into a pedestrian friendly and activated street, one or more signalized crossings on the street is a more pedestrian friendly design than making pedestrians climb two storey ramps to cross the street at a specific location.

Water: Provision of new water service connections for the buildings, adequate fire hydrants and water meters will be required to meet the District's Subdivision & Development Control Bylaw, 2373, 2015.

Sanitary Sewer: Provision of sanitary service connections will be required.

Stormwater: Provision of on- and off-site stormwater management plans and appropriate systems will be required as per the District's Subdivision & Development Control Bylaw, 2373, 2015.

Frontages: Cleveland Avenue: The Cleveland design will follow the Cleveland Avenue standard as per the design of The Main (37881 Cleveland) across the street. A mid-block pedestrian crossing will be provided. On-street parking will be provided (parallel parking only).

Main Street: If the Main Street road right-of-way area is not closed and development into a Public Plaza space, then the frontage improvements will include a sidewalk, protected bike lane, on-street parking and landscaping.

Logger's Lane: A 2.2 m wide sidewalk and 1.8 m treed boulevard/furnishing zone will be required, with appropriate public access statutory right-of-ways. No on-street parking will be permitted on Loggers Lane. Possible widening of the Loggers Lane/Vancouver Street intersection may be required to accommodate truck turning movements at Loggers and Vancouver, as well as a significant increase in future traffic to the Oceanfront Development. As a condition prior to Public Hearing, the District has requested a Preliminary Engineering Design of Loggers Lane and Vancouver Street intersection to determine minimum setbacks and address sightlines and safety.

Vancouver Street: Road design will need to accommodate the Truck Route, as outlined in the Loggers Lane section above. No on-street parking will be permitted on Vancouver Street.

### ***Environment***

A Preliminary Site Bio-Inventory, Fisheries Assessment, and Invasive Species Assessment have been prepared by Sartori Environmental Services in August 2016. These assessment reports have been forwarded to the District's Environmental Coordinator for review. Further revisions to the reports are expected through the rezoning process.

Any recommendations that come out of the reports will be implemented through a Section 219 Environmental Covenant, to be completed prior to final adoption of the rezoning.

### ***Flood Hazard***

The subject property is located within a Flood Hazard Area. It is also located within the Floodplain Management Bylaw 2526, 2017 Downtown FCL Exemption Area; therefore, the commercial units do not need to meet the flood construction level for this area.

## 5. Policy Review

The following table outlines the relevant Official Community Plan (OCP) policies.

Policy	Comment
<b>Section 17 Residential Neighbourhoods</b>	
17 - 14 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.	Project consistent with OCP policy.
17 - 17 The District supports the provision of 'special needs' housing that incorporates 'universally accessible design' components and enables residents to remain in the community.	Project consistent with OCP policy. 10% of units to be built to BC Building Code adaptable housing standards.
17 - 26 Downtown Squamish is identified as the preferred location for multi-unit residential buildings and mixed-use commercial and residential buildings.	Project consistent with OCP policy.
<b>Section 18 Downtown</b>	
18 - 12 Downtown Squamish is intended to function as the core of the community. It should benefit from the widest range of permitted uses within the District including a range of retail, services, professional offices and higher density residential than other parts of the community so as to bring vitality, aesthetic quality and livability to this location.	Project consistent with OCP policy. Wide range of uses and high density proposed.
18 - 16 Downtown Squamish will contain a range of types and sizes of parks and open spaces for the community that can accommodate a range of activities and uses, including but not limited to a local farmers market, cultural, musical and artistic activities and festivals, community gardens and a waterfront walkway.	Project consistent with OCP policy. Project adding a local commercial node and numerous Public Plaza spaces across the development.
18 – 19 Maintaining a compact, vibrant commercial core on Cleveland and Second Avenues north of Victoria Street is encouraged over continued commercial expansion.	Project not consistent with OCP policy. This policy is now outdated; commercial expansion is desired to continue a vibrant Cleveland Avenue south of Victoria Street.
18 - 26 Views in the Downtown contribute to the overall experience and uniqueness of place and shall be preserved. Any new development or substantial	Project has completed view corridor and shading analysis. Views from prominent public

building renovation shall require identification of significant view corridors and protection or mitigation strategies.	locations (Junction Park, Howe Sound Brew Pub)
18 – 27 The vibrancy of downtown shall be enhanced through a coordinated and sensitively developed program of streetscape enhancements and public space improvements, based on a comprehensive urban design plan.	Project consistent with OCP policy. Full streetscape and frontage improvements on all 4 frontages, and numerous public space improvements are proposed.
Section 19 Commercial Lands	
19 - 5 The District encourages the concentration of commercial development in a compact commercial area in the Downtown, particularly along Cleveland and Second Avenues.	Project consistent with OCP policy.



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**TO: Mike Bosa**

**DATE: February 05, 2018**

**RE: Memo - Park Extension**

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The approximate budget to close Main Street intersection between Cleveland Avenue and Loggers Lane and extend the park to the adjacent property line will cost \$430,720. This budget includes removing the road, new curbs and gutter, new landscaping including features, design fees, management fees and contingency.

The budget is based on preliminary site plan drawing from AKA architects dated January 23, 2018. The drawing is part of a rezoning package set for the District of Squamish.

Call with any questions.

Regards,

A handwritten signature in black ink, appearing to read "Prab Mahairhu". The signature is stylized with a large, sweeping loop at the end.

Prab Mahairhu

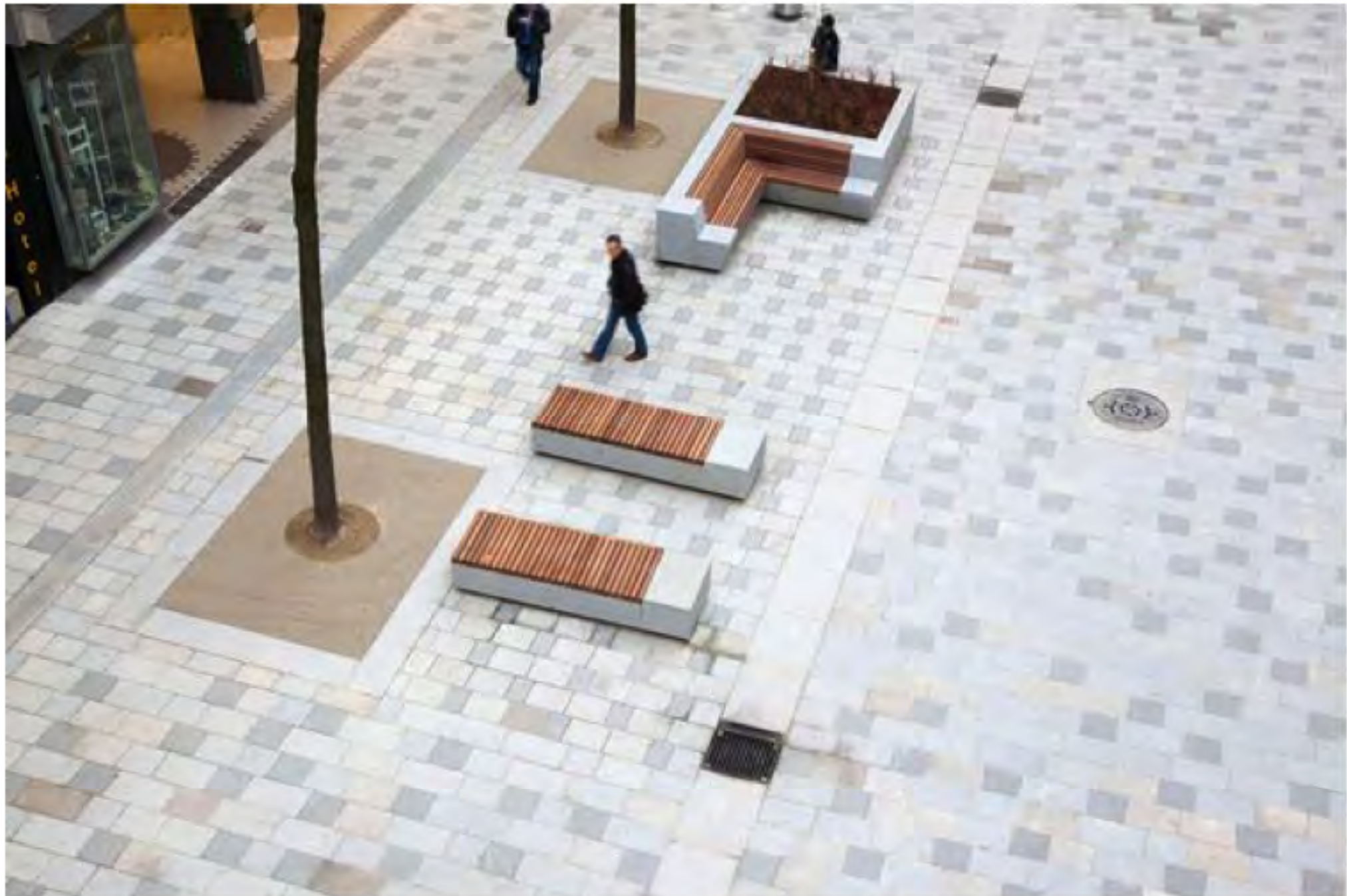
Project Coordinator



Cleveland - Main Street Road Closure 2019					
Items	Description	Amount	Unit	Unit Rate	Price
1	Strip 4" Asphalt Road				
	Machine Time to Rip and Crush	8	HRS	\$ 282.50	\$ 2,260.00
	Haul for Recycle	30	Loads	\$ 125.00	\$ 3,750.00
	Site Clearing Trees On Pac West Side	1	LS	\$ 7,500.00	\$ 7,500.00
2	Site Works				
	New Fill under SOG and Pavers	175	m3	\$ 35.00	\$ 6,125.00
	Place and compact fill	8	HRS	\$ 282.50	\$ 2,260.00
	Electrical Trenching -2 ft deep	150	LF	\$ 15.00	\$ 2,250.00
	Mechanical Trenching - 1 ft deep	120	LF	\$ 10.00	\$ 1,200.00
	Dig Holes for Pole Bases	3	EA	\$ 300.00	\$ 900.00
	4" Pipe for drains and fittings	120	LF	\$ 13.00	\$ 1,560.00
3	Fix Roads				
	Concrete Patching	245	LF	\$ 10.00	\$ 2,450.00
	New Curb & Gutter	245	LF	\$ 47.00	\$ 11,515.00
	New CB x 2 + Sump x1	1	LS	\$ 2,500.00	\$ 2,500.00
	Install CB + Sump	1	LS	\$ 1,500.00	\$ 1,500.00
4	New Concrete				
	Forming	1	LS	\$ 10,000.00	\$ 10,000.00
	Planter Walls	5	m3	\$ 214.00	\$ 1,070.00
	SOG Concrete Supply (35 Mpa)	66	m3	\$ 246.10	\$ 16,242.60
	Color Concrete (if required)	66	m3	13.91	\$ 918.06
	Color Cleaning	7	Loads	25.00	\$ 175.00
	Pads for Canopies (4'x4'x3') - x6	12	m3	\$ 246.10	\$ 2,953.20
	Environmental Fees	83	m3	\$ 9.05	\$ 751.15
	Hot Water (if required)	83	m3	\$ 9.63	\$ 799.29
	Pumping - 52 m boom	8	HRS	\$ 300.00	\$ 2,400.00
	Per Cubic Meter	83	m3	\$ 4.00	\$ 332.00
	Mob/Demob	3	HRS	\$ 300.00	\$ 900.00
	Cleaning & Environmental Fee	1	LS	\$ 200.00	\$ 200.00
	Place and Finish (Broom Finish)	6625	SF	\$ 1.25	\$ 8,281.25
5	Landscape				
	Concrete Pavers to supply and install	5750	SF	\$ 17.00	\$ 97,750.00
	Concrete Paver Breaks to supply and install	350	SF	\$ 17.00	\$ 5,950.00
	22" soil for planters	40	m3	\$ 5.00	\$ 200.00
	2" Sand Base for Pavers	36	m4	\$ 25.00	\$ 900.00
	Sawn Area w/ 6" soil supply and install	900	SF	\$ 4.00	\$ 3,600.00
	Plants supply and install	1180	SF	\$ 13.50	\$ 15,930.00
6	Other Items				
	Canopies (No Design)	6	EA	\$ 11,500.00	\$ 69,000.00
	Engineering for Canopies	1	LS	\$ 3,500.00	\$ 3,500.00
	Public LED Light Poles (No Design)	1	EA	\$ 15,000.00	\$ 15,000.00
	Pedestrian LED Light Poles (No Design)	2	EA	\$ 10,000.00	\$ 20,000.00
	Basalt Architectural Feature (No Design)	1	EA	\$ 5,000.00	\$ 5,000.00
	Street Signage	2	EA	\$ 600.00	\$ 1,200.00
	Line Painting	1	LS	\$ 2,500.00	\$ 2,500.00
				SUBTOTAL:	\$ 331,322.55
				10% Contingency:	\$ 33,132.26
				10% Design Fees:	\$ 33,132.26
				10% Management Fees:	\$ 33,132.26
				TOTAL:	\$ 430,719.32



Public Plaza



Public Plaza Canopies



Rain Protection



Parkade Screening



Public Plaza



Parkade Sculptural Wall Screening



The Plaza at Junction Park - Development Summary

March 26, 2018

1.1 Site Info			
Civic Address:	37870 Cleveland Ave, Squamish, BC		
Legal Address:	LOTS B, C and D, BLOCK 20, DISTRICT LOT 486, Gp 1, NWD, PLAN 20801.		
PID:	003-783-324		
OCP Land Use Designation:	Downtown Commercial		
OCP DP Area:	DP3, Downtown South		

