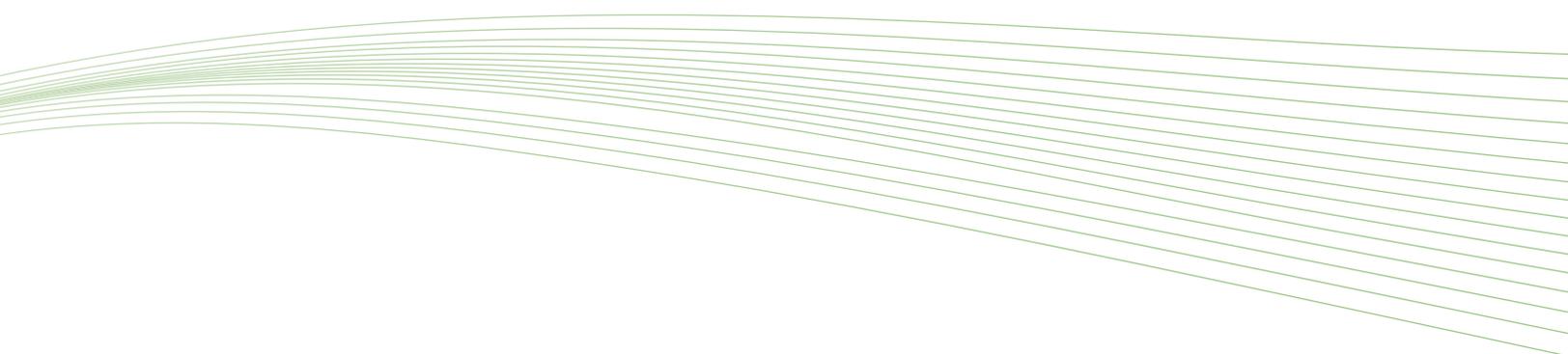


PART 4

POLICIES & OBJECTIVES







13 FIRST NATIONS

GUIDING PRINCIPLES

Principle 9 - Cultivate Partnerships

The District will seek out and nurture partnerships with Federal, Provincial and regional governments and agencies, First Nations, businesses, non-governmental organizations and others to assist in achieving the shared community vision and goals.

Principle 10 - Citizen Engagement

The District is committed to providing opportunities for its citizens to engage in meaningful participation in the community decision-making process.

The District of Squamish is located within the traditional territory of the Squamish Nation. There are nine Indian Reserves that are wholly or partially located within the District boundaries. In recent years the Squamish Nation has been recognized as a form of government, and is a significant landowner in the region. The District of Squamish seeks to represent the local community and continue to build a strong relationship with the Squamish Nation founded in respect and recognition of their cultural history, through policies of inclusion in the Official Community Plan and subsequent initiatives of local government.

OBJECTIVES

1. *To advance and strengthen our relationship with the Squamish Nation;*
2. *To work with the Squamish Nation to address issues of mutual concern and capitalize on common opportunities;*
3. *To encourage the expression of Squamish Nation culture, values and heritage; and*
4. *To harmonize and align land use planning approaches and activities.*

POLICIES

13 - 1 The District of Squamish will work with the Squamish Nation to implement the 2008 Protocol Agreement, addressing land use, economic development, tourism promotion, provision of municipal services, mitigation of flood hazards and

debris flow hazards, on Reserve and non-Reserve lands owned by the Nation.

13 - 2 The District of Squamish will seek to work holistically and collaboratively with the Squamish Nation and the Province in matters relating to crown

land dispositions and tenures, particularly with respect to Squamish Nation land use and economic development opportunities on crown lands.

13 - 3 The District will collaborate whenever possible with the Squamish Nation during any future Treaty Negotiations.

13 - 4 The District will work with the Squamish Nation to harmonize land use and resource plans within and adjacent to District of Squamish boundaries.

13 - 5 The District will continue to work with the Squamish Nation in providing municipal services to Indian Reserves that contain residential development, subject to appropriate servicing agreements.





14 COMMUNITY SERVICES & FACILITIES

GUIDING PRINCIPLES

Principle 3 - Local Economic Resilience

Economic development supports prosperity for the entire community through the provision of employment lands, by supporting diversification of employment through business development and by providing educational opportunities to residents.

Principle 6 - Community Livability

The District will strive to enable a high quality of life for its residents, where everyone enjoys a safe, vibrant and healthy community and has access to education, jobs, public services, culture, recreation and the natural environment.

Principle 8 - Community Leadership

The District will provide ongoing leadership through adherence to the Guiding Principles, sustainable land management and the policies contained within the Official Community Plan when making land use decisions.

Principle 9 - Cultivate Partnerships

The District will seek out and nurture partnerships with Federal, Provincial and regional governments and agencies, First Nations, businesses, non-governmental organizations and others to assist in achieving the shared community vision and goals.

Principle 10 - Citizen Engagement

The District is committed to providing opportunities for its citizens to engage in meaningful participation in the community decision-making process.

The social well-being of Squamish's citizens is vital to achieving a healthy community. Squamish is characterized by a high proportion of youth, and the population is expected to have an increasing number of seniors by 2031. Squamish is also ethnically diverse. This indicates there are diverse groups with different needs for community facilities and social services. As the population continues to change, it is important that there are adequate facilities and services to meet the growing and changing needs.

Within Squamish there are several institutions that can offer educational, cultural and community facilities, with some new opportunities for residents through the development of Quest University and the potential expansion of the Capilano University's Squamish campus. Additionally, there is a significant arts community in Squamish that not only engages citizens but also contributes to building community identity. It is important that Squamish supports the arts by establishing appropriate facilities.

Improving community facilities and services can contribute to employment within the community in addition to helping to develop a sense of place. Squamish's unique setting, its outdoor resources, arts community, and the

cultural and artistic expression that has evolved through the Squamish Nation and other ethnic groups in the community, all offer great benefits for residents and tourists alike.

OBJECTIVES

1. *To promote Squamish as a regional centre of higher learning, including providing ongoing and continuing educational opportunities;*
2. *To reinforce Squamish as the institutional centre of the Sea-to-Sky corridor;*
3. *To encourage integration and shared community use of school, post-secondary, and other institutional facilities to provide amenities to the community;*
4. *To create a vibrant, safe, healthy, and supportive community that embraces and encourages social and cultural diversity;*
5. *To foster a sufficient amount and diversity of appropriate facilities, programs, and services for youth, seniors, and children and families to meet present and future needs;*
6. *Conserve energy, water, materials and other resources in institutional buildings;*
7. *To foster conservation of heritage buildings and places of cultural significance;*
8. *Maintain and enhance Squamish's unique sense of place and promote community identity;*
9. *To encourage and foster local institutions and community organizations in Squamish;*
10. *Ensure that residents and affected stakeholders are afforded meaningful opportunities to provide input into public planning processes.*
11. *To provide Fire protection services throughout the municipality; and*
12. *To ensure police protection services are provided to the community for the safety and security of residents and visitors.*

POLICIES

GENERAL POLICIES

14 - 1 Lands designated *Civic and Institutional* on Schedule B are intended for uses that meet specific community needs, including health, religion, burial, and government activities that are located outside lands designated Downtown, Residential Neighbourhoods, or University and Residential Neighbourhoods.

14 - 2 The District supports Council advisory committees, including the Social Planning Committee to assist with items of interest to Council and the community, and to co-ordinate the contribution of other local service groups.

14 - 3 The District supports the establishment of a social planning policy to identify social issues and opportunities to enhance the well being of the community.

COMMUNITY ENGAGEMENT

14 - 4 The District will encourage citizen participation in an open decision-making process respecting development applications as outlined in Council's policy for a Public Information Meeting.

14 - 5 The District will work toward strengthening existing partnerships and building new ones with



community groups and associations to enable and promote a better understanding of the decision making process and the importance of community participation.

14 - 6 The cultural and ethnic diversity of Squamish residents is celebrated and supported through cultural events, festivals and community activities that highlight and strengthen those cultures.

14 - 7 The District supports cross-cultural education and understanding to develop and enhance community-based service groups and organizations.

14 - 8 The District recognizes the importance of the youth of the community and will consider partnering with School District 48 (Howe Sound) and other local organizations to provide programs and services that strive to meet their needs.

14 - 9 The formation of neighbourhood and other local associations is encouraged as a means of strengthening communication between the District and its residents.

DOWNTOWN FIRST

14 - 10 Future institutional uses that serve the entire municipality or region will be encouraged to locate in Downtown Squamish to enhance the vibrancy and diversity of downtown and reinforce its role as the focal point of the community.

SCHOOLS & EDUCATIONAL FACILITIES

14 - 11 Schools and post-secondary educational uses will be permitted in areas designated *Residential Neighbourhoods, Downtown, Civic and Institutional, and University Neighbourhood* on Schedule B.

14 - 12 The District of Squamish will work co-operatively with School District No. 48 (Howe Sound) concerning the location, size, type, timing, and number of school sites and schools, parks and joint use facilities which will be needed to accommodate future growth.

14 - 13 School sites should be planned within new residential areas as part of the Sub-Area

and Neighbourhood planning processes to accommodate the projected student population.

New residential development or redevelopment that substantially increases the net residential density of a neighbourhood shall be referred to School District 48 to ensure that there is an appropriate opportunity for school site planning.

14 - 14 The District of Squamish will consider an agreement with School District No. 48 (Howe Sound) to enable the acquisition of school sites as part of the subdivision approval process.

14 - 15 The Quest University Campus and Residential area as defined in Schedule L is designated as *University Neighbourhood* on Schedule B.

14 - 16 The District supports local provision of post-secondary education and community education facilities. Capilano University, Quest University, and the schools of School District No. 48 (Howe Sound) are considered integral educational facilities in Squamish and as such will continue to receive support from the District.

14 - 17 The District supports and will work in partnership with Capilano University and Quest University, through partnerships and joint use agreements, to utilize shared facilities such as recreational facilities and performance venues will be encouraged.

COMMUNITY HEALTH

14 - 18 The District will seek opportunities to work with the Vancouver Coastal Health Authority, School District No. 48 (Howe Sound), government agencies, private and not-for-profit service providers and community agencies to identify and address social needs and issues and to maximize the efficiency and effectiveness of the social service delivery system.

14 - 19 The District recognizes the importance of open spaces, parks, cultural and artistic events and recreational opportunities in enhancing the quality of life of its residents.

14 - 20 The District will work to establish and strengthen partnerships with local community groups and organizations to provide for the overall health and wellness of the community.

SENIORS AND SPECIAL NEEDS

14 - 21 The essential role of pioneers, elders and other seniors in the development of Squamish is gratefully acknowledged. It is important that their changing housing needs and support services be recognized and properly addressed within the community.

14 - 22 The District recognizes the importance of and supports partnerships to deliver assisted living and other senior's care initiatives.

14 - 23 The District shall monitor the demand for seniors activity centres programmed to meet the needs of the active seniors population.

14 - 24 The District supports the provision of residential-based services for persons with special needs as an integral part of the fabric of each neighbourhood.

14 - 25 Access for persons with physical disabilities should be considered in the design of sidewalks, parking facilities, public buildings and selected trails.

14 - 26 In order to provide opportunities that promote healthy development of children and youth throughout the community, recreational and social facilities targeted for children and youth are supported.

14 - 27 The District will encourage the development of preschool and day care facilities as needed.

CIVIC & INSTITUTIONAL

14 - 28 Civic and institutional uses will be permitted in areas designated *Civic and Institutional*, *Downtown* or *Mixed Use Commercial* on Schedule B. These uses include: government buildings, hospital, cemetery, assembly facilities, and public care facilities.

14 - 29 The District supports retaining and attracting new institutional uses to Downtown.

14 - 30 The District strongly encourages the

restoration of court services and facilities in the District.

14 - 31 The Cemetery and Columbarium as designated as Institutional on Schedule B, is recognized as a permanent location for the burial and resting place of human remains.

14 - 32 The inclusion of places of worship, as an integral part of residential neighbourhoods, is encouraged. Sites for places of worship shall generally be located on major roads and should be designated in sub-area plans.