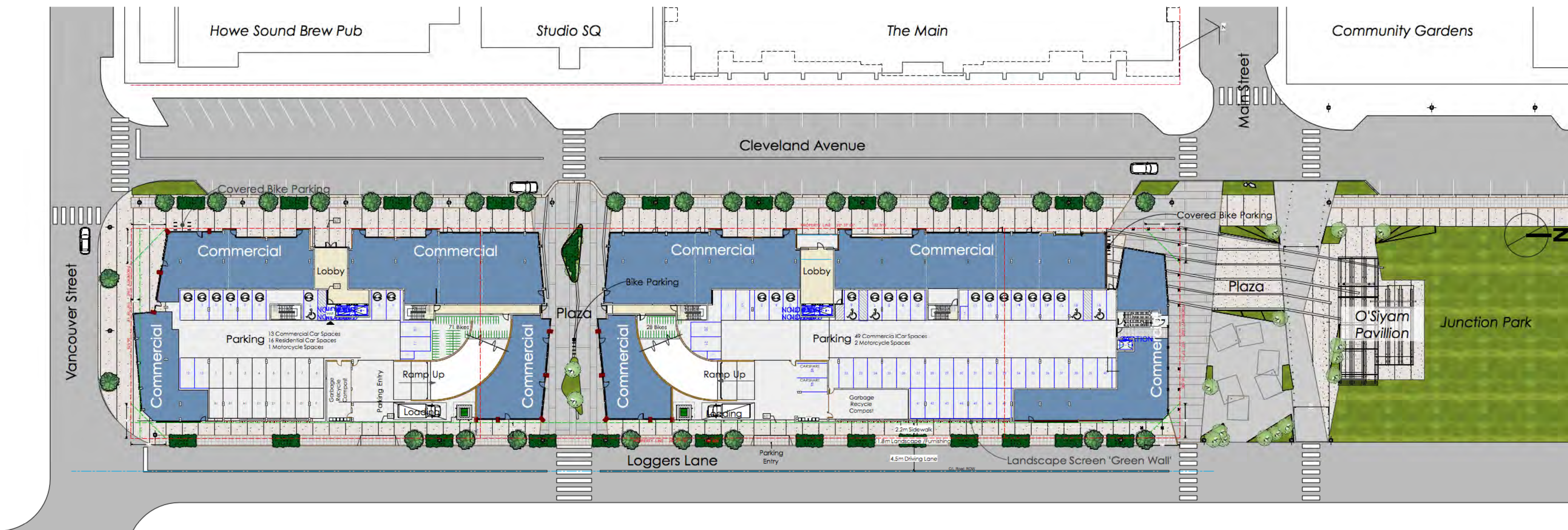
1.2 Zoning Summary	Proposed	Existing Zoning	Existing DP 237 (BCR)
Zone:	NEW CD-37	CD-37	CD-37
Lot Area (sq.ft.):	72,026.8 sq.ft.	-	72,003.0 sq.ft.
Lot Area (m2):	6,692 m2	-	6,689 m2
Height (m):	27.0 m	13.7m	13.7m
Height (storeys):	8	-	4
Lot Coverage (%):	83% / 49% *	40%	41.1% * See details in 1.2 Project Areas
Lot Coverage (m2):	5,567 m2	-	2,752 m2 * See details in 1.2 Project Areas
Areas	Proposed	Existing Zoning	Existing DP 237 (BCR)
Market Condo:	9,249.1 m2	-	7,779.6 m2
Market Rental:	713.0 m2	-	0.0 m2
Affordable Rental:	1,040.1 m2	-	0.0 m2
Office:	1,812.3 m2	-	0.0 m2
Commercial (Ground Level):	2,253.7 m2	-	1,516.4 m2
Total Area:	15,068.2 m2	-	9,296.0 m2
FAR	Proposed	Existing Zoning	Existing DP 237 (BCR)
Market Condo FAR:	1.38	-	1.16
Market Rental FAR:	0.11	-	0.00
Affordable Rental FAR:	0.16	-	0.00
Office FAR:	0.27	-	0.00
Commercial FAR:	0.34	-	0.23
Total FAR:	2.25	1.00*	1.39 *FAR may be increased to 1.39 if community amenities are provided
Min Lot Area:	.67 ha	.67 ha	.67 ha
Setbacks:			
Cleveland Ave:	0.0	3.0 m	3.0m / 0.0m* * 0m setback to terraces & planters
Main Street:	0.0	2.0m / 0.5m*	2.0m / 0.5m* * max. 0.5 m balcony projection permitted
Loggers Lane:	2.5	3.0 m / 1.0m*	2.0m / 1.0m * max. 1 m balcony projection permitted
Vancouver Street:	0.0	2.0m / 0.5m*	2.0m / 0.5m * max. 0.5 m balcony projection permitted
Parking Spaces:	235	108	108
Loading Spaces	3	2	2
Bike Parking Spaces:	328	-	-
Residential Units:	154	-	82

Overall Development Details

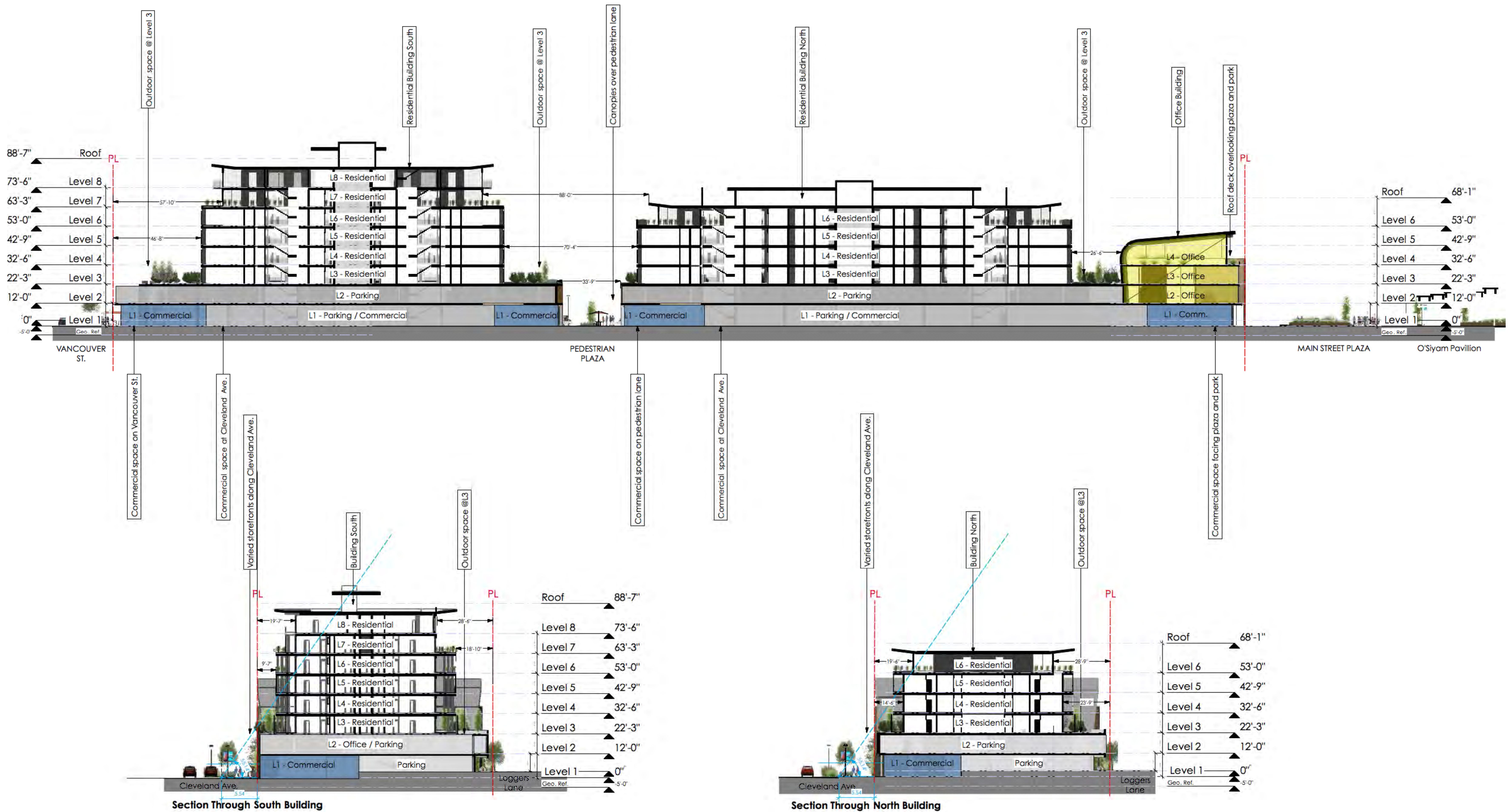
March 26, 2018

1.0 Summary					
1) Units	No. Units	Notes:			
Market	47				
Affordable Rental	18	12% of total Units			
Market Rental	13	8% of total Units			
Building 1 Total	78				
Building 2 Market	76				
Project Total Units	154				
2) Areas	Sq.ft.	m2	FAR	Notes:	
Market Condo GFA	99,520	9,249.1	1.38		
Market Rental GFA	7,672	713.0	0.11		
Affordable Rental GFA	11,192	1,040.1	0.16		
Commercial GFA	24,250	2,253.7	0.34		
Office GFA	19,500	1,812.3	0.27		
Total GFA	162,134	15,068.2	2.25		
Common Areas	24,040	2,234.2			
Parkade L1	30,400	2,825.3			
Parkade L2	47,600	4,423.8			
Total Built Area	264,174	24,551.5			
Site Coverage	Sq.ft.	m2	%	Notes:	
L1,L2	59,900	5,566.9	83%	Max. coverage which includes L1 and L2 (podium)	
L3	35,150	3,266.7	49%	Includes Residential buildings and L3 Office only	
3) Parking	Rate	Amt	Required	Notes:	
Residential	1 / Unit	154 Units	154		
Commercial/Off	2 / 100m2	4,066 m2	81		
Visitor	0	0	0		
Total Required			235 Spaces		
Provided			Total		
Residential			163		
Commercial/Off.			62		
Commercial Payment In-Lieu Parking Spaces			19		
Motorcycle/Scooter (12 spots @ 0.5 Spaces ea.)			10		
Total Provided			254 Spaces		
4) Loading	Rate	Amt	Required	Provided	Notes:
Retail	2 for 500-2500 m	2,254 m2	2		
Office	1 up to 3000m2	1,812 m2	1		
Total			3	3	
5) Bike Storage	Rate	Amt	Required	Provided	Notes:
Commercial	1 Class A/500m2	4,066 m2	8		
Residential	2 Class A / unit	154 Units	308		
Class B	6 Spaces	2	12		
Total			328	328	

















Junction Plaza - Looking West



Junction Plaza - Looking East Along Main St. at Cleveland Ave.



Looking south along Cleveland Ave., at Junction Park





Mid-Block Plaza - Viewed from Studio SQ



Loggers Lane - Looking North Toward Mid-Block Plaza



Mid-Block Plaza - View Toward The Chief





Looking East from the Howe Sound Brewery Patio



Vancouver Street - Looking North



Cleveland and Vancouver - Looking Toward the Chief



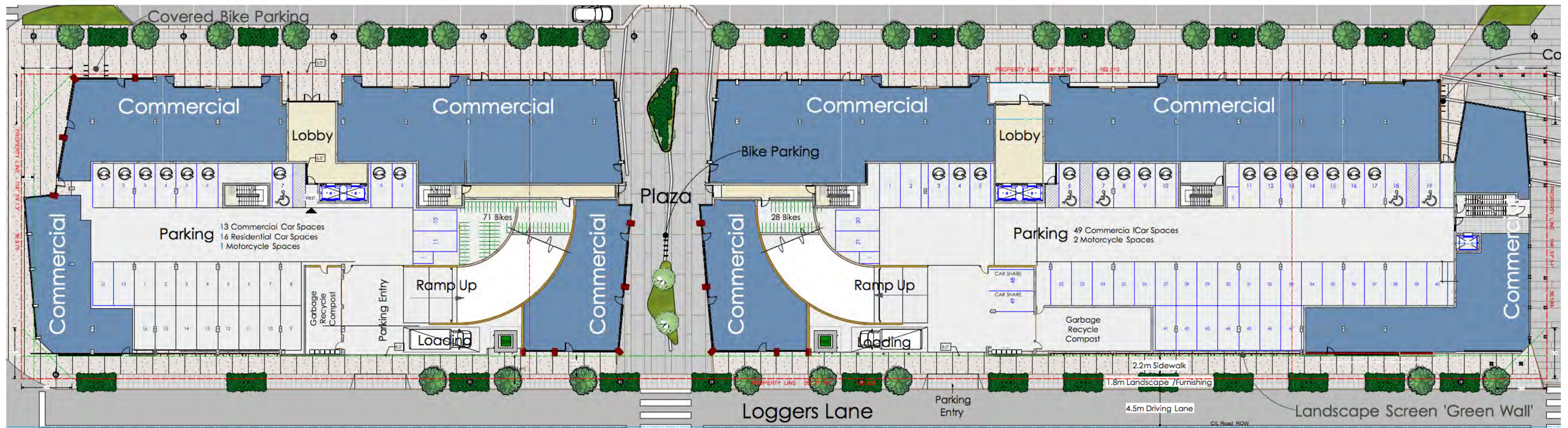


Loggers Lane - Looking West Toward Office Building

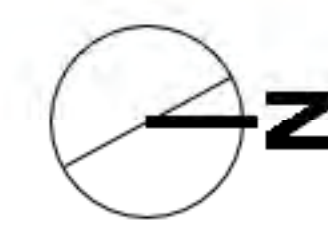
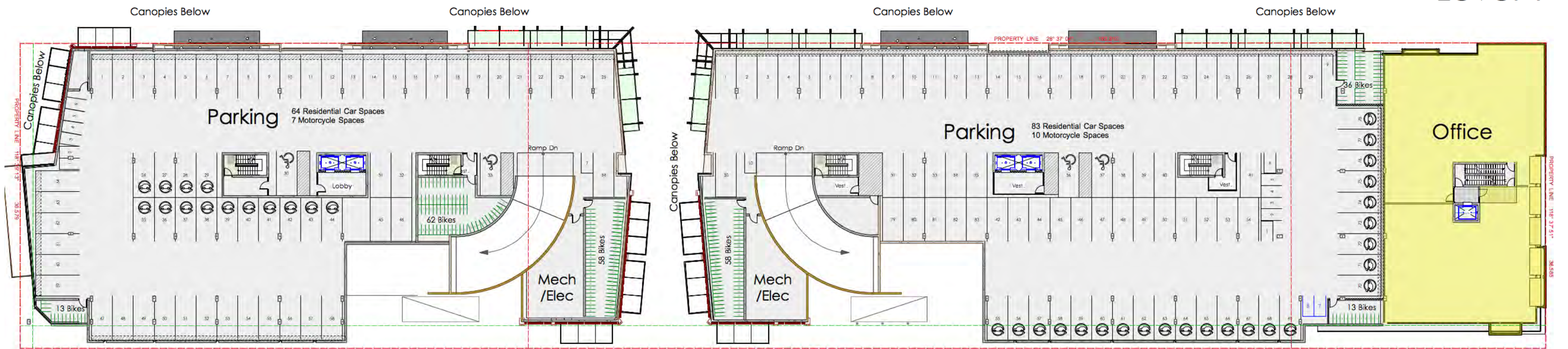








Level 1



Level 2



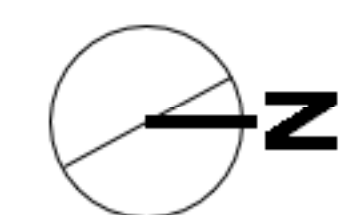
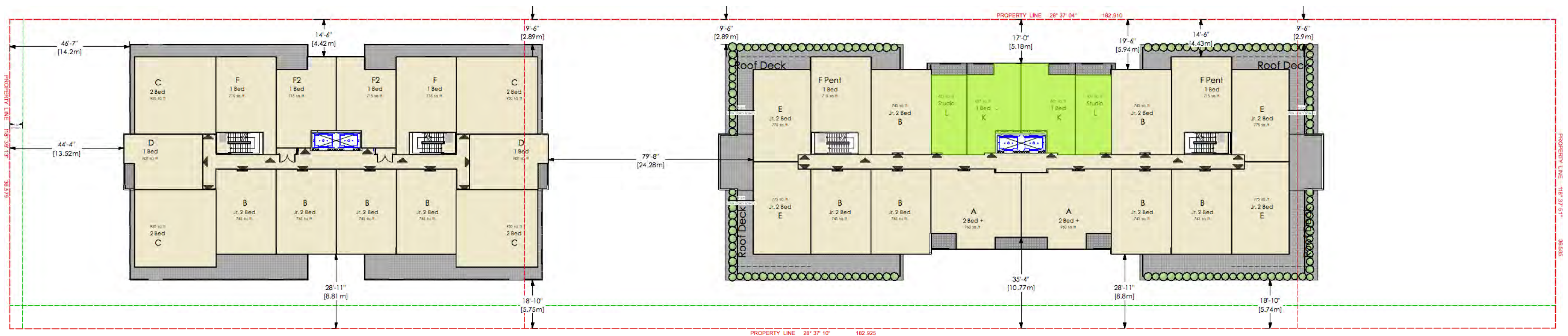






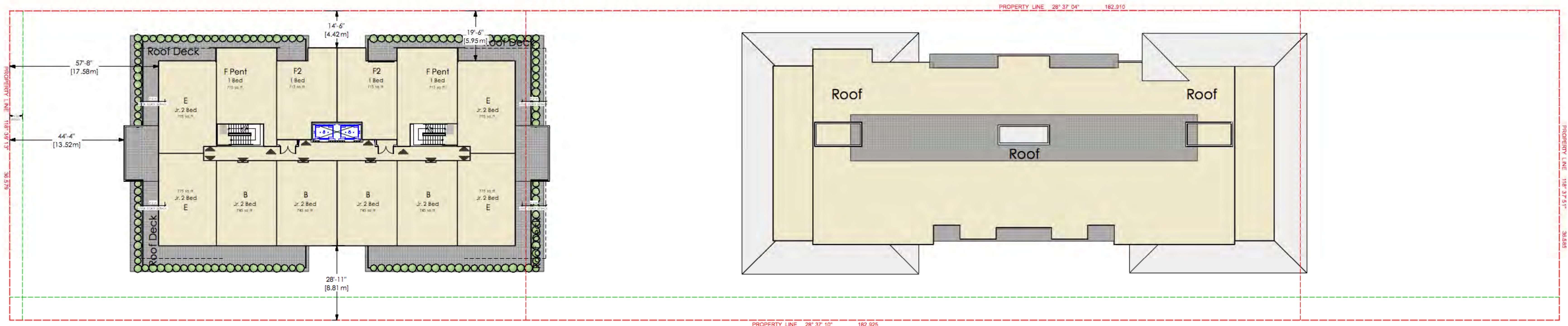
- NON-MARKET RENTAL UNITS
- MARKET RENTAL UNITS

## Level 5

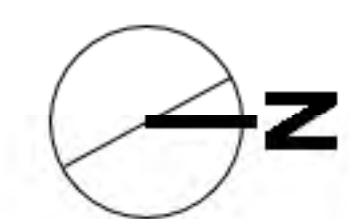
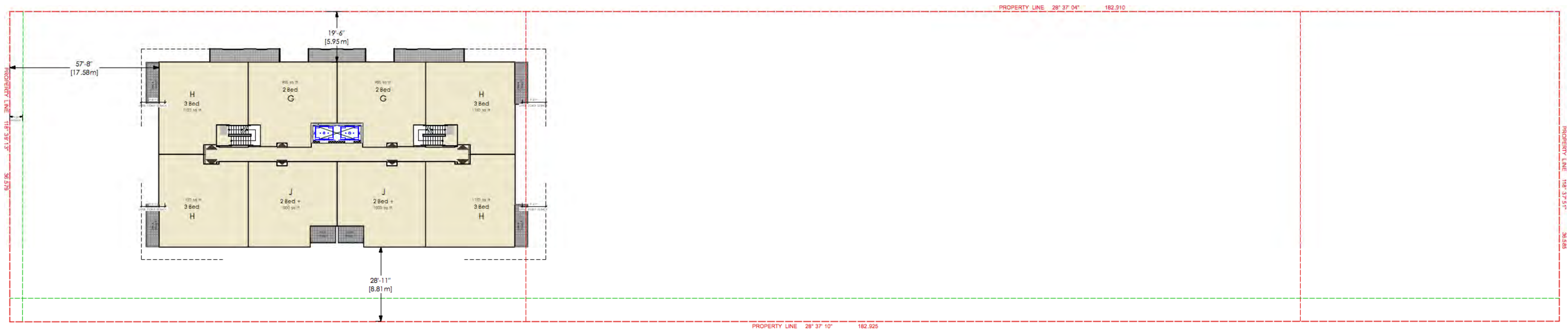


## Level 6





Level 7



Level 8









8 am - Equinox



12 pm - Equinox



4 pm - Equinox





REPORT TO: Council

FOR: Community Development Committee

REPORT FROM: Community Planning and Infrastructure

PRESENTED: September 12, 2017

FILE: 2017-25

SUBJECT: Cleveland Commercial Height, PacWest case study and height approaches

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### **Recommendation:**

That Council approve the following resolution:

**THAT** the District of Squamish receive the Cleveland Commercial Height report dated September 12, 2017 for information and provide direction on the proposed height approaches as follows:

- Create a Downtown Public Spaces Plan
  - Create Development Permit Guidelines to minimize height and shadow impacts
  - Maintain the existing fine-grain streetscape
  - Reduce and vary height in combination with a density bonus program
- 

### **1. OBJECTIVE:**

To present the second “case study” rezoning application respecting Cleveland Avenue building heights and solicit Council feedback on massing, views and shading, both in general for Cleveland Ave, as well as specific to the PacWest site of this case study.

Based on May 2017 feedback from Council and the Advisory Design Panel (ADP), staff also present height approaches for discussion and comment, prior to developing any initial height regulations and proceeding with community and stakeholder consultation.

### **2. BACKGROUND:**

The District of Squamish Zoning Bylaw No. 2200, 2011 restricts Downtown Commercial (C-4) zoned building heights to six storeys. Although the C-4 zoning has been in place for some time, the District’s first six-storey mixed-use building under C-4 zoning was permitted in 2016 and has not yet been built. Due to strong development interest in the community, the District has received an increasing number of six-storey applications.

The 2014 Draft Downtown Neighbourhood Plan recommended two-to-three storey building heights for Cleveland Avenue. The Draft Downtown Neighbourhood Plan is being incorporated into the current Official Community Plan (OCP) update, although not all policies have transferred. From the OCP update, the land use designation for Cleveland Avenue is “Commercial Centre”, with a height range of two-to-four storey buildings and consisting of primarily commercial uses (residential is a secondary use).

With concern of a lag between forthcoming development and the adoption and subsequent implementation of policy, Council discussed at the December 20, 2016 Committee of the Whole

meeting, then ratified that evening at the December 20, 2016 Regular meeting, the following motion:

“THAT Council direct staff to prepare an amendment to the Zoning Bylaw to limit the maximum height of building fronting Cleveland Avenue, from Buckley Avenue to Vancouver Street.”

On Feb. 21, 2017, the District gave first and second readings to Bylaw No. 2515 (Cleveland Commercial Height), a bylaw restricting heights of buildings on Cleveland Avenue, between Buckley Avenue and Vancouver Street., to two-storeys. The community indicated concern with the proposed change from six-storeys to two-storeys. Bylaw 2515 was brought back for reconsideration on March 7, 2017, at which time second reading was rescinded. On that date, Council spoke to the need for further public consultation to be undertaken with stakeholders prior to proceeding further.

Cleveland commercial height was discussed at the May 16, 2017 Committee of the Whole meeting, with the first case study of 38108 Cleveland Ave (northeast corner of Cleveland Ave and Winnipeg St) reviewed by Council. The Advisory Design Panel (ADP) also reviewed the first case study at the May 19, 2017 ADP meeting. The second Cleveland Commercial Height case study, 37870 Cleveland Ave (the former PacWest site), was reviewed by ADP at the August 24, 2017 ADP meeting.

### **3. PACWEST CASE STUDY:**

A rezoning application for the former PacWest site, located at 37870 Cleveland Avenue (vacant lot opposite StudioSQ and the Howe Sound Inn and Brew Pub) has been received. The site is currently zoned Comprehensive Development 37 (rezoned in 2007) and the applicant is seeking to rezone the parcel to Downtown Commercial (C-4) zone or similar.

Staff has worked with the applicant on view and shade impact studies and is bringing those forward for discussion. The view and shade studies present four massing options. Building heights range from six to eight storeys.



Figure 1: PacWest Site Location Map

Staff sought ADP's initial feedback on the PacWest options as presented, with regards to massing, views, shading and other high level design related comments (see Attachment 2 – August 24, 2017 Draft ADP meeting minutes). The key comments from ADP are summarized as follows:

- Given the large site and location (an entire block, with four frontages), aim to create a landmark development with a unique design. A common design theme could apply across the site, but avoid the exact replication of buildings.
- Ground plane critical: Commercial or office at grade fronting all streets activates the pedestrian realm; avoid having the parkade directly fronting the street (particularly Loggers Lane). Consider lining through-block connections with commercial uses to activate these areas and establish stronger east-west pedestrian connections.
- Give special focus to the design of the Vancouver and Main street ends; consider integrating a public component, such as a plaza or other community space, into these ends.

Staff seek Council's initial feedback on the PacWest massing options.

#### **4. HEIGHT APPROACHES**

Based on the feedback received from Council and ADP, Staff is bringing forward a suite of conceptual approaches around Cleveland Avenue height. A balanced approach is suggested, employing a mixture of policy (development permit guidelines) and regulatory (zoning) tools.

##### **Policy Level Approaches:**

##### **Approach 1: Create a Downtown Public Spaces Plan**

Complete a Downtown Public Spaces Plan that identifies existing and potential future public spaces (including, but not limited to parks, open space, plazas and other public areas). Identify and protect key view corridors from the public spaces. Include solar guidelines to ensure public spaces have adequate sun and daylight access. This approach would require community input to identify new public spaces and to determine the community's most important views to be protected.

The Squamish 2040 OCP Discussion Draft contains the following policy under the Public Place-Making section:

**15.3.2.6** Complete a comprehensive Downtown view corridor study to identify important public realm view corridors which should be protected during the development process. Prior to its completion, consider individual project impacts on views and solar impacts from significant Downtown development applications for new buildings 12 m in height or greater on a case by case basis.

The proposed Downtown Public Spaces Plan aligns with this draft policy while refining the scope to focus specifically on Downtown public spaces. It could also incorporate ideas around culturally significant focal points, landmarks, and vistas (Discussion Draft policy 27.4.2.4).

During the May Council and ADP meetings on Cleveland Avenue Height, both Council and ADP frequently voiced comments around the need to identify and protect our public spaces. Views

from key public places, as well as street corridor views were a priority, as were assuring solar access for patios and other public open spaces.

#### Approach 2: Create Development Permit Guidelines to Minimize Height and Shadow Impacts

Craft Development Permit (DP) guidelines to include in the Downtown Commercial Centre DP Area that will apply urban design best practices to minimize building height and shading impacts on the public realm and to ensure a human scale of development that would contribute to a positive streetscape experience.

Ideas to research and incorporate into the guidelines include stepping back upper floors, applying architectural components that are of a smaller, human size and scale for façade articulation, fenestration and partitioning, using landscaping to moderate height, and ensuring variety and interest in building shapes, sizes, materials, colours, architecture and other details (to provide a high level of complexity at street level).

Staff are concurrently working on amendments to existing DP guidelines as part of the Squamish 2040 OCP update. The Cleveland height development permit guideline ideas outlined above will be flushed out and incorporated in this work.