ARTS & CULTURE

14 - 33 The District recognizes the efforts of the Arts Council and other local arts groups and organizations and will continue to support efforts to promote arts and culture in the community.

14 - 34 Public art is considered an integral component of new developments, primarily in the Downtown. The District shall undertake a public art policy/strategy and may also develop a policy for the provision of public art through the development process and donations. A target of 1% of the construction cost of the new development allocated to public art created by local artists may be considered.

14 - 35 Downtown is the centre of cultural expression and diversity. Public art, street banners, theatres, art galleries, festivals and small, local businesses are encouraged in an effort to support the downtown's role as the social heart of the community.

14 - 36 The District will consider opportunities to partner with Capilano University, Quest University and other institutions to deliver cultural amenities and/or programs.

14 - 37 The District recognizes and encourages the community's unique artistic and cultural identity including the involvement of artists and arts organizations in special events and celebrations, tourist promotions, public art, identifying signage, banners and public facilities.

SAFETY

14 - 38 The formation of citizen support groups such as Neighbourhood Watch and Citizens on Patrol in local neighbourhoods is endorsed as a proactive step toward the prevention and reduction of crime.

14 - 39 The District acknowledges the importance of community policing as a method of deterring and reducing crime and improving communication and coordination between residents and police services.

14 - 40 The District will collaborate with the RCMP on crime prevention efforts where possible to enhance the safety and vitality of Downtown.

14 - 41 The District shall continue supporting police and fire protection services and design using Crime Prevention through Environment Design principles in order to ensure a safe and liveable community.

14 - 42 Multi-unit residential, commercial, industrial developments and the development of Sub-Area Plans should be reviewed from the perspective of crime prevention principles in order to reduce the potential for crime.

14 - 43 The District shall monitor land use patterns to determine the need for fire halls in order to ensure that an adequate level of service is provided.

RECREATION & COMMUNITY FACILITIES

14 - 44 The District supports the concept of co-operative and community use of facilities owned by School District No. 48 (Howe Sound), Capilano University, Quest University, federal and provincial agencies, the municipality and other interested organizations.

14 - 45 The District will assist the Squamish Library in efforts to meet public demand and evaluate financial options for improving the quality and quantity of library holdings and services.

14 - 46 The District supports community partnerships and joint use agreements for schools and community facilities particularly playfields, parks, theatres and other amenities to benefit the community.



HERITAGE

14 - 47 The District will consider the development of a heritage management plan in an effort to increase awareness, appreciation, and protection of the District's historical assets both in the built and natural environments.

14 - 48 The District may consider the establishment of a Council committee, or partner with a local heritage society to assist with heritage conservation matters in the municipality.

14 - 49 The adaptive reuse and rehabilitation of older buildings is encouraged as a method of retaining a legacy of buildings with local heritage significance.

14 - 50 Where buildings of heritage, historical or architectural significance are on land slated for redevelopment, the District will encourage the conservation of the building and its components or incorporation of an authentic design program that reflects the building's scale and local architectural vernacular.

14 - 51 The District shall consider opportunities to preserve key places and sites in the community that are considered to have significant heritage value in an effort to protect the legacy of diverse historical assets and enhance community uniqueness and identity.

14 - 52 The District shall consult with the Squamish Nation on any sites or locations of special interest thought to be of importance to their cultural identity and history.





15 PARKS & RECREATION

GUIDING PRINCIPLES

Principle 6 - Community Livability

The District will strive to enable a high quality of life for its residents, where everyone enjoys a safe, vibrant and healthy community and has access to education, jobs, public services, culture, recreation and the natural environment.

Principle 8 - Community Leadership

The District will provide ongoing leadership through adherence to the Guiding Principles, sustainable land management and the policies contained within the Official Community Plan when making land use decisions.

Principle 9 - Cultivate Partnerships

The District will seek out and nurture partnerships with Federal, Provincial and regional governments and agencies, First Nations, businesses, non-governmental organizations and others to assist in achieving the shared community vision and goals.

Squamish residents pride themselves on the easy access to outdoor recreation opportunities, particularly the community's waterways, green spaces and extensive trail system. . Natural features such as the Stawamus Chief, the Smoke Bluffs and Malamute, in addition to numerous trails, rivers and the ocean, attract residents and visitors alike to pursue a range of outdoor activities. It is these valuable, unique assets that allow Squamish to position itself as the "Outdoor Recreation Capital of Canada" as we becoming increasingly known for rock climbing, hiking, mountain biking, golfing, windsurfing, kite-boarding, sailing, kayaking, rafting, and other activities.

Within the community, there are also indoor and outdoor facilities that provide venues for important recreational amenities such as soccer pitches, ball diamonds and playgrounds. Brennan Park Recreation Centre offers a range of amenities from tennis courts, ice surfaces, all weather and grass fields along with community programs.

Parks, open space, trails and recreation amenities are highly valued by residents. As the population increases and there are additional demands placed on facilities and use of the trail system, the District will need to work toward protecting the existing amenities and meeting the new demands of a changing community. The District will also prepare and maintain a Trails Master Plan, in partnership with local organization, to bring together the existing trail plans prepared by the Squamish Off Road Cycling Association, Squamish Trails Society, Squamish Dirt Bike Association and local equestrian groups.

OBJECTIVES

1. *To foster access to outdoor recreational activities close to residential areas;*
2. *To develop, maintain, and enhance an integrated and connected recreational trail network for multiple uses;*
3. *To enhance the outdoor recreational experience for residents and visitors;*
4. *To provide parks, playgrounds, and recreational facilities in an appropriate amount, level, and distribution for the growing community and its visitors;*
5. *To develop and maintain access to water-based recreational opportunities; and*
6. *To generate economic development that capitalizes on the recreational potential of the District.*

POLICIES

GENERAL POLICIES

15 - 1 Lands identified as *Greenway Corridors and Recreation* on Schedule B are intended to provide areas for recreation and provide trail corridors throughout the District.

15 - 2 The District recognizes the importance of outdoor recreation to the local economy and supports the sustainable development of activities that contribute to Squamish as the “Outdoor Recreation Capital of Canada”.

15 - 3 The District will maintain and implement a Trails Master Plan, in co-operation with local organizations and groups including, but not limited to the Squamish Trails Society, Squamish Off Road Cycling Association, the Squamish Dirt Bike Association and local equestrian groups.

15 - 4 The District shall consider implementing the Parks and Recreation Master Plan to maintain a current and up-to-date plan that reflects the needs of a growing community.

15 - 5 The District shall work with the Provincial Forestry Ministry and other natural resource groups to balance resource extraction harvesting activities with outdoor recreation interests.

PARKS AND OPEN SPACE

15 - 6 Squamish recognizes the importance of the Provincial Parks within and adjacent to the

municipality as unique natural areas to be protected as important assets to the community.

15 - 7 The District supports the implementation of the Smoke Bluffs Park Master Plan (2006) through improvement of facilities and amenities to establish and reinforce it as an integral component of the District’s park system.

15 - 8 Neighbourhood open space areas consisting of neighbourhood parks and play-fields will be provided in each major neighbourhood, preferably in conjunction with local school sites or in areas that are naturally level or flat, when possible.

15 - 9 As new Neighbourhood or Sub-Area Plans are undertaken, parks and neighbourhood open space are to be provided to serve the needs of the new residents.

15 - 10 Usable neighbourhood and community-wide park space is to be provided in an amount and distribution in accordance with standards outlined in the draft Parks and Recreation Master Plan.

15 - 11 The District shall provide a range of types and sizes of parks and recreational areas throughout the community in order to provide equitable levels of service and access to each neighbourhood. Neighbourhood parks will be located in prominent locations designed to act as focal areas for the neighbourhoods they serve and be connected to



other areas in the community through the trail/cycling network.

15 - 12 Community park and open space facilities shall be provided based on unique site attributes such as, but not limited to, focal areas, topography, and viewpoints, to achieve economies of scale and to minimize duplication of services. Such facilities may consist of recreation/athletic parks, natural parks, historic sites, linear corridors/equestrian trails, decorative and/or community gardens and special purpose areas.

15 - 13 The District will acquire land for different scales and types of park space Downtown to maintain a supply compatible with the neighbourhood park provision standard to meet the needs of the present and future downtown population.

15 - 14 The District will develop guidelines for multi-unit residential development to ensure that they provide sufficient open space to meet the needs of their residents.

15 - 15 The District shall work cooperatively with the Squamish-Lillooet Regional District, provincial and federal agencies, School District No. 48 and the Squamish Nation in providing parks and park services.

PARKLAND DEDICATION THROUGH SUBDIVISION

15 - 16 The provision of usable parkland or money in lieu of parkland at the time of subdivision for residential developments throughout Squamish shall be at the discretion of the Approving Officer pursuant to the *Local Government Act* in order to implement the policies and designations in the Official Community Plan.

15 - 17 Parkland deficiencies in existing neighbourhoods shall be identified and addressed through the development application approval process, and acquired through Development Cost Charges or the expenditure of money collected in lieu of park dedication.

15 - 18 Opportunities to expand the Trail Network as identified on Schedule F to provide connections through and between neighbourhoods, shall be identified through the development application approval process and acquired through Development Cost Charges or the expenditure of money collected in lieu of park dedication.

GREENWAY CORRIDORS AND RECREATION

15 - 19 Lands designated as *Greenway Corridors and Recreation* are shown on Schedule B.

15 - 20 For *Greenway Corridors and Recreation* lands, a wide range of management options and uses ranging from environmental preservation and wildlife conservation to active recreation may be used to protect environmental features and to provide recreational opportunities where compatible and appropriate.

15 - 21 The District supports the provision of campgrounds within the *Greenway Corridors and Recreation* land use designation.

BLUEWAYS & WATERFRONT ACCESS

15 - 22 The District supports the development of “blueways” to provide low impact, water-based recreational access and opportunities in and around the ocean, channels, and rivers.

15 - 23 Incorporation of lands along water courses into the open space system whenever possible is encouraged in order to protect the natural environment and provide public access to these amenity areas, where appropriate.

15 - 24 Public access to oceanfront locations is critical to enabling residents and visitors to take advantage of Squamish’s natural amenities. Development of all lands along the Mamquam Blind Channel, Downtown, or Oceanfront Peninsula will dedicate unobstructed public access along the entire waterfront portion of the site.

15 - 25 Where possible, the District shall secure

public access to key aquatic locations for recreational purposes. This includes appropriate access to rivers for kayakers, and continued access to the ocean for windsurfing and kiteboarding.

15 - 26 The District shall promote marine based recreation, including encouraging new and/or expanded facilities.

15 - 27 In recognition of the value and delicate nature of aquatic and associated terrestrial ecosystems, the District shall require that new developments minimize stream crossings.

CLIMBING & HIKING

15 - 28 The District supports rock climbing, bouldering, peak scrambling and other related alpine mountaineering activities and recognizes the economic benefits they contribute to the community.

15 - 29 The District will partner with local organizations and groups to promote rock climbing and other alpine mountaineering activities.

15 - 30 The District recognizes the importance of the Chief, Smoke Bluffs Park, Murrin and Shannon Falls Provincial Parks and other areas that contribute to making Squamish one of the premier rock climbing destinations in North America.

15 - 31 Smoke Bluffs Park is the premier municipal park and the District will work in partnership with local groups and organizations to monitor the use and demands on it to ensure its ecological attributes are not compromised or negatively impacted. The District will also seek to partner with the Province to promote and support activity in Murrin and Shannon Falls Provincial Parks.

15 - 32 The District supports the provision of accessory facilities and services for rock climbing and other alpine mountaineering activities and will consider the expansion of municipal facilities such as the municipal campground and other infrastructure upgrades to help address increasing user demands.

15 - 33 The District will assist local groups and

organizations with the ongoing maintenance of trails and other related facilities.