At the May Council and ADP meetings, comments around preserving the commercial high street character of Cleveland Avenue were heard, as well as discussion on ways to achieve a greater level of architectural interest, including variations in height. Stepping back the upper storeys of buildings from the street-ends to preserve view corridors was also mentioned. Well-conceived DP guidelines will help achieve these aims.

#### **Zoning Level Approaches:**

##### Approach 3: Maintain the Existing Fine-Grain Streetscape

Create Zoning Bylaw regulations to discourage lot consolidation and maintain the existing fine-grain of development along Cleveland Avenue. Regulations could include maximum lot widths and or maximum building widths that reflect the historical lot widths from the original downtown plan of subdivision (7.6 m (25 ft.) to 15.2 m (50 ft.)). The City of Vancouver regulates a number of their commercial strips, including Commercial Drive, Main Street, Davie-Denman and Hastings-Sunrise, through maximum frontages (these range from 7.6 m (25 ft.) to 15.2 m (50 ft.)).

Preservation of the commercial high street character was a frequently voiced comment at the May 2017 Council and ADP meetings. Maintenance of the 25 ft. lot width and discouragement of lot consolidation was identified by ADP as a key to character preservation.

##### Approach 4: Reduce and Vary Height with Density Bonus Program

With the aim of achieving a mixture of heights along Cleveland Avenue while responding to design guidelines for form, views, solar impact, etc., reduce the current maximum height permitted in the C-4 Zone (65 ft. or six storeys) in combination with a density bonus program.

Extensive stakeholder consultation would be necessary to determine achievable base densities, amount of bonus density and maximum building heights, economic feasibility, what elements

should be considered for density bonus (affordable housing, rental housing, or other community amenities), and density bonus received for the amenity provided.

An alternative to reducing base heights would be to set baseline densities, in combination with density bonuses. Using density is a viable alternative, but as a concept, is usually less understandable and harder to visualize compared to height.

During the May 2017 Council meeting, Council voiced a desire to see variable heights and architecturally interesting development. A well-crafted density bonus program could help in achieving these goals, while providing additional amenities, employment space or affordable housing to the community.

Density transfer was a further idea raised at the May 2017 Council meeting. While several density transfer programs are running across the lower mainland (City of Vancouver, City of North Vancouver, City of New Westminster), the majority of the programs are focused on heritage preservation. As heritage restoration is more expensive than tearing down and building something new, these density transfer programs are intended to provide extra funds to help make restoration a viable option.

Upon initial review, the density transfer programs appear to be complex to administer and would likely require additional resources to run. Many are based on a site specific cost-and-revenue analysis of each building. It is unknown whether a density transfer program could be applied to the preservation of the Cleveland Avenue commercial core. How and where the density transfer could be used would need to be carefully reviewed, particularly if there is a lack of sites which could receive the density (due to height or other site constraints), and if heights are increased elsewhere, the potential impacts at these locations. Market conditions would also need to be reviewed to determine if density transfers are viable financially.

Staff sought ADP's feedback on the above approaches (see Attachment 2 – August 24, 2017 Draft ADP meeting minutes). The key comments from ADP are summarized as follows:

- General support for all of the approaches, particularly as they address many of the comments and concerns that have been recently voiced by ADP.
- Maintaining fine-grain streetscapes on lower levels is good, but upper storeys could be more integrated.
- The Downtown Public Spaces Plan should focus on the District's key parks and open spaces only. Wide, pedestrian-friendly and activated streets are more important than having a multitude of plazas.
- Avoid creating new DP guidelines that are too prescriptive; allow for creativity and design discretion. Guidelines should focus on what we want to achieve, not how to do it (i.e. craft performance based guidelines).

Staff is seeking Council's comments and direction regarding the above suite of approaches related to regulating building widths, upper-level setbacks, and heights on Cleveland Avenue.

## **5. Implications:**

### **a) Budget:**

N/A.

b) **Policy:**

The intended goal of reviewing and refining permitted Cleveland Avenue commercial heights is to implement of the vision and policies of the Downtown related plans, including the Official Community Plan, the draft Downtown Neighbourhood Plan and the Active Transportation Plan.

Existing OCP policy for Downtown supports accommodating mixed use developments in the Downtown commercial core. Specific policy related to commercial development on Cleveland Avenue includes:

- **18 - 19** Maintaining a compact, vibrant commercial core on Cleveland and Second Avenues north of Victoria Street is encouraged over continued commercial expansion.
- **18 - 27** The vibrancy of downtown shall be enhanced through a coordinated and sensitively developed program of streetscape enhancements and public space improvements, based on a comprehensive urban design plan.
- **19 - 5** The District encourages the concentration of commercial development in a compact commercial area in the Downtown, particularly along Cleveland and Second Avenues

The 2014 Draft Downtown Neighbourhood Plan contains the most direct policies around Cleveland commercial heights:

- **5-A.1** In the DNP plan area, height shall follow the Neighbourhood Land Use Designations. For the Cleveland Commercial Land Use Designation, the height is 2-3 storeys.
- **5-A.2** Buildings that front Cleveland Avenue between Pemberton Avenue and Main Street shall be one storey in height, except under the following conditions:
  - (a) A second storey with residential units is permitted if it is stepped back from the front property line; and
  - (b) A full second storey is permitted if the second storey is designated for office spaces.

c) **Environment:**

Creating policy and regulations for Downtown that will create a lively, walkable urban core will encourage alternate mode of transportation (walking and cycling), and be an efficient use of District infrastructure resources by concentrating residents in an already-served area.

d) **Council Priority and Strategic Plan Alignment:**

Creating policy and regulations that will help shape Cleveland Avenue into a vibrant and inviting commercial core align with the following aspects of Council's Priority Areas:

*Economy*

- Increase number and spectrum of jobs.

As well as the following aspects of Council's Guiding Principles:

- Job creation and the long-term health of our economy are considered in land use decisions.
- A diversity of businesses that create long-term sustainable jobs for our citizens are attracted to and remain in Squamish.
- The built environment, including public and gathering spaces, contributes to the health and well-being of our citizens.

e) **Citizen Engagement**

To date, public engagement with the community, stakeholders and interest groups around Cleveland commercial height has consisted of receiving related feedback through the separate Downtown zoning changes project (related to employment space and building setbacks). No specific engagement on Cleveland commercial height has been completed; a specific engagement strategy based on IAP2 will be advanced if Council directs staff to proceed with development of the Cleveland height policy and regulatory approaches.

f) **Implementation**

At Council's direction, staff will continue to work on developing the Cleveland height policy and regulatory approaches and conduct community consultation.

6. **Attachments:**

1. PacWest architectural view and shade study package, with site and section plans
2. August 24, 2017 Draft ADP meeting minutes

7. **Staff Review**

**Prepared By:**

Aja Philp, Planner

**Reviewed By:**

Gary Buxton, General Manager of Community Planning & Infrastructure

Robin Arthurs, General Manager of Corporate Services, Recreation & Culture

**CAO Recommendation:**

That the recommendation of the Community Planning Department be approved.

Linda Glenday, CAO



## DISTRICT OF SQUAMISH

Minutes of the Meeting of the Community Development Standing Committee held Tuesday, September 12, 2017 at 9:30 a.m. in the Council Chambers, 37955 Second Avenue, Squamish, B.C.

**PRESENT:**

Mayor Patricia Heintzman, Chair  
Councillor Susan Chapelle  
Councillor Karen Elliott  
Councillor Peter Kent  
Councillor Ted Prior  
Councillor Doug Race

**ABSENT:**

Councillor Jason Blackman-Wulff

**ADVISORY IN ATTENDANCE:**

Linda Glenday, CAO  
Robin Arthurs, GM Corporate Services, Recreation & Culture  
Sarah Dicker, Legislative Assistant  
Gary Buxton, GM Community Planning & Infrastructure  
Jeff Sim, Senior Director of Human Resources & Public Safety  
Matt Gunn, Planner

Mayor Heintzman called the meeting to order at 9:35 a.m.

**1. WELCOME TO THE SQUAMISH NATION TRADITIONAL TERRITORY**

Ha7lh en skwalwn Kwis tl'iknumut tl'a Skwxwuu7mesh Uxwumixw

**2. ADOPTION OF AGENDA**

It was moved by Councillor Chapelle,  
seconded by Councillor Kent,  
THAT the September 12, 2017 Community Development Standing Committee  
Meeting agenda be adopted.

CARRIED

The Committee amended the order of the agenda and proceeded to Item 4(i)

**4. DELEGATIONS**

(i) Electric Charging Points in Squamish

Matt Blackman, Squamish Alternative Energy Group and Morgan Maryk, CEO, Recharged.com were in attendance to present their plans for electronic vehicle charging stations on private properties throughout Squamish. The project will require Council's future approval of a variance permit to allow for electronic touch screens, which display advertisements. Recharged.com sought Council's initial feedback on the project proposal.

Information included:

- Environmental benefits of switching to electric vehicles
- Squamish is an ideal destination for electric vehicle adoption and would allow clean intercity travel between Whistler and Vancouver
- Barriers to electronic vehicle change over
- Information on Recharged products were provided
  - Stations will be funded by advertisements
- Most proposed locations are on private property but would need Council's consent and variance permits granted

Council questions and comments included:

- Request for clarification on whether there would be a cost to the District
  - If the signage is in a highly viewable location, then Recharged.com can absorb the cost
- How many cars can the stations service per hour?
  - It would depend on the level of charger
  - These would be more of a top-up (level 2) station - 30-60 minutes turn around
- How much would it cost for the municipality to install the charger by itself?
  - It can vary from \$40,000 upwards, depending on the conditions
  - If it was a low level charge then the cost can be as low as \$10,000. If the charger is powered from a building then it can drop to \$5,000
- Would the District be able to use the advertising?
  - Yes, that would be negotiated
  - The screens could also be used for mapping and wayfinding
- Comment that the locations that were proposed by Recharged.com don't have power sources nearby and that it would be costly to install the necessary infrastructure
  - Request to see the financial model for specific locations and the business case.
- Conversation on the durability of the screens
  - They are encased in anti-vandalism glass and are very durable but could be broken with a heavy impact i.e. a sledge hammer.
- Will the cost of the electricity be covered?
  - Yes it will be fully covered by Recharged.com
  - Economic viability is not based on the usage, it is actually based on the advertisement placing.
- Comment that if charging stations are placed on District land, it would have to be done according to the Purchasing Policy
  - Staff clarified that this proposal is related to a variance permit and not a proposal for a public private partnership.

(ii) Squamish Windsports Society – Kiteboarding/Windsurfing at the Spit

Joshua Viner, Treasurer and Chris Rollett, Community Liaison, Squamish Windsports Society were present to provide an update on the economic impact the Squamish Windsport Society (SWS) has in Squamish. Information included:

- SWS membership has increased and has almost 500 members from outside of Squamish
- Revenue and costs were discussed, with the SWS making a surplus of about \$14,000 per year on average
- Estimates were provided on the average spend from outside users and from local businesses who use the training berm
  - It is estimated that the SWS generates about \$700,000 in revenue for Squamish businesses
- Information was provided on the location of the Spit/Training Berm and the new proposed area for the wind sports park.

Council questions and comments included:

- Discussion on the proposed plan for a new wind sports area
  - Council clarified that it was never the intention to move all wind sports to the ocean front development and that the two locations were planned to coexist.
- Is there a survey which includes what was spent in local businesses, that does not include gas?
  - In the future, gas will not be included and more detailed questions will be included in the survey and brought to Council.
- Conversation on management issues that the society will present in the future.

### 3. COMMITTEE MINUTES

#### A. MINUTES

- (i) Community Development Standing Committee Meeting Minutes, July 4, 2017  
It was moved by Councillor Kent,  
seconded by Councillor Prior,  
THAT the July 4, 2017 Community Development Standing Committee  
Meeting minutes be approved.  
CARRIED

#### B. BUSINESS ARISING - NIL

### 5. BUSINESS

The Committee amended the order of the agenda and proceeded to item 5(ii)

- (ii) Squamish River Training Berm / Spit Road & Environmental Rehabilitation Project

C. Wyckham, provided an update to Council on the Squamish River Training Berm/ Spit Road and environmental rehabilitation. Information included:

- History on the creation of the training berm and subsequent environmental impact
- Information on grants which are available to help remediate fish habitats
- Proposal for clear span bridges or larger box culverts in order to create a more suitable environment for the fingerlings
- Potential long term project would be to realign the Spit/Training Berm if grants are available
- Information was provided on the collaboration of the Department of Fisheries and Oceans and the Squamish River Watershed Society.

Council questions and comments:

- Comment that the amount of cars driving down the training berm needs to be addressed - the particulate being raised could cause environmental issues
- Comments of support for the different parties joining together and coming up with a solution to remediate the area.

It was moved by Mayor Heintzman,  
seconded by Councillor Chapelle,

**RECOMMENDATION: THAT staff participate in the Technical Committee and help in the creation of the Terms of Reference and the scheduling the first meeting where the Chair and Secretary are named;**

**AND THAT staff attend the Technical Committee as a stakeholder and provide input, but do not lead the committee, given Federal interests and Provincial ownership.**

CARRIED

(iii) 2017 Zoning Bylaw Omnibus Update

B. Daly, Development & Subdivision Coordinator and J. Fletcher, Planner were present to obtain Council input on the proposed 2017 Zoning Bylaw Omnibus amendments. Discussion included:

Secondary kitchens:

- Information was provided on secondary kitchen safety concerns

Council questions and comments included:

- Is there a way to have this as a variance which staff can approve? It is more work for staff if it is restricted on where the kitchen is located
  - Comment that secondary kitchens should be limited to single family homes
  - Staff clarified that if this issue goes beyond single family homes, there are BC Building Code and Building Act regulations related to multi-family/duplexes
- Suggestion that if a secondary kitchen is installed, the kitchen should comply with the secondary suite regulations outlined in the District's Zoning Bylaw
  - There is the ability to make a legal secondary suite with a kitchen
  - This amendment is suggesting that the second kitchen be adjoined to the kitchen and that this is a restriction against a third kitchen or an unauthorized secondary suite.