TRAILS & RECREATIONAL GREENWAYS

15 - 34 The municipal Trail Network is identified on Schedule F. The trail network is intended to:

- a. Provide a corridor trail network connecting one end of the Squamish Valley with the other – preferably on each side of Highway 99;
- b. Connect the designated neighbourhood centres with one another and with Downtown Squamish;
- c. Identify on-street commuter cycling routes and connections;
- d. Connect with major trip destinations;
- e. Provide waterfront access and riverfront access, including access along the dyke system;
- f. Integrate with the Brennan Park Recreation Centre;
- g. Integrate with Smoke Bluffs Municipal Park;
- h. Integrate with the proposed Sea-to-Sky Regional Trail;
- i. Provide access to backcountry recreation opportunities; and,
- j. Provide safe routes to schools.

15 - 35 The District supports the Sea-to-Sky Regional Trail and Corridor Trail and linkages to the local trail system.

15 - 36 The District shall take a leadership role and co-ordinate the development and maintenance of the trail system by developing trail standards, coordinating with developers, and working with community organizations.

15 - 37 The development of trails will be conducted in accordance with adopted trails standards to establish a hierarchy of trail types that meet the different use and accessibility needs of the community in accordance with District trail standards.

15 - 38 The trail system in Squamish will consist of

different trail types, ranging from multi-user pathways in urban areas to rugged mountain biking and hiking trails in forested areas.

15 - 39 River and sea dykes are recognized as critical components of the District's trail system. The District shall secure public rights of access through the land development process or other means.

15 - 40 The District will work with Squamish Nation and private landowners to facilitate uninterrupted public access to the dyke system.

15 - 41 Internal pathways/trails shall be developed to provide pedestrian access to parks, recreation facilities, and other community amenities within existing neighbourhoods, and as an integral component of the transportation network in existing and new residential developments.

15 - 42 The development of new residential areas shall ensure that pathways/trails from existing neighbourhoods to external destinations are provided to replace existing informal trails that would otherwise be lost to maintain the trail network connectivity

15 - 43 Development and implementation of the trail system shall occur with active community involvement on a staged basis as part of the subdivision approval process, through municipal and developer contributions or municipal acquisitions.

15 - 44 The District shall work in partnership with community organizations, public land agencies, and private landowners to formalize and maintain the trail network.

15 - 45 Existing trails located in areas that are proposed for development are to be inventoried in the



development process and preserved and/or relocated to maintain the connectivity of the trail network.

15 - 46 The District acknowledges the economic and social value of the Test of Metal Mountain Bike racecourse and off-road / mountain bike trail system and will collaborate with private landowners, agencies and other stakeholders to preserve the integrity of the network over the long term.

OFF-ROAD MOTORIZED RECREATION

15 - 47 The District acknowledges the importance and benefits of off-road motorized recreation to the local economy and community.

15 - 48 The District supports off-road motor recreation in identified areas and trails and that the location of these areas and trails be identified in conjunction with trail user groups, environmental conservation groups and other stakeholders.

15 - 49 The District discourages motorized trail use in developed areas.

15 - 50 The District supports establishing a purpose-built dirt bike / motocross track in the District.

15 - 51 The District will work with organizations representing motorized off-road trail users to develop trail standards and trail etiquette for appropriate motorized recreation use.

15 - 52 The District will work with organizations representing both non-motorized and motorized trail users to identify and resolve trail conflict issues and develop trail etiquette and signage for minimizing conflict with other trail users.

15 - 53 The District supports management of noise and pollution from motorized off-road vehicles to minimize the impact on the environment and on residents.





16 NATURAL ENVIRONMENT

GUIDING PRINCIPLES

Principle 1 - Environmental stewardship

Ensure the protection, restoration and management of aquatic and terrestrial habitats and the maintenance of ecological health for present and future generations. Minimize conflicts by developing and applying clear growth management and land use policies.

Principle 2 - Natural Resource Conservation

Support smart growth land use principles and minimize the use of energy and material resources by endorsing sustainable design and land and management practices.

Squamish has been blessed with a rich natural heritage and a diversity of habitats and wildlife. To help protect this natural legacy, five provincial parks have been established in Squamish - Alice Lake, Murrin, Stawamus Chief, Shannon Falls, and Brackendale Eagles Provincial Parks. In addition, Squamish is located close to Garibaldi and Tantalus Provincial Parks.

Significant natural assets include the Squamish Estuary (a provincial wildlife management area), Baynes Island Ecological Reserve, and the Mamquam Blind Channel. These areas provide important wildlife and fish habitat as well as places for outdoor recreation. Over 26% of the District is designated as *Park and Ecological Reserve* or *Greenway Corridors and Recreation*.

The District of Squamish has been working towards protecting the natural environment with initiatives to identify sensitive habitats and important natural areas and streams through the Sea-to-Sky Sensitive Habitat Atlas, work completed by the BC Federation of Naturalists, and a Squamish ecosystem mapping project. As well, the District, in partnership with First Nations, Federal and Provincial agencies, has completed the Squamish Estuary Management Plan. However, there are many unprotected sensitive ecosystems located within the District. As the number of residents and visitors increases, so will pressures on the natural environment. A particular challenge is managing growth to accommodate housing needs and tourism while protecting habitat and environmentally sensitive areas. Air quality is also becoming an increasing concern in the valley.

The OCP recognizes the value of Squamish's natural assets and proposes policies to protect the natural environment. The District will need to work with all sectors and form partnerships with other levels of government and non-governmental organizations to coordinate efforts.

OBJECTIVES

- 1 To preserve, protect, and enhance the natural environment and environmentally sensitive areas;
- 2 To establish, maintain, and enhance greenway corridors and natural habitat connectivity for wildlife movement;
- 3 To protect riparian stream corridors and wetlands in support of maintaining and enhancing fish and aquatic habitat;
- 4 To minimize the loss of trees and ensure that an appropriate tree canopy is maintained; and
- 5 To maintain a healthy coastal shoreline.

POLICIES

GENERAL POLICIES

16 - 1 Lands designated as *Parks and Ecological Reserves* on Schedule B are intended as protected natural areas in perpetuity.

16 - 2 Lands for the Protection of the Natural Environment are designated as Development Permit Area No. 1 as shown on Schedule J1 and all new development or substantial building renovation shall be subject to the Development Permit Area No. 1 guidelines contained in PART 5.

16 - 3 Lands identified for the protection of watercourses and riparian areas are designated as Development Permit Area No. 11.

16 - 4 The District will promote a comprehensive network of riparian and wildlife corridors to help ensure the health and viability of aquatic and terrestrial species.

16 - 5 The District will consider conserving or protecting areas having significant natural habitat value and/or important wildlife corridors in an effort to maintain habitat.

16 - 6 The District recognizes the value of habitat restoration and the overall health of local ecosystems and supports efforts to undertake restoration projects.

16 - 7 The District will prepare and implement regulatory bylaws to address soils removal and deposition, tree preservation, and riparian area protection.

16 - 8 The District will promote an environmental ethic concerning the value of reducing, reusing and recycling resources and will encourage lifestyles and development that contribute to the enhancement of environmental quality.

16 - 9 The District supports and encourages efforts by community groups and public agencies to promote public awareness concerning conservation of energy, water, and materials.

SQUAMISH ESTUARY

16 - 10 Management of the Squamish Estuary shall be in accordance with the Squamish Estuary Management Plan.

16 - 11 The District will partner with First Nations, Federal, Provincial and local agencies and organizations to update the Squamish Estuary Management Plan to reflect current and future land uses and the provincial wildlife management area designation.

16 - 12 The District will continue to support the efforts of the Squamish Estuary Management Committee as stewards of the estuary.

ENVIRONMENTALLY SENSITIVE AREAS

16 - 13 Environmentally Sensitive Areas are identified on Schedule C.



16 - 14 The District shall map and inventory sensitive environmental areas and update Schedule C when the mapping has been completed.

16 - 15 Development on lands identified as Future Sub-Area Plans, as shown on Schedule I, shall provide an environmental site assessment of the proposed development site in the context of larger habitat systems.

16 - 16 Development for Future Sub-Area Plans, as shown on Schedule I, shall not be permitted until environmentally sensitive areas are identified and mitigation strategies are provided for protection or enhancement as part of the approved Sub-Area Plan.

16 - 17 Where possible, the District shall seek public ownership of designated environmentally sensitive lands.

STREAMS AND RIPARIAN AREAS

16 - 18 Key riparian corridors are identified as *Greenway Corridors and Recreation* on Schedule B.

16 - 19 Lands within 30 metres of a watercourse, or designated as a Riparian Assessment Area on Schedule J2 Watercourse Atlas, shall be subject to a Development Permit requirement for the protection of the natural environment, its ecosystems and biological diversity in accordance with the Development Permit Area No. 11 guidelines contained in PART 5, before any development or alteration of land is permitted.

16 - 20 The importance and sensitivity of fish and aquatic habitat throughout the community is recognized. All development shall avoid degradation of fish and aquatic habitat and associated riparian areas.

16 - 21 Ravines, watercourses, and riparian areas shall be preserved in their natural state and, wherever possible, will be linked to other parks, greenway, or natural areas to create a comprehensive network of natural corridors.

16 - 22 In an effort to protect fish-bearing streams from pollution, siltation and related degradation, the

District shall apply standards concerning adequate setbacks, stormwater retention, preservation of natural channels, and other preventative measures during and after the development process.

16 - 23 When considering impacts on streams and riparian areas, the District encourages a watershed approach to riparian area protection, with the aim of preserving the health of the entire watershed.

STORMWATER DEVELOPMENT STANDARDS

16 - 24 The District will encourage the use of innovative development standards in regard to stormwater management to preserve and enhance aquatic habitat and groundwater resources.

COASTAL AREAS

16 - 25 In coastal areas that are identified as environmentally sensitive or adjacent to aquatic habitat areas, development shall occur in accordance with federal and provincial guidelines or regulations.

16 - 26 The District will consider 'Green Shores' principles in the planning and design of developments adjacent to coastal areas to recognize and address the ecological features and functions of coastal systems.

16 - 27 Priority will be given to the re-watering of the Mamquam Blind Channel and tributary systems to improve the flushing action along the waterway and enhance its environmental features.

16 - 28 Development shall be undertaken in a manner that will enhance public access to publicly owned shorelines, without adversely affecting aquatic habitat.

BEAR MANAGEMENT

16 - 29 The District will work towards becoming a Bear Smart Community in accordance with the provincial Bear Smart Community Program.

16 - 30 The District will continue to develop and implement a Bear Management Plan, including conducting a bear hazard assessment and developing

strategies to prevent conflicts between people and bears in accordance with the provincial Bear Smart Community Program.

16 - 31 The District supports continued community education about attractant management and Bear Smart principles.

16 - 32 The District will consider updates to the Zoning Bylaw, Building Bylaw, Garbage Collection and Disposal Bylaw and other municipal bylaws to reflect Bear Smart principles for waste management.

16 - 33 In partnership with the District's waste management provider, the District will work towards improvements in waste handling and landfill operations to reduce bear attractants.

16 - 34 The District will develop and maintain a bear-proof municipal solid waste management program.