Council direction for staff to bring back a variance option for Council's consideration.

Secondary suites:

- Current differences between secondary suites and carriage homes were outlined.

Council questions and comments included:

- Is there a need for two parking spots everywhere? For example downtown would not have the space and it is a walkable part of the community
  - This would apply more to residential areas such as Brackendale, Dentville, Valleycliffe
  - Comment that even in the downtown many tenants own cars and commute and that parking will still be an issue in the downtown

- Comment that minimum lot sizes restricts densification
- Clarification on minimum lot sizes
- Comment that no relaxation to the parking requirements was suggested.

#### Vapour Products

- Potential solutions to control vapour products were provided.

#### Electric Vehicle Charging Stations

- Amend to require residential access to shared charging stations as well as cash in lieu options
- Council suggestion to add a commercial requirement as well
- Request for clarification on the resolution that is being sent to UBCM
- Suggestion that 25% of parking be allocated to electric charging.

It was moved by Mayor Heintzman,  
seconded by Councillor Prior,  
RECOMMENDATION: THAT the Committee receive the update  
from Community Planning & Infrastructure dated September 12, 2017 on the proposed  
2018 Zoning Bylaw Omnibus Update for discussion and provide staff with feedback.

#### CARRIED

(i) Active Development Review Projects Update

J. Velaniskis, Director of Community Planning spoke to the status of active development projects. Discussion included:

- Lots 509/510 application received by staff to remove population threshold on these properties – staff suggestion to wait until OCP is complete; Council in agreement
- There is currently a building permit request for a property on Third avenue with no DP Area associated. Staff request for Council decision regarding waiting for OCP update or completion of the omnibus to repair the DPA gap; Council in agreement
- Questions regarding the status of the gateway project
  - Road closure in progress
- Questions regarding Bisla Sweets restaurant patio application status
  - A DP application has not been received by staff.

(iv) Cleveland Commercial Height, PacWest case study and height approaches

A. Philp, Planner advised on the following:

- Cleveland Avenue commercial height and massing discussion is required with Council
- ADP input on the project was reviewed
- PAC West massing options were reviewed in relation to views, form and massing

Council questions and comments included:

- Council discussion on the various options presented on form and massing

- Loggers Lane activation is requested by Council
- Consideration of closing off Main St. between O'Siyam Pavilion and Loggers Lane needs further discussion
- Ratios regarding commercial, residential and office space within the building was discussed

The proponent spoke to the plan for the site, including how to best utilize the frontage and the potential location for office space. Discussion regarding Council's priority on viewscales.

**6. COUNCIL**

**A. STATUS OF RECOMMENDATIONS TO COUNCIL**

**B. REFERRALS FROM COUNCIL**

**7. ROUNDTABLE DISCUSSION/DEBRIEF**

**8. TERMINATION**

It was moved by Councillor Prior,  
seconded by Councillor Kent,  
THAT the meeting be terminated.  
CARRIED

Meeting terminated at 12:37 pm

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Mayor Patricia Heintzman, Chair

## **DISTRICT OF SQUAMISH**

Minutes of the Meeting of the Committee of the Whole held Tuesday, September 12, 2017 at 1:00 p.m. at Council Chambers, 37955 Second Avenue, Squamish, B.C.

### **IN ATTENDANCE:**

Mayor Patricia Heintzman  
Councillor Susan Chapelle  
Councillor Karen Elliott  
Councillor Peter Kent  
Councillor Ted Prior  
Councillor Doug Race

### **ABSENT:**

Councillor Blackman-Wulff

### **ADVISORY IN ATTENDANCE:**

Linda Glenday, CAO  
Robin Arthurs, GM Corporate Services, Recreation & Culture  
Terry Murray, Executive Assistant  
Gary Buxton, GM Community Planning and Infrastructure  
Chris Wyckham, Director of Engineering  
Jonas Velaniskis, Director of Community Planning  
Tim Hoskin, Recreation Services Director  
Shannon Goetsch, Program Specialist

Mayor Heintzman called the meeting to order at 1:06 p.m.

### **1. Welcome to the Squamish Nation Traditional Territory**

Ha7lh en skwalwn Kwis tl'iknumut tl'a Skwxwuu7mesh Uxwumixw

### **2. ADOPTION OF AGENDA**

It was moved by Councillor Kent,  
seconded by Councillor Prior,  
THAT Council adopt the September 12, 2017 Committee of the Whole  
Meeting Agenda.

CARRIED

### **3. DELEGATIONS**

#### **(i) Vancouver Coastal Health Masterplan Update**

Karin Olson, Chief Operating Officer, Vancouver Coastal Health was present to provide an update on the Vancouver Coastal Health Masterplan. Information included:

- Services offered at Squamish General Hospital
  - Expansion of services to open a second operating room (OR)
  - Increase in the demand for the labour ward and care for pregnant women
- Steady volumes for emergency visits with no major demand for expansion
- Critical Systems Technology Device Installation
  - Digital copies of records are transferred between hospitals instead of physical copied files
  - This is an ongoing project which was started 4 years ago and will go live in 2018 for Squamish, Whistler, Pemberton and Lionsgate
  - This will also increase medical security and help with ordering medication in correct quantities
- Oxygen system supply source: in progress

- Funding has come through and oxygen will be made on site instead of being delivered
- Hilltop House Boiler replacement: design development stage
  - Needed as boiler went down during the winter
- Renew energy power distribution: design development stage
- New Hospice Development
  - Almost ready to go to RFP process

Council questions and comments included:

- Discussion on financing of items by the Regional Hospital Board
- Suggestion that it is important to leverage different entities to fund specific items
  - VCH to share a capital list and show what the financing is going towards
- Conversation on an annual stakeholders meeting
  - VCH in the process of organizing

Ms. Olson's presentation continued:

- Clinical Enhancements
  - Ability to move staff between locations on the Sea to Sky
  - Forensic testing for sexual assault victims:
    - Limited times where testing is available
    - Limited staff qualified to carry out the testing
    - Looking to determine a comprehensive way to carry out the testing.

Council questions and comments:

- Question regarding funding; should some funding come from the Department of Justice for sexual assault testing?
  - No funding comes from the Department of Justice
- Comment that the First Nations Health Authority: Squamish funding is being moved to the North Shore and there is a need to provide local health care services for First Nations in Squamish.
  - VCH to investigate
- Are there any transportation services available to take people to Vancouver for the services not available?
  - Currently VCH does not have this service.

The presentation continued:

- Enhancements to Squamish General Hospital
- Service enhancements to the residents of Squamish
- Draft recommendations from the Site Sustainment Plan
  - A list of priorities were established for future site sustainment
- A chart of OR volumes by period were shown.

Council questions and comments included:

- Has VCH thought about virtual expansions and comprehensive data collection?
  - Comment that it would be valuable for the municipality to have statistics



relevant to the trends that Squamish is seeing

- There is a high amount of orthopedic injuries in Squamish. Will the services be expanded?
  - Surgery will not be expanded as there is not enough demand
  - Mental health services are also a concern and those services need to be expanded as there is growing demand for this within all communities.
- The constituents are concerned about where their tax dollars are going and expect that they will have a comprehensive service here in Squamish. Will Squamish get an increase in beds and expansion of the hospital?
  - There has been an increase in OB services
  - There is a need to support new babies up to age 19 within the community
  - There will be no increase in beds in Lionsgate or Squamish. There is not a growth in aging population. There will be more investments in technology and diagnostics
- Would there be room for a partnership with a municipality to provide services at a municipal location?
  - Yes, there is willingness and operating budget for that type of partnership
- Squamish would like to keep the doors open for partnerships

The meeting recessed at 2:09 p.m.

The meeting reconvened with all Council members present apart from Councillor Blackman-Wulff as well as R. Arthurs, G. Buxton, J. Sim, J. Velaniskis, A. Philp, K. Hamilton, E. Naisby and S. Dicker, at 2:12p.m.

Council amended the agenda to add item 4 (i) Cleveland Commercial Heights.

#### 4. BUSINESS

##### (i) Cleveland Commercial Heights

Continued from the Community Development Standing Committee meeting held, September 12, 2017:

A. Philp, Planner, was in attendance to ask for Council's feedback on the proposed Cleveland Commercial Heights changes.

##### Policy Approaches

- Create a Downtown Public Spaces Plan
- Development permit guidelines to reduce shading and maintain views
- Maintain fine-grain streetscape
- Reduce and vary height with density bonus
- Key comments from the Advisory Design Panel (ADP) were reviewed.

Council comments and questions included:

- Comment that there is already public space downtown in the form of parks and no need for a Downtown Public Space Plan
  - Staff clarified that this would be in place to protect the public spaces and their views and shading
- Clarification on density bonusing was sought

- The density bonus will be prescribed in the Zoning Bylaw, once verified by Council
- There could be some key areas identified that are ideal for public spaces
- Comment that viewscape needs to be considered as it is an economic driver in Squamish
- Clarification requested regarding how density bonusing would work
  - It would be outlined in the Zoning Bylaw
- Comment that the small lots might not be able to meet the conditions of the bonusing
  - ADP made the suggestion that the smaller lots have a different set of regulations
- Has there been any consultation with landowners?
  - Not so far
  - Staff suggestion to limit consolidation to two lots
- Suggestion that there could be more height if the views were incorporated into the building; perhaps on the corners
- Comment that buildings higher than 6-8 stories create shadowing effects on both sides of the road for most of the day
- Comment to not restrict to the buildings on Cleveland by height, but by parking
- Suggestion that road ends and street corners should be addressed by the policy
- Suggestion that larger lots in the downtown should be addressed in the policy
- Discussion regarding Commercial Drive in Vancouver.

(ii) Downtown Zoning Changes Public Engagement Summary and Options

K. Hamilton, Planner, A. Philp, Planner, and L. Princic, Engineer, were present to discuss the Downtown Zoning Changes Public Engagement and Options. Information included:

- Workshop and survey were conducted with 55 and 177 responses respectively
- Advisory Design Panel were consulted
- Feedback on employment space:
  - 50% of responses were in favour of mandating employment space in new developments
- Setbacks feedback:
  - 48% in support of changing setbacks
  - Setbacks comments:
    - Need for parking garage
    - Bike lanes benefits and disadvantages
    - Support for car free streets
    - Small lot impacts
  - Advisory Design Panel feedback on setbacks was provided
- Employment space options were presented
- Setback options were provided for 3<sup>rd</sup> Ave
- Setback options for 2<sup>nd</sup> Ave
- Setback options for Pemberton Ave
- Parking considerations
  - Community feedback requests a parking garage
  - Parking cash in lieu options were reviewed

REPORT TO: Council  
REPORT FROM: Community Planning  
PRESENTED: November 7, 2017  
SUBJECT: PacWest Site Design Review

FOR: Com Dev Standing Committee  
FILE: 2017-25

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**Recommendation:**

That Council receive the PacWest plans for information and provide the following comments:

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**1. Objective:**

To present the revised PacWest plans and solicit Council feedback with regards to land use, density, siting, massing and height of the proposal.

**2. Background:**

A rezoning application for the former PacWest site, located at 37870 Cleveland Avenue has been received. The site is currently zoned Comprehensive Development 37 (rezoned in 2007) and the applicant is seeking to rezone the parcel to Downtown Commercial (C-4) zone or similar.

Council previously reviewed and commented on four massing options presented at the September 12, 2017 Community Development Standing Committee (CDSC) meeting. The applicant has now revised their plans to address these comments.

**3. Project Information:**

Staff seek Council's feedback on the revised PacWest plans prior to initiating the formal rezoning process.

**What's proposed:** The revised plans are somewhat based off of the previous Option 2 (podium and tower typology, with different heights and massing between the two towers). The proposal is for two podium-tower type buildings.

The north building has a two storey podium with a four storey tower, for a total height of six storeys. It features a two storey commercial space fronting onto Main Street and Junction Park.

The south building has a two storey podium with a six storey tower, for a total height of eight storeys. It features a four storey office space fronting onto Vancouver Street.

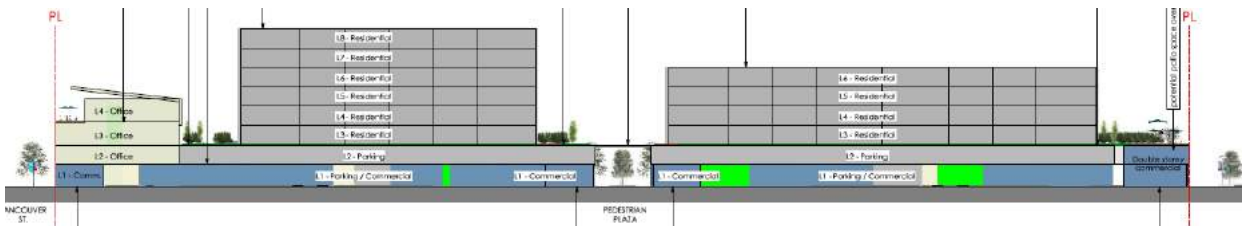
Commercial use is provided at grade along the entire Cleveland Ave frontage (except for the residential tower lobbies), as well as partially lining the mid-block pedestrian plaza through connection.

The parking at grade is mostly hidden behind commercial or office uses, but is still partially fronting Loggers Lane. The majority of the parking is contained in a second storey parkade.

## Option 2 (previous):



## Option 5 (current proposal):



At the CDSC meeting, there was no strong consensus on a preferred massing option, with Options 2, 3, and 4 all receiving various levels of support. Further, there was no consensus on a maximum height limit; opinions varied on whether 6 or 8 storeys would be supportable.

The following table summarizes the key comments raised by Council at the September 12 CDSC meeting and the corresponding response or revision made by the applicant to address the comments:

Comments	Response or Revision
Provide variation in height and shape/massing between buildings.	Height and massing are varied between buildings. <i>Staff recommend that additional variation is required particularly at the top of both buildings to avoid flat roof monotony.</i>
Apply special treatment to both the Main and Vancouver Street ends with regards to views, shading, design and uses.	A 2 storey commercial building is proposed for the Main Street end, with rooftop patio. Junction Park is not shaded by the building or residential towers.  A 4 storey office building is incorporated into the Vancouver Street end, the building steps back the upper floor and has a shed roof for added interest.  <i>Staff recommend further setbacks particularly at the Vancouver Street end.</i>
Activate the Loggers Lane side of the development.	Bike/Paddle Amenity space are added along Loggers Lane, as well as a landscape screen 'Green Wall'. <i>Staff recommend that further</i>

	<i>activation is required for Loggers Lane.</i>
Provide and activate open spaces for the development, particularly roof top utilization.	Private open spaces are provided on the roof top of the second storey parkade. Public open space/roof top patio is proposed on the top of the Main Street commercial building.
Provide and activate mid-block through connections.	Commercial units are added on both sides of the mid-block through connection, although the eastern edge of the through connection transitions into loading zones.
Step back upper floors to provide visual interest and mitigate height impacts.	The two residential towers are stepped back to varying degrees from the various street frontages. The towers themselves do not exhibit further stepping back of upper levels.

**Staff comments:**

Generally, the application is on track to address Council feedback. Staff are recommending further changes to ensure views, shading and architectural interest are addressed. The angular wall design is creative and unique; this theme could be pushed even further at the detailed design stage. Alternately, the design could also play off and complement the design of O'Siyam Pavilion.

There is some concern around the viability of the "bike/paddle amenity" space to activate the Loggers Lane side. These spaces may function more successfully as dedicated spaces for specific community groups, or as micro commercial units.

All public plaza spaces should be emphasized and activated, not just central mid-block plaza, but also the northwest and southwest corners of the development. Public accessibility to the rooftop patio fronting Main Street should be secured through the rezoning process.

Moving forwards, as the design is refined, staff will be reviewing the stepping back of the residential floors from Cleveland Ave to ensure that the height of the residential towers is sufficiently mitigated. Further, staff will explore ways to enhance visual interest to the top floors of the residential towers, such as stepping back the top floors of the towers, applying shed or butterfly roof forms, or rooftop patios. Staff will also be aiming to achieve a fine grain articulation of the Cleveland frontage to break up the massing in a way that reflects the existing Cleveland character.

**4. Implications:**

**a. Budget:**

Development fees contribute to revenue.

**b. Organizational Impact:**

No impact on the organization. Staff will continue advancing the application at Council's direction.

**c. Policy:**

Relevant District policies will be identified and discussed at the time the project is brought forward for initial readings. In general, the proposal aligns with the current Official Community Plan Downtown land use designation.

**d. Bylaws:**

The subject application requests a Zoning Bylaw amendment from the existing Comprehensive Development 37 (rezoned in 2007) to a new Comprehensive Development Zone that would be based around the Downtown Commercial (C-4) zone.

**5. Council Priority Areas**

**Environment:**

At this early stage in the site planning and rezoning process, no green building elements have been included to staff's knowledge.

**Economic Development**

The development plans propose a significant amount of employment space, including both retail commercial and office space, which would add to the District's supply of employment lands. 45,000 sqft of commercial floor area is proposed, which is 26% of the total gross floor area of the development, in line with Downtown employment space goals. A significant amount of residential is also planned which will contribute to the supply of housing.

**Healthy Community**

N/A

**Open and Transparent Government**

The normal rezoning public engagement process will apply to this application (written comments and verbal comments via the public hearing).

**6. Implementation**

N/A

**7. Attachments:**

1. Revised PacWest plans, dated October 17, 2017

**8. Staff Review**

**Prepared By:**

Aja Philp, Planner

**Reviewed By:**

Jonas Velaniskis, Director of Community Planning

Gary Buxton, General Manager of Community Planning & Infrastructure

Robin Arthurs, General Manager of Corporate Services, Recreation & Culture

**CAO Recommendation:**

That the recommendation of the Community Planning Department be approved.

## DISTRICT OF SQUAMISH

Minutes of the Meeting of the Community Development Standing Committee held Tuesday, November 7, 2017 at 1:00 p.m. in the Council Chambers, 37955 Second Avenue, Squamish, B.C.

**PRESENT:**

Councillor Jason Blackman-Wulff, Chair  
Mayor Patricia Heintzman  
Councillor Karen Elliott  
Councillor Peter Kent  
Councillor Ted Prior  
Councillor Doug Race

**ABSENT:**

Councillor Susan Chapelle

**ADVISORY IN ATTENDANCE:**

Gary Buxton, Acting CAO  
Robin Arthurs, GM Corporate Services, Recreation & Culture  
Sarah Dicker, Legislative Assistant  
Jonas Velaniskis, Director of Community Planning  
Matt Gunn, Planner  
Chris Wyckham, Director of Engineering  
Sarah McJannet, Planner  
David Roulston, Municipal Engineer  
Aja Philp, Planner

Mayor Heintzman called the meeting to order at 1:03 p.m.

**1. WELCOME TO THE SQUAMISH NATION TRADITIONAL TERRITORY**

Ha7lh en skwalwn Kwis tl'iknumut tl'a Skwxwuu7mesh Uxwumixw

**2. ADOPTION OF AGENDA**

It was moved by Councillor Kent,  
seconded by Councillor Race,  
THAT the November 7, 2017 Community Development Standing Committee  
Meeting agenda be adopted.

CARRIED

**3. COMMITTEE MINUTES**

**A. MINUTES**

(i) Community Development Standing Committee Meeting Minutes, October 3, 2017

It was moved by Councillor Race,  
seconded by Councillor Elliott,  
THAT the October 3, 2017 Community Development  
Standing Committee minutes be approved.

CARRIED

**B. BUSINESS ARISING**

**4. BUSINESS**

(i) Development Projects Update

J. Velaniskis, Director of Community Planning provided an update to Council on current development projects. Update included:

New Developments:

- Waterfront Landing
- Commercial Way
- Cheekeye Fan – Cheekeye Ranch
  - Temporary Use Permit (TUP) for special events, owner wants to rezone and no longer have a TUP



- Current policy says that there should be no rezoning in Cheekeye Fan
- This could be a good long term plan for the property until the flood mitigation is addressed

Council questions and comments:

- How long is the Cheekeye TUP?
  - 1 year left and is eligible to be renewed
- Discussion on an email complaint which outlined some issues with the TUP
  - Council comments on residents complaining about late night noise
  - Discussion on renewing the TUP and limiting the amount of the attendees and restricting the types of events that can be held there
  - Suggestion to look at the TUPs for non-farm use which allow for weddings

Council questions and comments on the Waterfront Landing TUP:

- The TUP is being applied for in advance of the DP so that a model can be built

Council question on MUD Zoning on Cleveland:

- Didn't foresee this use being in the Downtown
  - The property is south of Vancouver Street and staff are in support of this zoning here

Council questions and comments on any MUD 1 and MUD 2 rezoning applications:

- Seems to be going well, staff assisting with MUD 1 applications
- No MUD 2 applications have been submitted yet

Council questions and comments on the Dayhu development:

- Why was there such a gap between the third reading and adoption?
  - Staff are waiting for the applicant to complete the various covenants and return them to staff
  - Adoption has been scheduled for December

Council questions and comments on the Neighbourhood Plans/Building Schemes in Garibaldi Highlands and Valleycliffe:

- Discussion on the methods to disband the neighbourhood plan and whether the covenant is relevant

Council questions and comments on the green building development:

- Suggestion to give green building applications priority
- Discussion on the volume of applications and how to prioritize
  - Suggestion to add purpose built rental housing to the priority list
- Conversation on what should be included on the list
  - Affordability
  - Carbon footprint
  - Economic development

Comment on the Advisory Design Panel:

- Discussion on a training session with the ADP
- Suggestion for a joint Council and ADP meeting
- Comment on Council's priorities
- Suggestion for an ADP Award for best development proposals

It was moved by Councillor Blackman-Wulff,  
seconded by Councillor Elliott,  
**RECOMMENDATION: THAT staff develop and bring forward a framework  
for prioritization of development projects to the December Community Development  
Committee meeting;**

**AND THAT in the meantime, 100% purpose built rental be given  
prioritization.**

CARRIED

(ii) Short Term Rentals Update

A. Philp, Planner was present to provide an update on short-term rentals.  
Information included:

- Definition of a short term rental
  - Typically a rental period of less than 30 days
- Housing Task Force Report suggested developing policy on short term rental regulations
- Review of Short-term rentals in BC
  - 15 municipalities regulate in BC and varies between restricted and permitted
- 300 listings in Squamish on AirBnB
  - Using a third party service to monitor
  - 73% are entire homes that are evenly spread throughout the community; consists of 4% of Squamish's housing supply
  - 50% annual growth in short term rentals – consistent with the BC trend
  - Impacting on the ability for people to find homes (long term rental housing)
  - Should staff time be delegated to regulation of STRs in Squamish?

Council questions and comments included:

- Can we assume these properties are investment homes?
  - No, they are short periods and can fluctuate
- Discussion on cost recovery
- Have other jurisdictions been able to work with AirBnB on data collection and taxation?
  - AirBnb are not forthcoming with specific data on locations or taxation
  - Suggestion to look at San Francisco, Paris and New York
    - Need to be licenced and certified to be registered on AirBnb
- Taxation issue
  - BC Assessment reassessed properties in Whistler and assessed them as commercial versus residential
  - Municipalities have no power unless they are given BnB status
- Discussion on insurance for AirBnbs
- Should this be part of the budget discussions?

- Staff can look at the cost recovery
- Developing the regulations will be achievable but regulating and enforcement will be a cost that probably won't be recoverable

Councillor Blackman-Wulff, Chair, invited members of the public to join the table.

Doug Day, Resident, joined the discussion and provided the following information:

- Tenant turnovers happen very infrequently
  - He currently receives 20-30 applications to rent each property he lists
  - Almost impossible to rent a house in Squamish and Whistler because of Short Term Rentals
- Whistler's rentals are being rented out by businesses to house staff

Council questions and comments continued:

- Suggestion to have large fines and strict enforcement to ensure compliance
- Comment on restricting the use during the rezoning stage
- None of our residential zoning areas permit short term rentals

It was moved by Councillor Elliott,  
seconded by Councillor Race,  
**RECOMMENDATION: THAT staff bring back short term rental issues to the budget discussion for 2018.**  
CARRIED

Comments and questions continued:

- Suggestion to sign a declaration that they will not use suites for short term rental purposes when fees are being waived

(iii) PacWest Site Design Review

A. Philp, Planner advised on the following:

- Background on the proposal
- ADP suggestions and responses on the project were provided to Council
- Staff are seeking Community Development Committee comments prior to the official rezoning application

Council questions and comments included:

- Clarification on the scope of the changes was sought
- Downtown engagement meeting did not mention this proposal
  - project wasn't included because of its location
- Council has only seen the project once and concerns regarding the increase in height
  - Massing and the use of the building is only being considered at this time, community amenities will be discussed at a later date
- Discussion on using this site and the Dayhu site as 'test cases'
- What is the Floor Area Ratio (FAR) for this proposal compared to the last proposal?

- Mathew McClenighan, Solterra, joined the table and provided the following
  - 1.75% residential
  - .35% retail
  - .28% office
- Discussion on the park beside the building and the public access
- Discussion on the use of Loggers Lane for storage and whether it should be activated to the same extent as Cleveland Ave
  - Creation of commercial space could be considered and could be less expensive than the Cleveland side
  - Loading zone and the garbage and recycling needs to be moved from the plaza area

Julie Breziak, 37841 Cleveland Ave, Studio SQ:

- Question on preserving current views
  - Lane type amenities in the back of the building will continue to ensure Loggers Lane, stays a lane

Council questions and comments included:

- Comment that there is too much density means squeezing amenities in inappropriate places and giving up on viewscales and activation of Loggers Lane
- Comment that this development will have a significant impact on the viewscales and on downtown in general as it encompasses is an entire block
- Comment on the preference of shrinking the footprint of the building versus the height of the building
- Clarification was sought on the protection of viewscales
  - The viewscales that were protected are those from the streets and from public areas
- Conversation on community amenity contributions for additional height allowances
- Comment that Cleveland is Squamish's high-street and that it needs to be kept at a lower height
- Comment that this is a gateway to the Ocean Front Development and that the height will blend in

Doug Day joined the table for the discussion and provided the following:

- Commented that the density needs to be in height not in footprint and that there should be open spaces in between the buildings

Julie Breziak:

- The use of taller buildings on a small area will not allow everyone to have a view of the chief

**5. COUNCIL**

**A. STATUS OF RECOMMENDATIONS TO COUNCIL**

**B. REFERRALS FROM COUNCIL**

**6. ROUNDTABLE DISCUSSION/DEBRIEF**

**7. TERMINATION**

It was moved by Mayor Heintzman,  
seconded by Councillor Kent,  
THAT the meeting be terminated.  
CARRIED

Meeting terminated at 2:58 p.m.

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Councillor Jason Blackman-Wulff, Chair

**REPORT TO:** Advisory Design Panel

**FILE:** 2017-25

**REPORT FROM:** Community Planning and Infrastructure

**PRESENTED:** August 24, 2017

**SUBJECT:** Cleveland Commercial Height, PacWest case study and height approaches

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## **1. INTRODUCTION:**

Staff is bringing forward the second “case study” rezoning application to discuss Cleveland Avenue building heights with the Advisory Design Panel (ADP). Staff seeks ADP’s feedback on massing, views and shading, both in general for Cleveland, as well as specific to the PacWest site of this case study.

Cleveland commercial height was previously discussed at the May 18<sup>th</sup>, 2017 ADP meeting, and the first case study for 38108 Cleveland Ave (northeast corner of Cleveland Ave and Winnipeg St) reviewed.

Based on the May feedback from ADP and Council, staff is also bringing forwards height approaches for discussion and comment, prior to developing any initial height regulations and proceeding with community and stakeholder consultation.