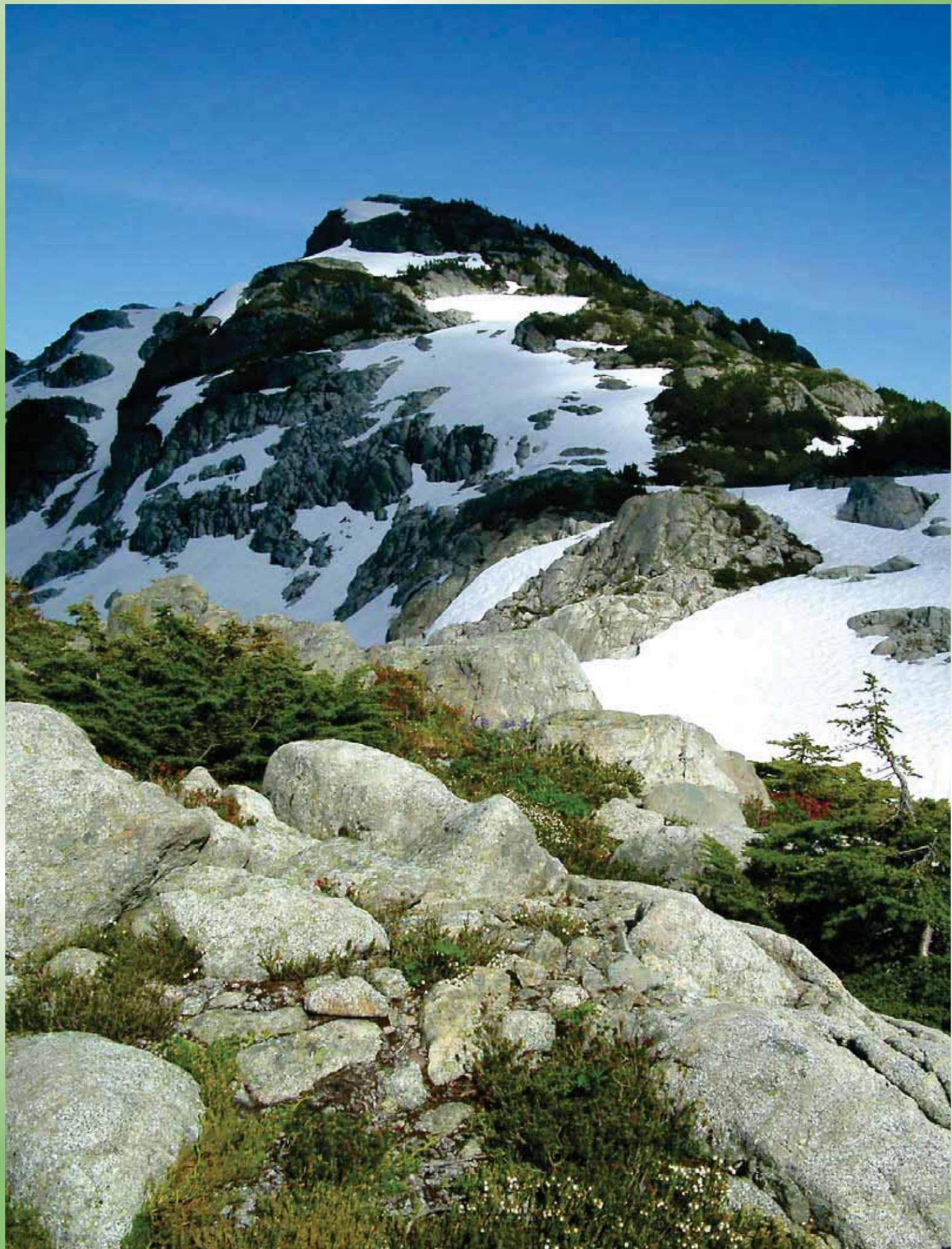
16 - 35 Bear habitat mapping and travel corridor data will be considered as part of the environmentally sensitive areas mapping.

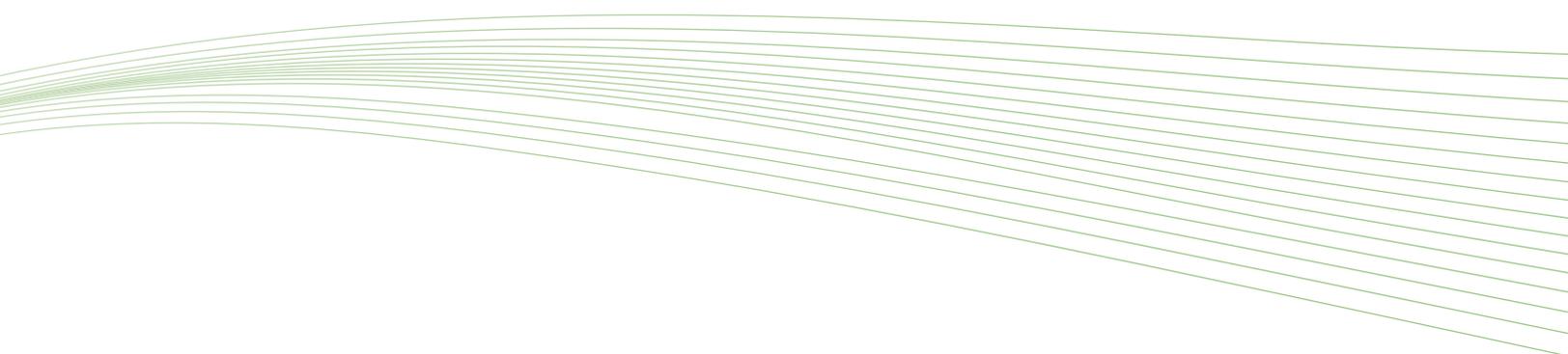
16 - 36 New public green spaces, trails and development are to take into consideration the potential disturbance of bear habitats and travel corridors.

COOPERATION & COORDINATION

16 - 37 The District of Squamish shall work in co-operation with federal and provincial agencies to ensure that developments:

- a. provide and protect adequate riparian areas adjacent to all fish and aquatic habitat;
- b. control soil erosion and sediment in runoff;
- c. control the rates of stormwater runoff and minimize their impact on watercourses;
- d. minimize the impact of in-stream work and other construction activity;
- e. prevent the discharge of deleterious substances to watercourses;
- f. maintain fish passages in watercourses for all salmonid life stages; and,
- g. protect habitat of provincially designated Red (endangered) and Blue (rare) species of birds, wildlife and plants.







17 RESIDENTIAL NEIGHBOURHOODS

GUIDING PRINCIPLES

Principle 4 - Housing Diversity

A wide range of housing types and tenures will be encouraged throughout the District to help ensure that people of all ages, household types and incomes have a diversity of housing choice.

Principle 6 - Community Livability

The District will strive to enable a high quality of life for its residents, where everyone enjoys a safe, vibrant and healthy community and has access to education, jobs, public services, culture, recreation and the natural environment.

Principle 7 - Responsible Provision of Services

The District will establish a high standard for municipal buildings and infrastructure. Municipal facilities and infrastructure will be efficient, scaled appropriately and include suitable sustainable alternatives and technologies. The District will not provide or allow services that are inconsistent with sustainable land management practices.

Principle 10 - Citizen Engagement

The District is committed to providing opportunities for its citizens to engage in meaningful participation in the community decision-making process.

Squamish has many neighbourhoods that each has their own distinctive characteristics and qualities. Some are the result of the historic growth and settlement of the region while others have had more land-use planning attention in the past decade. Collectively, they reflect an overall community personality that is uniquely Squamish.

The different characteristics provide opportunities for different types and densities of housing to be located throughout the municipality. While some types of housing may not be considered appropriate for the Downtown neighbourhood, that same type could be an ideal form within Brackendale. In recent years, the primary housing form for new residential developments has been moving away from the traditional single-detached house to a multi-unit form of townhouses and apartment buildings found mainly in the Downtown.

The vast majority of Squamish's housing stock is located in the following established neighbourhoods: Downtown, Valleycliffe, Brackendale, Garibaldi Highlands and Garibaldi Estates. On average, the housing stock in Squamish is newer than the rest of BC, with 25% of all private dwellings constructed since 1991, and less than 10% of private dwellings constructed prior to 1960. Within Squamish, housing starts have fluctuated yearly but have increased since 2002, with approximately 200 starts per year in 2003 and 2004 and increasing to between 250 and 300 starts in 2005 and 2006 respectively.

Highway upgrades and lifestyle amenities available in Squamish are key drivers behind the increase in housing construction activity. Historically, lower housing prices in Squamish relative to other municipalities in the Greater Vancouver area contributed to the increase in housing starts. However, housing prices have risen substantially since 2001, and affordability is a growing concern among residents. The age composition in Squamish is also expected to shift towards an older population that may require housing that is tailored to their specific needs. These factors combined mean Squamish will need to plan for a diversity of housing types. As a result, Squamish will need to ensure it has a balanced supply of housing types, sizes and tenures to meet the demands of our changing population.

Another challenge facing Squamish is a limited supply of developable land for housing. Of the land base that is currently designated for residential uses, less than 1,000 hectares has slopes less than 25% and that are developable. As a result, infill within existing areas and compact forms of housing are the priority types of development. The District also recognizes that some neighbourhood-size greenfield sites will be required to provide opportunities for new single-detached and other ground-oriented development. For multi-unit residential buildings, Downtown Squamish is the priority location for these developments.

In addition, the issue of housing tenure is a key aspect of housing choice. The market has not produced purpose-built rental housing for some time and most purpose-built rental housing is 25 years old or older. The District has developed an Affordable Housing Strategy (2005) that addresses home ownership, rental housing, market, and non-market housing. The implementation of the strategy will be important to ensure the availability of affordable housing in Squamish.

OBJECTIVES

1. *To encourage a wide range of housing by type, tenure, and price to ensure people of all ages and incomes have a diversity of housing choices;*
2. *To ensure a sufficient supply of affordable housing in the community;*
3. *To conserve energy, water, materials and other resources in residential neighbourhoods;*
4. *To develop distinct, unique, and vibrant neighbourhoods; and*
5. *To encourage local food production opportunities and other activities that contribute to the quality of life of the community.*

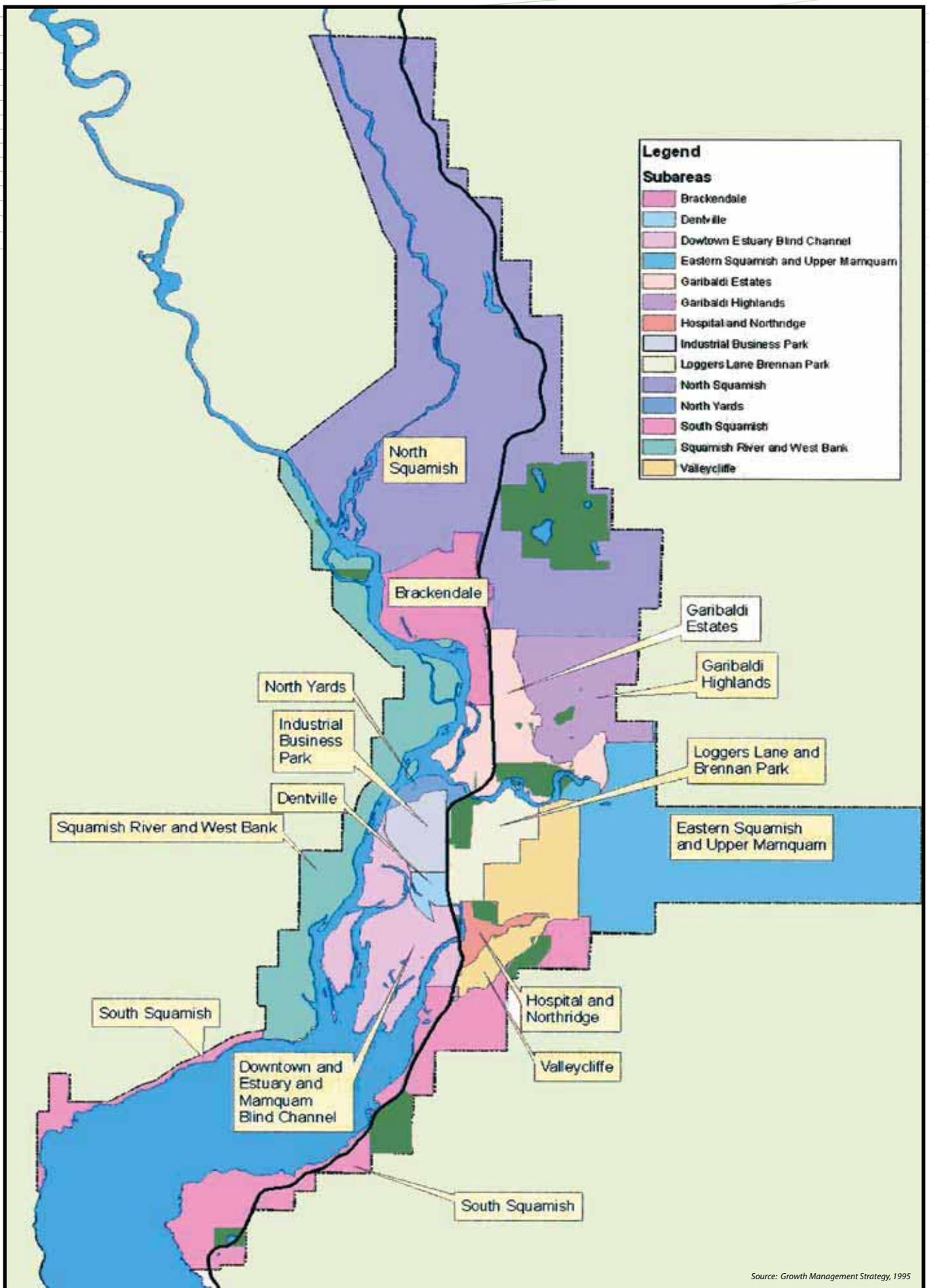
POLICIES

GENERAL POLICIES

17 - 1 The areas identified as *Residential Neighbourhoods*, *University Neighbourhoods*, *Downtown*, and *Mixed Use Commercial* on Schedule B are intended to accommodate residential growth for Squamish.