## **2. BACKGROUND:**

The District Zoning Bylaw restricts Downtown Commercial (C-4) zoned building heights to six storeys. Although the C-4 zoning has been in place for some time, the District’s first 6-storey mixed-use building under C-4 zoning was permitted in 2016 and has not yet been built. Due to strong development interest in the community, the District has received an increasing number of 6-storey applications.

The 2014 Draft Downtown Neighbourhood Plan recommended two-to-three storey building heights for Cleveland Avenue. The Draft Downtown Neighbourhood Plan is being incorporated into the current OCP update, although not all policies have transferred. The land use designation for Cleveland is “Commercial Centre”, with a height range of two-to-four storey buildings and consisting of primarily commercial uses (residential is a secondary use).

With concern of a lag between forthcoming development and the adoption and subsequent implementation of policy, Council directed staff to prepare an amendment to the Zoning Bylaw to limit the maximum height of buildings fronting Cleveland Avenue.

The subsequent height amendment was brought forwards and received significant community concern with the proposed change from 6-storeys to 2-storeys. Council put a pause on the height amendment, and directed that community consultation be undertaken with stakeholders prior to proceeding further.

## **3. PACWEST CASE STUDY:**

A rezoning application for the former PacWest site, located at 37870 Cleveland Avenue (vacant lot opposite StudioSQ and the Howe Sound Inn and Brew Pub) has been received. The site currently has a Comprehensive Development zone (CD-37, completed in 2007) and the

applicant is seeking to rezone the parcel to a Downtown Commercial (C-4) type zone. Staff has worked with the applicant on view and shade impact studies and is bringing those forward for discussion. The view and shade studies present 4 massing options. Building heights range from six to eight storeys.



Figure 1: PacWest Site Location Map

Staff is seeking ADP's initial feedback on the PacWest options as presented, with regards to massing, views, shading and any other high level design related comments.

#### **4. HEIGHT APPROACHES**

Based on the feedback received from Council and ADP, staff is bringing forwards a suite of conceptual approaches around Cleveland height. A balanced approach is suggested, with a mixture of policy (development permit guidelines) and regulatory (zoning) tools employed.

Policy Approaches:

- Complete a Downtown public realm plan that identifies existing and future public spaces (including, but not limited to parks, open space, plazas and other public areas). Identify and protect key view corridors from the public spaces. Include solar guidelines to ensure public spaces have adequate sun and daylight access. Community input would be needed to identify new public spaces.
- Craft Development Permit guidelines to include in the Cleveland Development Permit Area that will apply urban design best practices to minimize building height and shading impacts on the public realm and to ensure a human scale of development and contribute to positive streetscape experience. Ideas include stepping back upper floors, applying architectural components that are of a smaller, human size and scale for façade articulation, fenestration and partitioning, using landscaping to moderate height, and

ensuring variety and interest in building shapes, sizes, materials, colours, architecture and ornamentation (to provide a high level of complexity at street level).

**Zoning Approaches:**

- Create zoning bylaw regulations to discourage lot consolidation and maintain the existing fine-grain of development along Cleveland. Regulations could include maximum lot widths and or maximum building widths that reflect the historical lot widths from the original downtown plan of subdivision (7.6 m (25 ft) to 15.2 m (50 ft)). The City of Vancouver regulates many of their commercial strips, including Commercial Drive, Main Street, Davie-Denman and Hastings-Sunrise, through maximum frontages (these range from 7.6 m (25 ft) to 15.2 m (50 ft)). Alternately, maintenance of the fine-grain could potentially be achieved through Development Permit guidelines.
- Reduce the current maximum height permitted in the C-4 Zone (65 ft or 6 storeys) in combination with a density bonus program with the aim of achieving a mixture of heights along Cleveland while responding to design guidelines for form, views, solar, etc. Extensive community and stakeholder consultation would be necessary to determine base and maximum heights, what elements should be considered for density bonus (affordable housing, rental housing, or other community amenities), and what amount of density bonus is received for the amount of amenity provided.

Staff is seeking ADP comments and recommendations regarding the above suite of approaches related to regulating building widths, setbacks and heights on Cleveland Avenue.

**5. ATTACHMENTS:**

Attachment 1: PacWest architectural view and shade study package, with site and section plans

Prepared By:

Aja Philp, Planner



## DISTRICT OF SQUAMISH

Minutes of the Special Meeting of the Advisory Design Panel held Thursday, August 24, 2017, at 2:00 p.m. in the District of Squamish Council Chambers, 37955 Second Avenue, Squamish, BC

<b>PRESENT:</b>	Jenna Buchko, BCSLA Sarah Tipler, Member at Large Derek Venter, AIBC Member Richard Avedon-Savage, P.Eng (Chair) Chris Hunter, Member at Large Shan Warbuton, Member at Large Elizabeth Ayre, Member at Large
<b>ABSENT:</b>	Grant Gillies, UDI Crosland Doak, BCSLA Kate Phelan, Member at Large Cheryl Fu, AIBC Member Dean Skalski, AIBC Member
<b>ADVISORY:</b>	Aja Philp, Planner Kerry Hamilton, Planner Sarah McJannet, Planner Sarah Dicker, Legislative Assistant

Richard Avedon-Savage, called the meeting to order at 2:03 p.m.

1. **Welcome to the Squamish Nation Traditional Territory**  
Ha7lh en skwalwn Kwis tl'iknumut tl'a Skwxwuu7mesh Uxwumixw
2. **ADOPTION OF AGENDA**  
It was moved by S. Tipler,  
seconded by C. Hunter,  
THAT the August 24, 2017 Advisory Design Panel Agenda be adopted.  
CARRIED
3. **MINUTES**
  - A. **MEETING MINUTES**
    - (i) July 27, 2017 Advisory Design Panel Meeting Minutes  
It was moved by D. Venter,  
seconded by S. Tipler,  
THAT the July 27, 2017 Advisory Design Panel minutes be approved.  
CARRIED
4. **BUSINESS**
  - (i) Cleveland Commercial Height, PacWest case study and height approaches  
A. Philp, Planner and S. McJannet, Planner were in attendance to discuss the Cleveland and Commercial Height PacWest case study. A recap on the May Advisory Design Panel meeting was provided and feedback was requested on the various proposals/options submitted for the PacWest project.  
  
Information on the PacWest site included:
    - Rezoning from CD-37 to C-4(downtown commercial zone)
    - Options 1-4 were described
    - Fine grain articulation to preserve the Cleveland look is preferred by Council
    - Setbacks on upper levels to mitigate the height have been proposed
    - Screening the parkade on Loggers Lane, possible addition of office space along Loggers Lane side to activate that side of the street

- Applicant was asked to preserve views of the Chief as best as possible
- Shadow studies were provided.

Questions included:

- Why shouldn't Loggers Lane get as much attention as Cleveland?
  - There is a challenge with fitting in parking
- Is there office space on the second floor?
  - Yes it is mixed in
- Is there an option to move all parking to the second floor and have all commercial on the ground floor?
  - It would be difficult but could be feasible
  - The applicant does not know
- Discussion took place on the importance of Loggers Lane
- Concerns that too much parking on Loggers Lane will prevent commercial activity
- Suggestion to have the parking on the ground floor and commercial on the second floor
  - Commercial seems to be more successful on the ground floor
- Suggestion to look at Strathcona Village on Hastings Street
- How deep are the commercial units on Cleveland?
  - 40ft
- Discussion on the width of Loggers Lane and projection on the second floor
- Suggestion that 1, 3 and 4 is too repetitious
  - Suggestion that there are some benefits to not having two different types of buildings versus repetition
- Suggestion for a rooftop patio restaurant, commercial space on the top
- Special views or porous building which is interactive wouldn't have such an impact on the landscape
- 6 stories is high on the park side
- 20,000 feet will be for commercial and the developer is reluctant to add more commercial because of parking spaces
- Suggestion for office and commercial on the ground floor
  - Staff would be open to office space on the ground floor, especially on the Loggers Lane side
- Suggestion for a smaller building at a lower height, with decreased commercial
- Panel members encouraged PacWest to come back to ADP with next steps.

Staff gave a further presentation on Cleveland Heights:

- Staff are bringing forth DP policy approaches as well as regulatory (zoning) guidelines
- Changes would identify and protect public spaces
- Development Permit Guidelines of minimized height and shade impacts are being reviewed
- Zoning Approaches
  - Maintaining Fine Grain Streetscape
  - Maximum lot width or building width regulation
- Reduce and vary height with density bonus program

Panel feedback included:

- In favour of the lot width and consolidation policy

- Would there be other initiatives or incentives, for example building to the step code?
  - Staff will consider this option
- Need for high quality plazas versus a lot of small low quality plazas
- Need for solid guidelines on height and parking
- Cleveland needs to be separated from the rest of Downtown
- Discussion on what heights are comfortable and which are on a human scale

The meeting recessed at 3:12 p.m.

The meeting resumed at 3:17 p.m. with all Panel members in attendance as before the recess, as well as staff members S. McJannet, K. Hamilton and S. Dicker.

(ii) Development Permit 461 – 38310 Buckley Avenue

K. Hamilton, Planner, introduced Development Permit 461 for 38310 Buckley Avenue. The development proposes no variances and is in accordance with District policy and the zoning bylaw. The developer is seeking building materials advice from ADP, focusing on the courtyard in particular and the storm water management.

Some public comments were received regarding the entrance way and easement for the elementary school. Comments from the public were categorized and provided to the Advisory Design Panel.

Cheryl Fu, Architect, was in attendance to represent the developer and presented to the panel, including:

- Background on the project
- Addressed safety concerns and pedestrian and cyclist concerns
- The number of family orientated units was increased to 45% (2-3 bed units).

GBL Architects Inc. presented to the panel, including:

- Consideration of the close proximity of the school was given in the design of the project
- Animated edge of the intersection
- Bridging link between the two main building components with a gateway entrance
- Critical to increase the permeability and to highlight the entrance points
- Aim to create a focal point on the corner to connect the main commercial components
- Rain garden is a visual buffer for the daycare space
- Kept the residential parking on the same level
- Podium level is the main level
- No roof access on the main buildings - more appropriate to have roof access for the larger 3 bedroom units only
- Elevations – it a layered arrangement, ground level has raised transparency
- Colouring of the off-white paneling shouldn't be an issue as the white will weather better than other colours
- Overview of landscaping, including materials being used
- An overview of the amenities was provided

Questions included:

REPORT TO: Council

FOR: CDC

REPORT FROM: Community Planning and Infrastructure

PRESENTED: March 06, 2018

FILE: 2017-25 ; Bylaw 2527,2017

SUBJECT: 37870 Cleveland Avenue (The Plaza at Junction park) Rezoning

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**1. Objective:**

To update Council on the mixed use proposal on the former Pac West site now named The Plaza at Junction park. The application proposes development of a mixed use residential, commercial and office space. Staff believe the project aligns with the District's Official Community Plan (OCP) policies and would like to garner further comments from Committee before bringing the rezoning forward.

**2. Background:**

The District received a rezoning application for 37870 Cleveland Avenue in March 2017 to amend the current Comprehensive Development Zone 37 (CD-37) to allow for a higher density mixed use development than what is currently permitted. Specifically, the current CD-37 zoning regulations would be deleted and replaced with a new Comprehensive Development (CD) zone.

This development was first presented September 12 at a COW meeting and then again on November 7 at a CDC meeting.

**3. Project Information:**

*Site Context*

Topic	Current	Potential Future
OCP Designation	Downtown	Downtown Commercial Centre
Development Permit Area	DPA-3 Downtown South	DPA-3 Universal Guidelines and DPA-5 Commercial Centre
Zoning	Comprehensive Development 37 (CD-37)	

*Development Proposal*

The PacWest project proposes two mixed-use buildings with commercial, office and residential uses. The northern building is 6 storeys with 4 storeys at the north end and the southern building is 8 storeys in height. Key zoning statistics are proposed as follows:

<b>Residential Unit Type Breakdown</b>	<b>FAR</b>	<b>GFA (sqft)</b>	<b>Unit Count</b>
Saleable Units	1.38	99,520	123
Market Rental Units	0.11	9,432	13
Affordable Rental Units	0.15	9,432	18
<b>Total Residential</b>	<b>1.64</b>	<b>118,384</b>	<b>154</b>
<b>Employment Space Breakdown</b>	<b>FAR</b>	<b>GFA (sqft)</b>	
Commercial/Retail Space	0.29	20,650	
Office Space	0.27	19,500	
<b>Total Employment Space</b>	<b>0.56</b>	<b>40,150</b>	
<b>Combined Residential and Commercial Total</b>	<b>2.20</b>	<b>158,534</b>	

<b>Zoning Metric</b>	<b>Proposed</b>
Height	South Bldg: 8 storeys/26.5m North Bldg: 6 storeys/20.8m
Lot Coverage	83%
Parking Residential	1 space per unit (154 stalls)
Parking Commercial	2 spaces per 100m <sup>2</sup> floor area (75 stalls)



Figure 1: Location Map;

Table 1: Key Zoning Statistics

### Highlights

Highlights of the development include the provision of 12% affordable rental units and 8% purpose built market rental units (as part of the applicant's Community Amenity Contribution offer) for a total of 31 rental units. The combined total of the commercial and office space is 25% of the developments total Gross Floor Area, which exceeds the District's proposed recent Downtown zoning changes that require 20% employment space in the C-4 Zone (Outside Cleveland High Street). Ample public plaza spaces are proposed at the north and south ends of the development, as well as a central thru-plaza. Commercial uses front Cleveland Avenue, Main Street, and Vancouver Street, wrapping around the central mid-block plaza and fronting at key locations along Loggers Lane. Parking requirements are currently being fully met with no cash-in-lieu proposed.

### Community Amenity Contribution

The applicant has offered the following voluntary Community Amenity Contribution (CAC):

1. 12% Affordable rental housing units (which equates to 18 units);
2. 8% Purpose built market rental housing units (which equates to 13 units);

3. 10% Adaptable housing units (which equates to 15 units – built to BC Building Code Adaptable Housing Standards); note that this is not considered a CAC under the District’s CAC Policy; and,
4. Public Plaza between Junction Park and the PacWest site (within the Main Street road right-of-way), which would also include renovations to open up the south side of O’Siyam Pavilion.