17 - 2 Lands designated for future Area Planning on Schedule I will require the preparation of a Neighbourhood or Sub-Area Plan prior to any rezoning or development approvals.

17 - 3 The *Residential Neighbourhoods* and *University*



Source: Growth Management Strategy, 1995

Figure 4: Squamish Neighbourhoods

Neighbourhood designations also permit parks, open space, schools, neighbourhood commercial, residential care facilities, places of worship, utilities and other compatible land uses.

NEIGHBOURHOOD CENTRES

17 - 4 When reviewing rezoning proposals for multi-unit residential development, the District shall consider the following criteria in determining the appropriateness of the development:

- a. walking distance (less than 800 meters) to commercial, recreational, public/institutional neighbourhood centres, and/or parks;
- b. proximity to major collectors or arterial roads in order to reduce traffic impacts on local roads and facilitate transit service;
- c. adequacy of existing services;
- d. potential of the proposed development to provide a range of housing types and tenures that are suitable for seniors, households with low and moderate incomes, and persons with special needs;
- e. an appropriate transition between lower density housing, and compatibility with adjacent land uses;
- f. the range of densities and housing forms in the residential neighbourhood;
- g. aesthetic quality including massing, scale, building form, view and shadow impacts;
- h. protection of the proposed development from natural hazards; and,
- i. proximity to schools.

17 - 5 The District will encourage greater residential density in locations near commercial nodes and near transit routes, especially around the Downtown or Garibaldi Village commercial area.

17 - 6 In an effort to facilitate development of complete communities, the District shall encourage new residential neighbourhood development to concentrate local commercial, recreational amenities,

or other compatible uses in order to achieve an identifiable neighbourhood centre and sense of community.

17 - 7 The District recognizes the importance of local food production throughout the community and will work with local organizations to promote and identify additional opportunities within each existing neighbourhood.

17 - 8 Infill development in existing residential neighbourhoods, shall reflect the characteristics of the surrounding neighbourhood with regard to lot size, building massing, height, setbacks, form and character.

17 - 9 In areas designated as future Neighbourhood or Sub-Area Plans on Schedule I, small lots and cluster housing will be promoted in accordance with conservation subdivision design principles, providing opportunity to concentrate housing in return for preservation and acquisition of additional open space or recreational amenities.

17 - 10 The District shall use the policies and criteria identified in Chapter 11 Area Planning as a guide for determining the appropriate timing for the initiation of a Neighbourhood or Sub-Area Planning process.

GREEN RESIDENTIAL BUILDINGS

17 - 11 The District will investigate the range of green building design techniques and technologies for all building types, including single-detached residential, and will develop guidelines to encourage sustainable design and construction techniques.

17 - 12 The District will undertake a review of a range of development incentives to encourage sustainable building design and construction, including but not limited to a review of the Development Cost Charges bylaw and density bonus options for multi-unit residential and mixed residential/commercial developments.

DIVERSE HOUSING CHOICE

17 - 13 Socio-economic diversity is acknowledged as central to community livability. In an effort to enhance livability, the District shall encourage development of a range of housing forms, tenure options, and affordability options.

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.

17 - 15 Special needs housing and non-market housing is considered an integral component in new residential areas and is encouraged throughout the community in close proximity to amenities.

17 - 16 To enable citizens to “age in place”, the District shall support the provision of a range of seniors’ housing and innovative care options. Proximity and accessibility to services and amenities is encouraged.

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.

AFFORDABLE HOUSING

17 - 18 Recognizing that affordable housing is central to community livability, the District will implement the Affordable Housing Strategy.

17 - 19 The District will develop and implement development guidelines for providing adaptable housing that addresses changing family incomes and demographics.

17 - 20 The District will maintain a reserve fund for affordable housing.

17 - 21 The District will support the development of secondary suites within areas zoned to permit single-detached dwellings, in order to provide a range of housing choice and foster affordable housing.

17 - 22 The District will consider bonus density floor space, or other development incentives, where a development proposal includes affordable housing.

17 - 23 Where redevelopment of existing affordable rental housing forms part of an application for rezoning or subdivision, the applicant will work with municipal staff in the preparation of a plan to mitigate the loss of existing rental affordable units, as well as a plan to address potential compensation to existing tenants, in order to ensure no net loss of affordable housing stock.

17 - 24 The District will prepare a policy for addressing the residential strata conversion of previously occupied buildings with reference to the District’s Affordable Housing Strategy.

17 - 25 The District will work in co-operation with the provincial and federal governments, the real estate community, developers, social service agencies, faith-based organizations, service clubs and other community groups to develop and maintain affordable housing and foster support services for those groups that have the least choice in the housing market.

DOWNTOWN FIRST

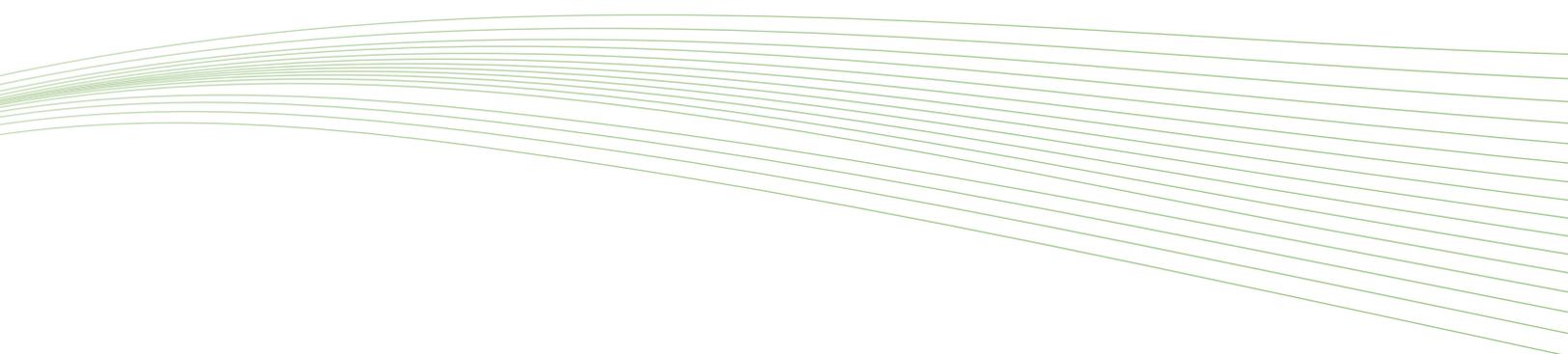
17 - 26 Downtown Squamish is identified as the preferred location for multi-unit residential buildings and mixed-use commercial and residential buildings.

17 - 27 The District will implement, and maintain the Downtown Neighbourhood Plan with a major focus of increasing the resident population and making Downtown more vibrant and attractive.

17 - 28 The District supports the location of new market and non-market seniors housing in the Downtown.

17 - 29 The District supports capital investments in Downtown, including streetscape improvements, street furniture, public art, and landscaping to increase the attractiveness of Downtown.

17 - 30 The District will review its Development Cost Charges bylaw to ensure that the municipal costs of development and redevelopment in the Downtown reflects the existing infrastructure located there and relatively lower cost to provide infrastructure services.





18 DOWNTOWN

GUIDING PRINCIPLES

Principle 3 - Local Economic Resilience

Economic development supports prosperity for the entire community through the provision of employment lands, by supporting diversification of employment through business development and by providing educational opportunities to residents.

Principle 4: Housing Diversity

A wide range of housing types and tenures will be encouraged to help ensure that people of all ages, abilities, household types and incomes have a diversity of housing choice.

Principle 5 - Transportation Choices

The District will work toward providing a balanced transportation system that encourages transit, cycling, pedestrian and other modes of travel throughout the municipality that minimize greenhouse gas emissions. The District will work with Provincial and Regional authorities to ensure a safe and efficient transportation and transit system between the communities in the Sea to Sky corridor.

Principle 6 - Community Livability

The District will strive to enable a high quality of life for its residents, where everyone enjoys a safe, vibrant and healthy community and has access to education, jobs, public services, culture, recreation and the natural environment.

Principle 10 - Citizen Engagement

The District is committed to providing opportunities for its citizens to engage in meaningful participation in the community decision-making process.

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

To guide revitalization of the Downtown, a number of initiatives have been undertaken including the Squamish 2000 Plan: Comprehensive Downtown Development Strategy (and 2003 update), the Squamish Downtown Waterfront Concept Plan (2004), the Smart Growth Downtown Squamish Concept Plan (2005), the Downtown Neighbourhood Plan (initiated in 2006) and the Waterfront Landing Sub-Area Plan (2007). In addition, land use planning has been initiated for the Oceanfront Peninsula and the Upper Mamquam Blind Channel. As a result, the land uses within the downtown area will be guided by existing or future area plans.

The Downtown contains a mix of land uses that provide a range of housing types and tenures, commercial services and shopping, employment areas including light industrial activities, parks and open spaces, cultural facilities and access to recreational areas. Connected to the waterfront, the Downtown serves as the heart of the community.

OBJECTIVES

1. *To revitalize Downtown Squamish;*
2. *To establish and promote the Downtown as a key destination within the community and within the Sea to Sky corridor.*
3. *To establish and reinforce Downtown as the central commercial and institutional centre for the Sea-to-Sky corridor;*
4. *To strengthen the unique sense of place;*
5. *To maintain and enhance a strong arts, cultural, & educational presence;*
6. *To promote the Downtown as the socio-economic centre of the community; and*
7. *To provide public access to the waterfront and amenities.*

POLICIES

GENERAL POLICIES

18 - 1 The area designated *Downtown* on Schedule B is intended to function as the primary shopping, business, tourist, cultural, and social node of the community with a distinctive quality and sense of place. As such, a broad range of concentrated pedestrian-scale uses including residential, retail, office, financial, institutional, service, entertainment, food and beverage, and visitor accommodation are supported.

18 - 2 The District will adopt, implement and maintain the Downtown Neighbourhood Plan to provide detailed land use allocations, development permit area guidelines and other strategies based on the Smart Growth on the Ground concept plan, to guide the future evolution of the Downtown.

18 - 3 The District will undertake a land use planning study that draws on smart growth planning principles

and concepts, in the area of the Upper Mamquam Blind Channel to determine future land use activities.

18 - 4 The District will work toward the implementation of the Waterfront Landing Sub-Area Plan (Schedule M).

18 - 5 The District will work in partnership with the property owners to develop a Sub-Area Plan for the Oceanfront Peninsula.

18 - 6 The District will encourage and promote sustainable design and building technologies and the provision of renewable energy sources within the area designated as *Downtown* on Schedule B.

18 - 7 The District will undertake future studies to identify opportunities and methods of integrating sustainable buildings into the downtown urban fabric and develop regulations and guidelines to assist in the implementation.

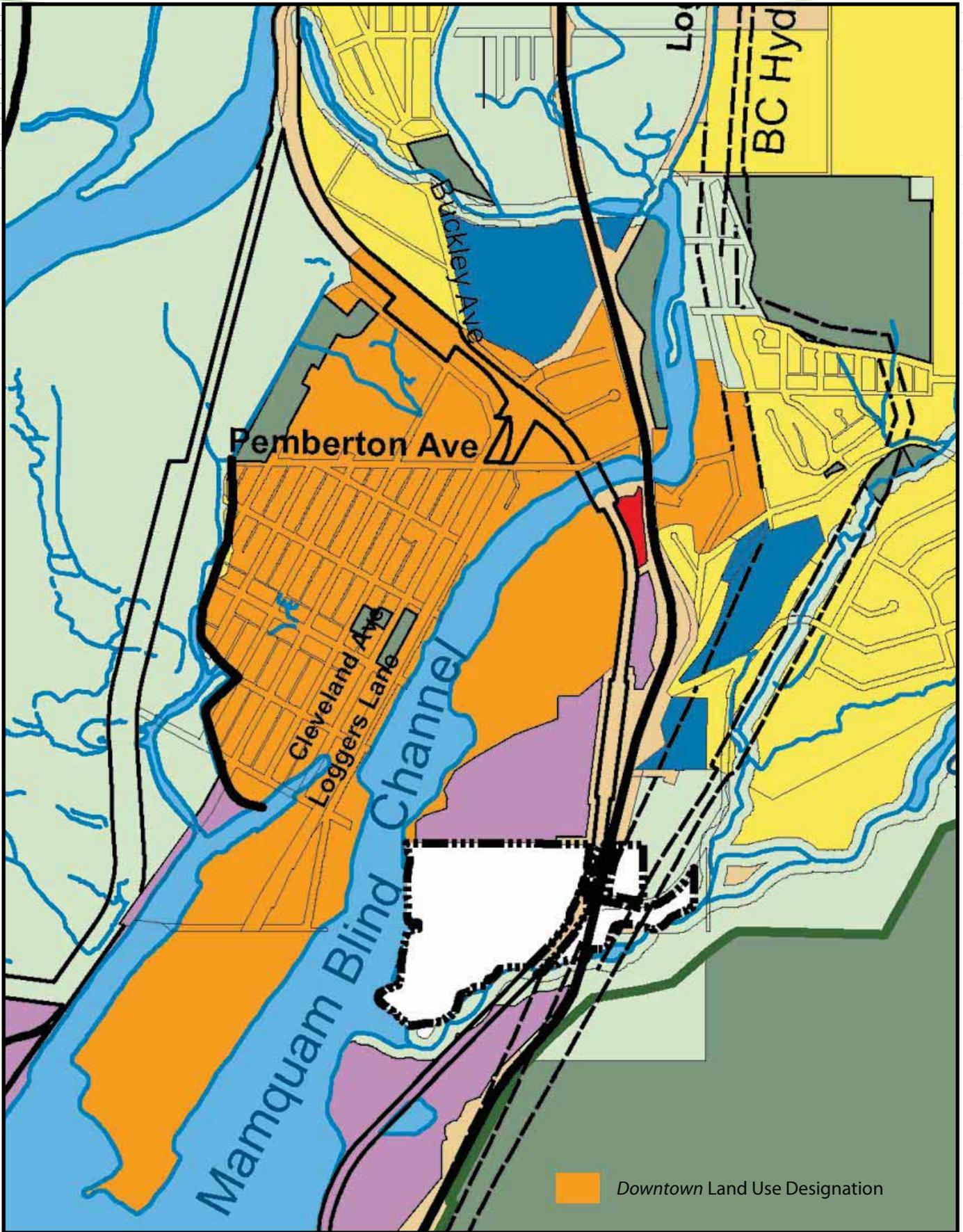


Figure 5: Downtown Designation from Schedule "B"

18 - 8 The District will partner with regional and provincial agencies and organizations to assess the feasibility of establishing a district energy system within the Downtown.

18 - 9 The District will undertake an urban design study of the Downtown, including the preparation of guidelines to assist in the implementation of the Downtown Neighbourhood Plan.

18 - 10 The District will work toward establishing an effective and efficient transportation network throughout the Downtown for the daily movement of residents, pedestrians, cyclists, goods and services, industrial connections and transit services.

18 - 11 The Oceanfront Peninsula is considered a functional extension of Downtown. It is critical that new development achieve a high level of physical and visual connectivity between it and the Downtown in order to establish a . Therefore, adoption of a Sub-Area Plan that demonstrates how these objectives will be achieved, shall be required prior to any new development on the Peninsula.

CENTRAL COMMUNITY CORE

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.

18 - 13 Downtown Squamish will continue to serve as the commercial and institutional centre for the community and be a regional service centre for the southern part of the Squamish-Lillooet Regional District.

18 - 14 The District encourages the concentration of commercial development in a compact commercial area within the Downtown.

18 - 15 The District encourages additional professional office uses in the Downtown.

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.

18 - 17 A range of facilities and services that strive to meet the needs of all members of the community, including children, seniors and youth, shall be encouraged in the Downtown.

COMMERCIAL & RETAIL

18 - 18 All commercial and retail development in the Downtown shall respond to the principles of compact, vibrant and pedestrian-friendly urban form. This is to be achieved by respecting existing block patterns, preserving the rhythm of small-scale, pedestrian-oriented commercial retail units along the street frontage, and containing all off-street parking within the building envelope.

18 - 19 Maintaining a compact, vibrant commercial core on Cleveland and Second Avenues north of Victoria Street is encouraged over continued commercial expansion.

CIVIC & INSTITUTIONAL USES

18 - 20 Future institutional uses that serve the entire municipality or region will be encouraged to locate in the Downtown to enhance its vibrancy and diversity and reinforce its role as the focal point of the community.

18 - 21 The District supports the expansion of Capilano University in the downtown and will work in partnership with the University, the Province, and other stakeholders to facilitate the expansion

18 - 22 Future civic buildings and uses, such as a new municipal hall, shall be located in the Downtown or on the Oceanfront Peninsula as appropriate.

18 - 23 The District supports the establishment of arts

and cultural facilities in Downtown to reinforce it as the arts and cultural centre of the community.

18 - 24 The District supports the re-establishment of court services, and other provincial or federal services in the Downtown.

GATEWAY TO DOWNTOWN & SENSE OF PLACE

18 - 25 The entrance from Highway 99 to the downtown is seen as a vital gateway. It is important that this gateway create a sense of arrival to the heart of the community, draws the traveling public into the downtown, and reflects community identity. In an effort to capitalize on this opportunity, development of an urban design concept plan for the gateway area is supported.

18 - 26 Views in the Downtown contribute to the overall experience and uniqueness of place and shall be preserved. Any new development or substantial building renovation shall require identification of significant view corridors and protection or mitigation strategies.

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.

18 - 28 New street-oriented office, retail and service commercial uses are encouraged in Downtown Squamish in order to enhance its vitality as a pedestrian-friendly environment.

18 - 29 Marinas and the waterfront are important gateways and the District supports the planning and development of a strong marine gateway to welcome water-borne travelers to the community.

ACCESS TO DOWNTOWN AND PARKING

18 - 30 The District will adopt and implement a comprehensive Transportation Plan to address future vehicular, pedestrian, cyclist and transit routes in the

Downtown and surrounding area.

18 - 31 The District will analyze and implement a secondary access to the Downtown that allows unencumbered and appropriate pedestrian and vehicle access.

18 - 32 The District will explore opportunities for a downtown transit hub and other opportunities that may contribute to increased transportation choices.

18 - 33 Comprehensive trail connections and cyclist routes to and within the Downtown are a priority in the downtown transportation system

18 - 34 The District will continue to explore opportunities for marine and rail-based transportation options from the Downtown.

18 - 35 Off-street parking shall be provided and accessed from the rear of the building where possible in order to avoid disruption of the street-wall by parking lots or driveways.

18 - 36 A parking strategy should be developed to provide an adequate level of off-site and centralized public parking throughout the Downtown, in accordance with Smart Growth principles.

SQUAMISH WATERFRONT

18 - 37 The Oceanfront Peninsula lands south of Vancouver Street are designated for a future Sub-Area Plan on Schedule I. The adoption of a Sub-Area Plan will be a prerequisite to any rezoning or development applications on these sites.

18 - 38 Subject to an approved Sub-Area Plan, the Oceanfront Peninsula shall include mixed-use residential/commercial development that is context sensitive and provides unobstructed public waterfront access.

18 - 39 Development of lands adjacent to the Downtown will be complementary and enhance the unique qualities and activities for both areas.

18 - 40 The District supports the continued use of the harbour as a “working harbour” and will seek to achieve a balance between residential/commercial,

industrial and public uses.

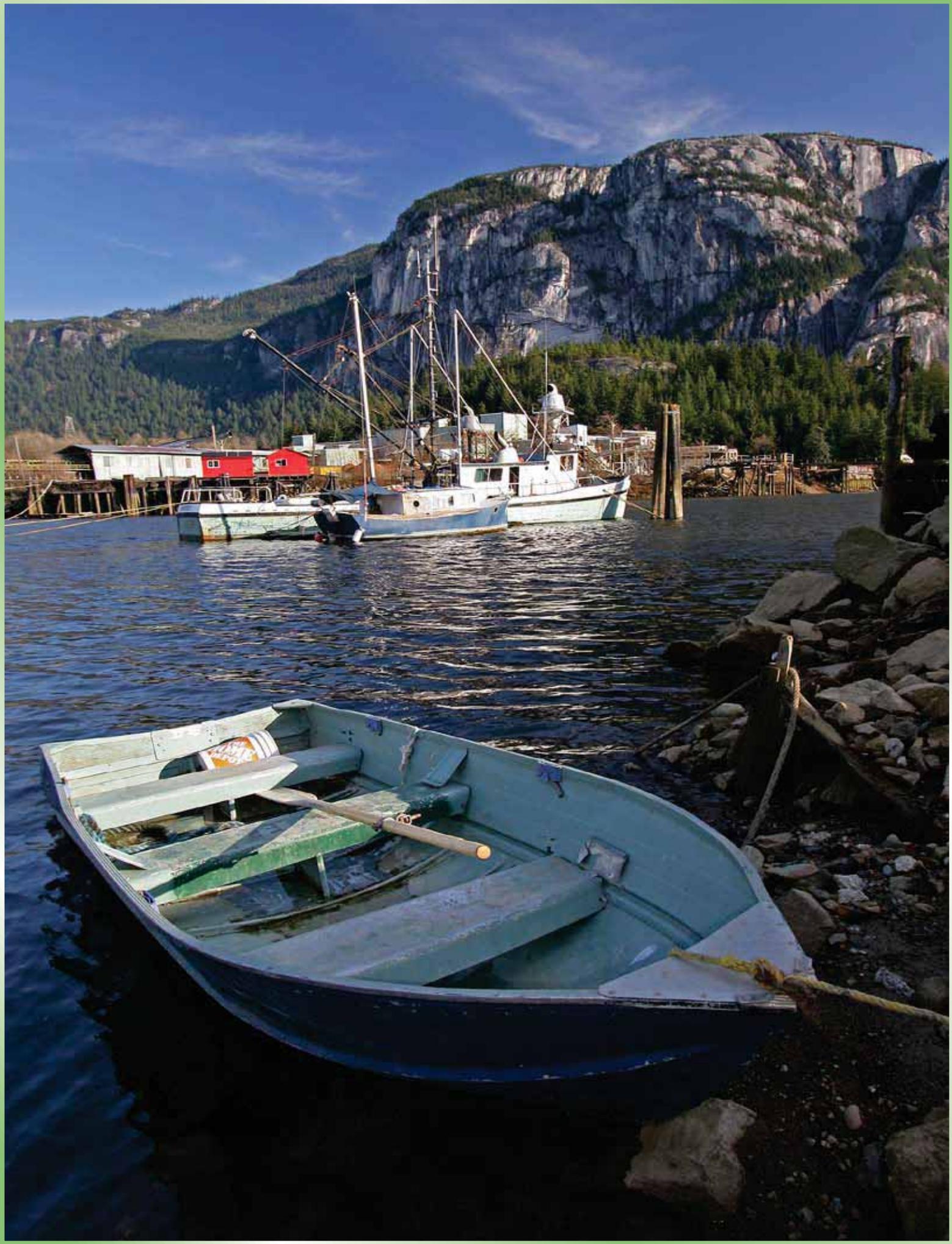
18 - 41 The District acknowledges the importance of water-based activity and infrastructure to the vibrancy of the downtown and the community. The use of the waterfront area for marine-oriented facilities and services are encouraged.