The applicant’s proposed CAC exceeds the District’s forthcoming CAC Policy (in-progress):

<b>Draft CAC Policy</b>	<b>Proposed</b>
A minimum of 10% of the principal units to be provided on site as affordable housing units managed under a Housing Agreement	12% Affordable rental housing units secured in perpetuity with a Housing Agreement.
Provision of publicly accessible active transportation and park amenities OR A cash in lieu equivalent of \$1.00 per square foot of multi family residential GFA for active transportation and \$0.50 per square foot of multi family residential GFA for parks amenities (for PacWest proposal the cash-in-lieu would total \$177,600)	Public Plaza improvements between Junction Park and the PacWest site (within the Main Street road right-of-way). Preliminary cost estimate value of park amenities: \$403,700 (see Attachment 2 for cost estimate). If the cost of normal frontage improvements are subtracted from this estimate, the value beyond frontage improvements would be approximately \$300,000.
Not part of CAC policy but a rezoning consideration	8% Market rental housing units secured in perpetuity with a housing agreement.
	10% Adaptable housing units.

It should be noted that through ongoing discussions on the voluntary CAC the applicants have recently revised the offer and shifted a larger portion of the purpose-built rental units into the affordable housing category. Staff believe that the offer is aligned with the District’s forthcoming CAC priorities.

#### **4. Implications:**

##### **a. Budget:**

Advertising costs required for public hearing notification have been collected for this application. Legal fees associated with the rezoning application are the responsibility of the Applicant.

If the project proceeds, Development Permit fees, Building Permit fees and Development Cost Charges will be levied. The applicant has requested that the affordable housing portion of the Development Permit and Building Permit fees be waived, as permitted in the District of Squamish Fees and Charges Bylaw No. 2012, 2007. A Council resolution for this fee waiving is included in the list of staff recommendations.

As per the District of Squamish Development Cost Charge Bylaw No. 2265, 2015, affordable rental housing is exempt from Development Cost Charges.

**b. Organizational Impact:**

There are no significant organizational implications identified with this proposal beyond the normal application processing implications. Staff will continue advancing the application at the discretion of Council.

**c. Policy:**

The proposed development is aligned with a number of OCP policies. Details are outlined in the Policy Review section of the attached Project Information Report (Attachment 1).

The development proposal is consistent with OCP land use and policy, which directs multi-family development to the downtown and encourages mixed use development. Downtown integration, with increased pedestrian connectivity and parkland connectivity are key elements, as is the activation of the street frontages. The proposal is also consistent with the forthcoming OCP Update.

**d. Bylaws:**

District of Squamish Zoning Bylaw No. 2200, 2011, and specifically Comprehensive Development Zone 37 (CD-37) is proposed to be replaced to allow for the proposed PacWest development.

**5. Council Priority Areas**

**Environment:**

An Invasive Herbaceous Species Assessment and a Fisheries Assessment have been submitted as part of the application. The assessment reports are under review by staff; further revisions are expected through the rezoning process, with potential for an environmental covenant being sought to secure specific recommendations of the assessment reports.

Overall this project would contribute to the development of a lively, walkable urban core that will encourage alternate mode of transportation (walking and cycling), and be an efficient use of District infrastructure resources by concentrating residents in an already-served area.

**Economic Development**

The provision of 25% employment space within the development (13% retail commercial space and 12% office space) creates employment lands, potentially increasing both the number and spectrum of jobs. The project will also upgrade the entire Cleveland Avenue frontage between Main Street and Vancouver Street, which directly supports the Downtown Revitalization Action in the Council Strategic Plan.

Overall the proposed development supports the transformation and revitalization of Downtown Squamish into a vibrant, mixed use, and complete community.

The project also aligns with Council's Guiding Principles:

- Job creation and the long-term health of our economy are considered in land use decisions.
- A diversity of businesses that create long-term sustainable jobs for our citizens are attracted to and remain in Squamish.

### **Healthy Community**

The PacWest proposal will trigger frontage improvements along Cleveland Avenue, Main Street, Loggers Lane and Vancouver Street frontages, which will allow the District to achieve active transportation designs for these frontages. Specifically a separated bike lane for Main Street (integrated into the pedestrian public plaza design), shared bike lane along Cleveland Avenue, and potential temporary bike lane design along Loggers Lane (to be installed while the former BC Rail corridor future is resolved).

The proposed affordable housing, market rental housing and adaptable units will collectively contribute unit types that span a much needed range in the Squamish housing spectrum and support the housing needs of the community.

The project also aligns with Council's Guiding Principle:

- The built environment, including public and gathering spaces, contributes to the health and well-being of our citizens.

### **Open and Transparent Government**

Processing of this rezoning application complied with District policy and legislated requirements for public communication; the IAP2 level of public participation has been 'consultation'.

The project was posted to the District's Development Showcase. One request for a public information meeting (PIM) was made. To date, no PIM has been held, but the applicant is open to hosting a PIM and staff are recommending that a PIM be held prior to public hearing (included in the recommended Council Resolutions). One public comment has been received to date, it is in support of the project. Notification will be done for the Public Hearing as required.

### **6. Attachments:**

1. Council and ADP Review Background
2. PacWest Architectural Plan Package



## **7. Staff Review**

### **Prepared By:**

Kerry Hamilton Planner

### **Reviewed By:**

Jonas Velaniskis, Director of Community Planning

Gary Buxton, General Manager of Community Planning & Infrastructure

Robin Arthurs, General Manager of Corporate Services, Recreation & Culture

### **CAO Recommendation:**

That the recommendation of the Community Planning Department be approved.

Linda Glenday, CAO

## DISTRICT OF SQUAMISH

Minutes of the Meeting of the Community Development Standing Committee held Tuesday, March 6, 2018 at 12:30 p.m. in the Council Chambers, 37955 Second Avenue, Squamish, B.C.

### **PRESENT:**

Councillor Jason Blackman-Wulff, Chair  
Mayor Patricia Heintzman  
Councillor Susan Chapelle  
Councillor Karen Elliott  
Councillor Peter Kent  
Acting Mayor Ted Prior  
Councillor Doug Race

### **ADVISORY IN ATTENDANCE:**

Linda Glenday, CAO  
Robin Arthurs, GM Corporate Services, Recreation & Culture  
Melissa von Bloedau, Legislative Assistant  
Terry Murray, Executive Assistant  
Sarah Dicker, Agenda Coordinator  
Bill Stoner, Fire Chief  
Gary Buxton, GM Community Planning and Infrastructure  
Chris Wyckham, Director of Engineering  
Dora Gunn, Sustainability Coordinator  
David Marrow, Director of Major Projects  
David Roulston, Municipal Engineer  
Jonas Velaniskis, Director of Community Planning  
Kerry Hamilton, Planner

Chair Blackman-Wulff called the meeting to order at 12:35 p.m.

### **1. WELCOME TO THE SQUAMISH NATION TRADITIONAL TERRITORY**

Ha7lh en skwalwn Kwis tl'iknumut tl'a Skwxwuu7mesh Uxwumixw

### **2. ADOPTION OF AGENDA**

It was moved by Councillor Kent,  
seconded by Mayor Heintzman,  
THAT the March 6, 2018 amended Community Development Standing  
Committee Meeting agenda be adopted.

CARRIED

### **3. COMMITTEE MINUTES**

#### **A. MINUTES**

- (i) Community Development Standing Committee Meeting Minutes, February 6, 2018

It was moved by Councillor Race,  
seconded by Councillor Kent,  
THAT the February 6, 2018 Community Development  
Standing Committee minutes be approved.

CARRIED

#### **B. BUSINESS ARISING**

### **4. BUSINESS**

- (i) Opportunities for Carsharing in Squamish

D. Gunn, Environmental Coordinator and C. Wyckham, Director of Engineering, were in attendance to present information regarding carsharing in Squamish, including:

- Introduction to carsharing
- Potential for carsharing in Squamish
- Developer contribution
- Modo proposal
- Funding to purchase vehicles
- District of Squamish participation as a business member
- Future expansion
- Initial financial implications.

Council questions and comments included:

- Can the vehicles be booked in advance?
  - Yes
- Why Modo?
  - Modo expressed interest in working with the District
- Conversation regarding promoting a business
- Variety of parking locations were discussed
- Partnership opportunities and agreements
- Who owns the cars and how are they replaced?
  - Modo would own the cars even if initial funding is contributed by specific developers. Modo can choose to replace the cars at the end of their useful life.

It was moved by Mayor Heintzman,  
seconded by Councillor Race,  
**RECOMMENDATION: THAT the District of Squamish direct Staff to support the development of a carshare in downtown Squamish including assigning three parking spaces exclusively to carshare vehicles;  
THAT the District of Squamish becomes a business member in the carshare once it is established and uses carsharing as an additional transportation option for staff;  
THAT the District of Squamish direct Staff to establish a process for parking variances that enables developer contributions to new carshare vehicles and memberships;  
AND THAT staff explore the possibility of a preferred provider and other partnership opportunities.**

CARRIED

(ii) Cheekeye River Development

L. Glenday, CAO, J. Velaniskis, Director of Community Planning, and G. Buxton, GM of Community Planning and Infrastructure were in attendance to provide an update on the Cheekeye River Development. Information included:

- Subject lands for OCP amendment
- Current and proposed zoning
- Proposed land use designation
- Mitigation system operation and maintenance analysis update
- Financial models were provided regarding operation and maintenance expense. Cost scenarios were reviewed

- EMBC funding options were reviewed, including recovery fund use at a 70%-30% split with Province and municipality shares being available
- District of Squamish suggestion for an MOU to guarantee disaster financial assistance in the event of a large debris flow event
- Estimated cost of debris barrier structure is required
- Local Area Service (LAS) rates and options were discussed from a financial perspective
  - Staff advised on the additional taxes that would be levied and concerns that taxes would not be affordable
- CAC proposal at public hearing was reviewed with an estimated \$72 million applicant contribution
- Updated proposal is now \$67 million with changes done by the proponent. Includes \$22.1 million in cash value.

Council questions and comments included:

- Why isn't the Province the diking authority for this?
  - All diking must be maintained by local governments
  - Suggestion that Squamish request the Province to take back the diking authority for this project, considering the scope of protection it would provide.
- What share of taxation in the entire community should be considered for this project? Barrier protects more than the proponent's area. Cost sharing options need to be considered
- Clarification requested on cost of debris removal after a debris flow event and where does debris go?
  - Land tenure would be needed somewhere within the fan to dispose of debris, sediment and gravel.
- Mathias Jacob, Engineer advised on the possibility of other forms of debris diversions and advised on the risk of diversion and various engineering options of mitigation
- Concerns regarding charging the LAS cost to affordable housing rentals
- Suggestion to insure the barrier as an asset. Would MIA cover the barrier/dike?
  - Staff advised that dikes are not insurable
  - Developer is investigating private insurance providers.
- How would the borrowing limit be affected after a major debris event?
  - Borrowing and reserves would be utilized for debris clean up and would limit the District's borrowing ability.
- Administration/maintenance costs were discussed
- EMBC funding during emergency events and definition of an "emergency event" is unclear
- Basin cleaning expenses and timeframe discussed
- Community infrastructure, including a school, is currently in the debris flow zone, which needs to be considered

- Conversation with the Province regarding risk and costs is required
- Suggest that staff come back to Council with different cost sharing options for capital and operating expenses and proportional split
- Discussion regarding tentative public hearing date.

Council recessed at 2:24 p.m. and resumed at 2:35 p.m. with all of Council in attendance, in addition to R. Arthurs, C. Mathews, B. Stoner, M. von Bloedau, K. Hamilton, J. Velaniskis and G. Buxton.

(iii) 37870 Cleveland Avenue (The Plaza at Junction Park) Rezoning

K. Hamilton, Planner and J. Velaniskis, Director of Community Development were in attendance to present on 37870 Cleveland Avenue (The Plaza at Junction Park) Rezoning. Information included:

- Project background
- New proposal, including form and character detail
- Voluntary community amenity contribution amenities
- Commercial, market rate residential, purpose built rental and accessible housing units detailed.

Council questions and comments included:

- High street zoning boundary discussion
- What is accessible housing?
  - It includes accessibility design standards
- 3D rendering of development requested
- General support expressed
- Opportunity for pedestrian overpass over Loggers Lane
  - Staff commented that a pedestrian overpass would be a major infrastructure project and has not been identified as a necessity in the Active Transportation Plan.
- Discussion regarding community amenity contribution and ownership of submarket housing
- Discussion regarding cash in lieu for the affordable housing units
- Suggestion to improve the pedestrian crosswalk at Main Street
- What is considered as affordable housing?
  - 30% of the average household income
  - Average household income in Squamish is around \$80,000
- Discussion regarding FAR and height of the buildings.

(iv) Development Projects Update

J. Velaniskis, Director of Community Planning provided an update on development projects.

Council questions and comments included:

- 1358 Main Street would meet the criteria for a priority application
- Wilson Crescent - 1145, 1155, 1165

- Small neighbourhood plan should be implemented before rezoning allowed
  - Discussion regarding the walkability of the area
  - Comment that variances should be kept to a minimum on this property
- Discussion regarding the 'Sabre' site
- Suggestion to have the prioritization projects at the beginning of the list
- Direction to have staff update the Community Amenity Contribution (CAC) tracking sheet and make available as a standalone document
- Four private development projects are on the priority list
  - Staff advised there are additional projects being prioritized besides these private developments.

**6. COUNCIL**

**A. STATUS OF RECOMMENDATIONS TO COUNCIL**

**B. REFERRALS FROM COUNCIL**

**7. ROUNDTABLE DISCUSSION/DEBRIEF**

**8. TERMINATION**

It was moved by Councillor Prior,  
seconded by Councillor Race,  
THAT the meeting be terminated.  
CARRIED

Meeting terminated at 3:28 p.m.

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Councillor Jason Blackman-Wulff, Chair