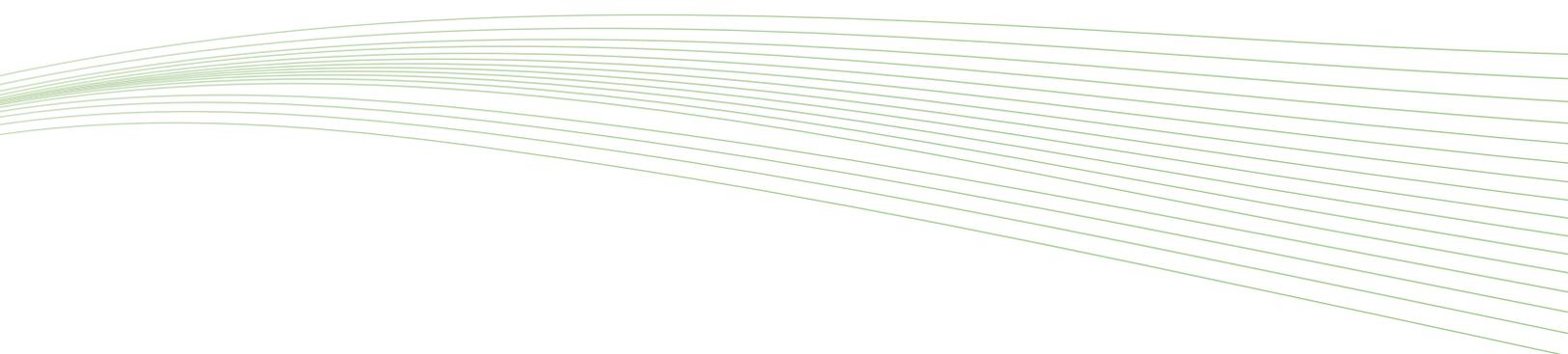
18 - 42 The District will encourage a range of marine uses and associated land uses to provide a diversity of employment and recreational activities along the waterfront.

18 - 43 Future planning and development on the Oceanfront Peninsula south of Vancouver Street in the Downtown will achieve the following goals:

- a. To create a downtown waterfront that enhances the sense of community and celebrates the uniqueness of Squamish;
- b. To create a downtown waterfront that is safe and healthy for residents and visitors;
- c. To create a downtown waterfront that is accessible by all;
- d. To create a downtown waterfront that blends a mix of land uses;
- e. To create a downtown waterfront that protects and enhances natural systems;
- f. To create a downtown waterfront that demonstrates leadership in environmental stewardship;
- g. To create a downtown waterfront that enhances the connection with the natural world;
- h. To create a downtown waterfront with many and diverse economic opportunities;
- i. To create a downtown waterfront that is economically stable and sustainable;
- j. To create a downtown waterfront that is a model of “green” development;
- k. To create a downtown waterfront that is based on an inclusive and effective public involvement process;
- l. To create a downtown waterfront that is based on a long-term vision; and
- m. To create a downtown waterfront that is linked to broader development initiatives.









19 COMMERCIAL LANDS

GUIDING PRINCIPLES

Principle 3 - Local Economic Resilience

Economic development supports prosperity for the entire community through the provision of employment lands, by supporting diversification of employment through business development and by providing educational opportunities to residents.

Principle 5 - Transportation Choices

The District will work toward providing a balanced transportation system that encourages transit, cycling, pedestrian and other modes of travel throughout the municipality that minimize greenhouse gas emissions. The District will work with Provincial and Regional authorities to ensure a safe and efficient transportation and transit system between the communities in the Sea to Sky corridor.

Complete communities are based on the ideal that an appropriate amount and diversity of commercial land and services are available to serve residents in key locations throughout the community. The community also provides shopping and services to the surrounding region. Traditionally, commercial lands have been located in the downtown core. Revitalization of the downtown core and redevelopment of the waterfront presents opportunities to increase the amount of space available for commercial use. Additional use of lands for commercial uses will support growth in the tourism sector by providing more space for quality retail and food and beverage businesses, adding to local employment and enhancing services available to residents.

OBJECTIVES

1. To support the Downtown as the priority area for commercial uses in the community;
2. To enhance Squamish as the regional commercial service centre of the Sea-to-Sky corridor;
3. To foster mixed use developments that contribute to the development of a complete community; and
4. To strengthen all commercial lands in the District by directing activities within the main commercial areas and/or neighbourhood centres.

POLICIES

GENERAL POLICIES

19-1 Lands designated as *Downtown, Highway and Tourist Commercial, Mixed Use Commercial, or Employment and Industrial* on Schedule B allow commercial uses.

19-2 Lands designated as *Residential Neighbourhoods* or *University Neighbourhood* on Schedule B allow neighbourhood or university-scale commercial uses respectively.

19 - 3 The District shall encourage the concentration of commercial development in established commercial areas. It should compliment the character of adjacent land uses and achieve an appropriate human scale in order to create compact and vibrant nodes.

19 - 4 Infill and redevelopment of underutilized commercial lands will be a priority for the District in order to achieve compact urban form and to avoid dispersed commercial development.

DOWNTOWN FIRST

19 - 5 The District encourages the concentration of commercial development in a compact commercial area in the Downtown, particularly along Cleveland and Second Avenues.

HIGHWAY AND TOURIST COMMERCIAL

19 - 6 The areas designated as *Highway and Tourist Commercial* on Schedule B are intended to serve highway and tourist commercial uses.

19 - 7 A continuous strip of commercial/industrial development along the Sea-to-Sky corridor Highway 99 shall not be supported.

19 - 8 No expansion of Commercial/Industrial designations along Highway 99 shall be permitted beyond those identified on Schedule B.

19 - 9 All new commercial development shall be buffered and screened from Highway 99 through preservation of existing trees and vegetation and where possible, supplemental native vegetation to achieve a density and mass that preserves the sense of continuity of the natural environment along the highway corridor.

19 - 10 Existing commercial/ industrial precincts along Highway 99 shall be separated by enclaves of treed/ natural areas, open space, or by other suitable forms of development reflective of the natural environment.

19 - 11 The Klahanie site north of Darrell Bay is designated Highway and Tourist Commercial for the purposes of accommodating a tourist and

recreation commercial development and establishing a substantial gateway feature to the community. Highway strip commercial development uses will not be supported in this location.

MIXED USE COMMERCIAL

19 - 12 Lands designated as *Mixed Use Commercial* on Schedule B are designated for commercial use and permit residential uses above the first floor commercial uses within the same building.

19 - 13 Mixed residential and commercial uses are allowed within the same building in areas that are designated on Schedule B as *Downtown* or within portions of *Residential Neighbourhoods* that are identified by the District as a neighbourhood centre.

19 - 14 *Mixed Use Commercial* areas are intended to incorporate ground level retail and/or service commercial uses with complimentary business office and/or residential uses allowed above.

NEIGHBOURHOOD COMMERCIAL

19 - 15 Neighbourhood commercial is considered an integral feature of complete communities as it provides for the daily requirements of local residents, reduces automobile reliance, and provides a focal point and identity for the neighbourhood it serves.

19 - 16 Neighbourhood commercial is encouraged in any *Residential Neighbourhood* designation subject to the following:

- a. located within the neighbourhood catchment area and forms part of the neighbourhood centre;
- b. a location near key intersections (i.e. intersection of two arterial roads or a collector and an arterial road) or on a major road;
- c. adjacent to other neighbourhood amenities such as parks or existing commercial uses;
- d. a maximum floor space of 200 m² (2,150 square feet) per tenancy or commercial retail unit;

- e. site design and building form and character that complements the adjacent residential neighbourhood; and,
- f. appropriate zoning.

19 - 17 Residential, office, or professional services are encouraged above neighbourhood commercial to provide diverse housing choice and to improve natural surveillance opportunities.

MARINE USES

19 - 18 The District recognizes and encourages marine-based commercial uses and their associated land-based activities.

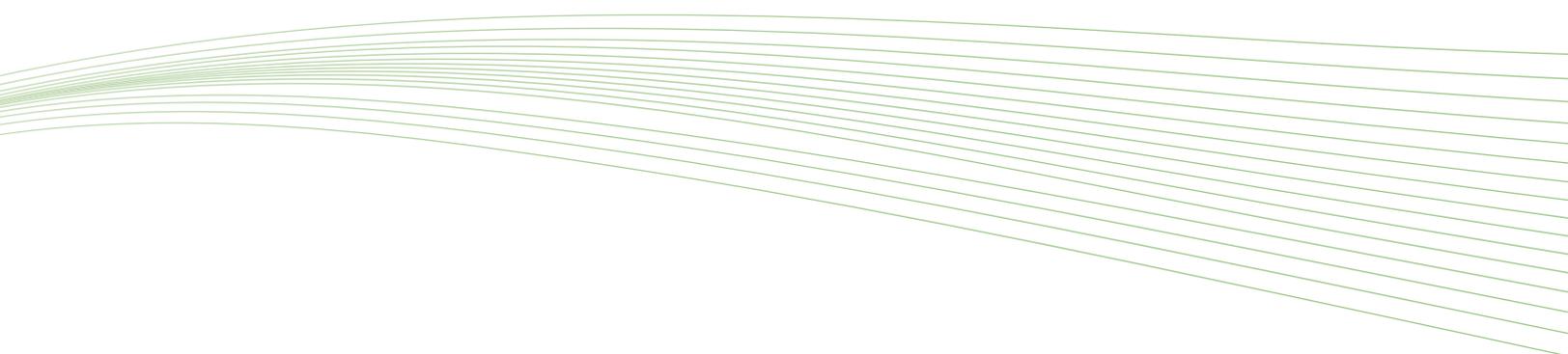
19 - 19 The District encourages the establishment of commercial activities and businesses that support

marine-based employment and recreational opportunities.

TEMPORARY USE PERMITS

19 - 20 Notwithstanding the existing zoning, the issuance of Temporary Use Permits may be considered by Council only in areas designated as *Highway and Tourist Commercial, Mixed Use Commercial, Employment and Industrial, Limited Use* or *Downtown* on Schedule B of the Official Community Plan, subject to the conditions contained in the *Local Government Act*.







20 EMPLOYMENT & INDUSTRIAL LANDS

GUIDING PRINCIPLES

Principle 3 - Local Economic Resilience

Economic development supports prosperity for the entire community through the provision of employment lands, by supporting diversification of employment through business development and by providing educational opportunities to residents.

Principle 5 - Transportation Choices

The District will work toward providing a balanced transportation system that encourages transit, cycling, pedestrian and other modes of travel throughout the municipality that minimize greenhouse gas emissions. The District will work with Provincial and Regional authorities to ensure a safe and efficient transportation and transit system between the communities in the Sea to Sky corridor.

Principle 7 - Responsible Provision of Services

Ensure the protection, restoration and management of aquatic and terrestrial habitats and the maintenance of ecological health for present and future generations. Minimize conflicts by developing and applying clear growth management and land use policies.

Squamish has traditionally relied on resource-based employment as a significant contributor to the economy. Over the last decade, there have been significant declines in forestry and related industrial activities. The nature of employment in the District is changing and the economy is diversifying away from primary reliance on the natural resource industries.

Ensuring an adequate land base for future industrial needs is important to support a diversified economy. Lands designated Restricted Industrial in the Cheekeye Fan have limited industrial development potential due to natural hazard risks of the debris flow area.

The Growth Management Study (2005) identified other sectors of employment that would result in a more diversified economy, including the knowledge-based sector, tourism and hospitality industry, and “clean” industry. These sectors have more intensive use of employment lands. The Growth Management Study found the supply of vacant and underutilized industrially designated land sufficient to accommodate industrial demand for the foreseeable future. Increasing the job density on existing and future employment lands will further prolong the supply of employment and industrial lands.

In 2002, the District of Squamish adopted the Business Park Sub-Area Plan, to identify lands in the Squamish Business Park for business industrial uses, which include knowledge based industries, thereby diversifying industrial uses.

OBJECTIVES

1. To support the establishment and retention of a diverse employment base and range of industries and businesses in Squamish;
2. To support value-added industries and employment opportunities;
3. To encourage higher employment densities to make efficient use of the District's land base for industrial and employment uses;
4. To encourage industrial development that conserves energy, water, materials, and other resources; and
5. To improve economic development options at and near the Squamish Municipal Airport.

POLICIES

GENERAL POLICIES

20 - 1 The areas designated as *Employment and Industrial* on Schedule B are to be used for light, service or heavy industrial uses, business park uses, trade schools and institutional uses involving industrial applications based on zoning and Sub-Area Plan requirements.

20 - 2 The areas designated as *Restricted Industrial* on Schedule B are to be used for land intensive industrial purposes related to resource initiatives whereby the predominant activity is not enclosed within a building or reliant on full municipal servicing.

20 - 3 Development in the Squamish Business Park shall occur in accordance with the Business Park Sub-Area Plan as described in Schedule L.

DOWNTOWN FIRST

20 - 4 The District supports the Downtown as the centre for retail, service, institutional, and office employment in the District.

INDUSTRIAL LANDS

20 - 5 The District will protect the employment and industrial land base to promote a diversified local economy, healthy tax base and stable, well paid labour force.

20 - 6 The District shall monitor the supply of employment and industrial land to ensure that

sufficient lands are available for future development over the long term.

20 - 7 Expansion of retail and professional office uses outside of those lands identified in the Business Park Sub-Area Plan are more appropriately located in the downtown, and are not permitted in areas designated for industrial use in order to preserve the industrial land base and promote downtown development.

20 - 8 The location of new heavy industry shall be considered on a site-specific basis and will be subject to a mitigation study to ensure that no negative land use issues result.

20 - 9 Future industrial areas should be located with consideration of the existing and intended uses adjacent to the area and the associated impacts so as to ensure they are context sensitive and harmonize with adjacent land uses. Screening and buffering are required to mitigate land use impacts.

20 - 10 The District supports the use of 'Site B' for water-based log sort opportunities and expanded industrial uses.

20 - 11 The use of Industrial land in the Cheekeye Fan debris flow hazard is restricted to industrial uses not requiring municipal services or permanent buildings (e.g. log sorts). Such uses shall be subject to provision of a geological hazard study and mitigation strategy prepared by a qualified professional engineer.

20 - 12 Infill and redevelopment of underutilized industrial lands will be a priority for the District in order to promote diverse industry and to mitigate against dispersed industrial development.

20 - 13 The Business Park and former BC Rail Park will be considered the preferred expansion location of future industrial uses.

20 - 14 The former BC Rail North Yards site, west of the rail tracks, is considered appropriate for heavy industrial use.

20 - 15 The District supports the potential future expansion of the Squamish Terminals and diversification of its industrial activities.

20 - 16 The District will consider the future expansion of the Squamish Terminals when assessing the transportation corridors and road infrastructure in the community, specifically truck routes through the Downtown and future road network improvements.

ECO-INDUSTRIAL NETWORKING

20 - 17 The District supports eco-industrial networking programs that save energy, water and materials, reduce waste, and minimize impacts on the environment.

PORT AND MARINE ACTIVITIES

20 - 18 The Squamish Port is designated as *Employment and Industrial* as shown on Schedule B.

20 - 19 The Squamish Port is a natural deepwater port serviced by rail between northern BC and Alberta and North Vancouver with connections beyond. The District recognizes the economic importance of the Port and supports increased employment-related uses at the Port.

20 - 20 The District supports retaining the Port as an industrial land use, including handling cargoes, storage and transfer of goods and materials, and other port-related uses and associated employment activity.

20 - 21 The District supports managing the lands adjacent to the Port in accordance with the Squamish

Estuary Management Plan.

20 - 22 The District supports a diverse range of marine-based activities and employment opportunities as a means of providing a diverse employment base within the municipality.

20 - 23 The District supports employment and industrial activities that provide support to the Port and Squamish Terminals.

MARINE-BASED EMPLOYMENT

20 - 24 The District supports marine-based employment activities along the waterfront.

20 - 25 The District supports the establishment of activities and businesses that support marine-based employment and industrial uses.

INDUSTRIAL SITE RECLAMATION

20 - 26 All existing and future resource extraction industries shall be encouraged to implement a reclamation strategy which maximize the use of native vegetation and compliments the natural landform.

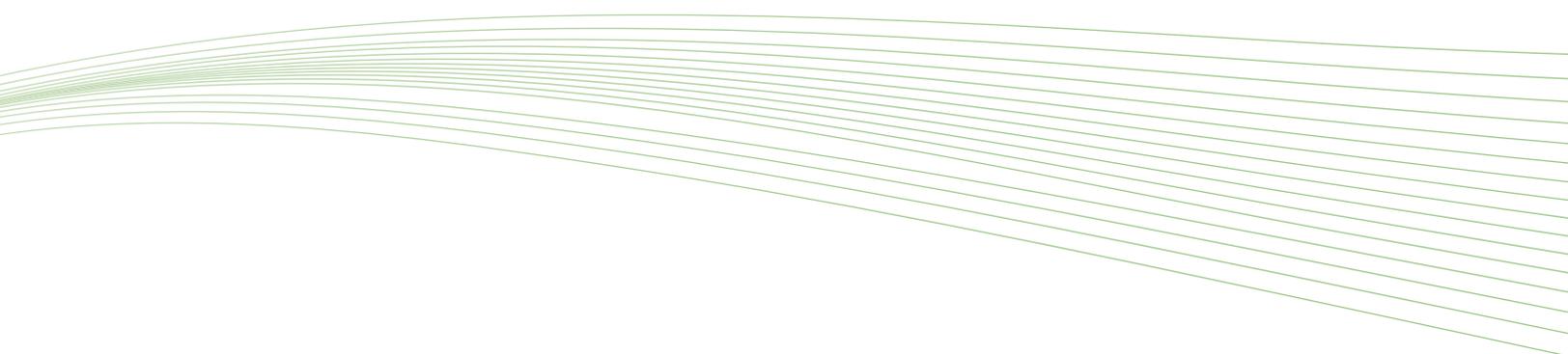
DIVERSE INDUSTRIES

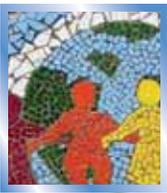
20 - 27 Diversity in the industrial sector is acknowledged as necessary in achieving job security for the local workforce and in achieving overall economic stability and resiliency. As such, the District supports efforts to attract new business to the community.

20 - 28 The District shall encourage intensification of use in existing industrial areas by supporting the provision of multi-level industrial bays and site coverage where these initiatives are compatible with adjacent non-industrial land uses.

20 - 29 Expansion and diversification of the Squamish Terminals port facility is encouraged.

20 - 30 The District will encourage and promote knowledge-based industries to locate in the community.





21 ECONOMIC DEVELOPMENT

GUIDING PRINCIPLES

Principle 3 - Local Economic Resilience

Economic development supports prosperity for the entire community through the provision of employment lands, by supporting diversification of employment through business development and by providing educational opportunities to residents.

Principle 5 - Transportation Choices

The District will work toward providing a balanced transportation system that encourages transit, cycling, pedestrian and other modes of travel throughout the municipality that minimize greenhouse gas emissions. The District will work with Provincial and Regional authorities to ensure a safe and efficient transportation and transit system between the communities in the Sea to Sky corridor.

Principle 7 - Responsible Provision of Services

The District will establish a high standard for municipal buildings and infrastructure. Municipal facilities and infrastructure will be efficient, scaled appropriately and include suitable sustainable alternatives and technologies. The District will not provide or allow services that are inconsistent with sustainable land management practices.

Principle 9 - Cultivate Partnerships

The District will seek out and nurture partnerships with Federal, Provincial and regional governments and agencies, First Nations, businesses, non-governmental organizations and others to assist in achieving the shared community vision and goals.

The economy in Squamish is experiencing a transition from a resource-based economy to one that is more diverse. This shift has resulted in a greater share of jobs in the services sector in addition to residents commuting to Whistler and Greater Vancouver for employment. The District is committed to economic development and fostering employment growth where compatible with environmental values, while focusing on diversification, revitalization and redevelopment.

While a greater variety of jobs are available to residents, Squamish must address the issues of retaining employment within Squamish and ensuring that job growth corresponds to population growth. This will contribute to a more complete community while reducing the automobile dependence and long commutes for some members of the local labour force. To encourage the creation of jobs within Squamish, an adequate supply of land is necessary to support the land uses associated with employment.

Squamish's economic base has been diversifying to include employment growth in the hospitality and tourism sector, knowledge-based industries such as post-secondary education institutions, film industry, and in the alternative energy and renewable energy technology sector. In addition, Squamish is continuing its growth in the retail and commercial services sector as the regional service centre of the Sea-to-Sky corridor and to service its growing population.

Tourism is an important component of the current and future economic development of the community and region. The District adopted the Squamish Community Tourism Plan (2007) to chart a course for future development of tourism in the District. The Plan recommended a Destination Management Organization approach to provide governance, leadership, and deliver actions to promote tourism in the District.

OBJECTIVES

1. *To foster a diverse and balanced economic base of good quality employment and high paying jobs;*
2. *To encourage economic development that supports the unique character of the community;*
3. *To provide a balanced mix of jobs and housing in the community;*
4. *To attract and retain firms in the energy efficiency and alternative and renewable energy technology sector;*
5. *To foster a diverse and balanced economic base of good quality employment and high paying jobs;*
6. *To promote opportunities to capitalize on knowledge-based industry and education as economic drivers; and*
7. *To create a strong and sustainable tourism economy within a strong economic mix.*

POLICIES

GENERAL POLICIES

21 - 1 In an effort to reinforce and expand the role of Squamish as a regional centre, the District will continue to support efforts to diversify and strengthen the local economy within the context of the OCP policies.

21 - 2 The supply of land suitable for development of commercial and industrial uses shall be monitored to ensure there is a sufficient supply particularly in locations within the community experiencing or that are anticipated to experience high growth.

21 - 3 The District recognizes and supports the efforts and activities of the Downtown Business Improvement Association, particularly with respect to downtown revitalization.

21 - 4 The District will continue to investigate proactive strategies to encourage desirable new commercial development by streamlining the development process without reducing design and quality standards.

21 - 5 The District shall assist business organizations in improving the vitality and viability of commercial areas.

21 - 6 The District encourages the development of high technology industries and film studios and production that will help diversify the economic base and provide skilled local jobs.

21 - 7 The District will consider updating the Sign Bylaw to implement the vision of the Official Community Plan, and Downtown Squamish Neighbourhood Plan in particular.

21 - 8 The District will explore opportunities to collaborate with the Squamish Nation in an effort to achieve a joint benefit from potential economic opportunities.

21 - 9 The District acknowledges the Squamish Adventure Centre as contributor to the economic development of the District.



EDUCATION AND KNOWLEDGE-BASED INDUSTRY

21 - 10 The District supports employment opportunities that capitalize on knowledge-based industries, such as research and development, and technology industries.

21 - 11 Economic development opportunities that link employment opportunities with educational institutions such as Quest University and Capilano University are strongly encouraged.

21 - 12 A broad range of education opportunities for arts, wood products, and other specialized industries are encouraged to locate in Squamish.

21 - 13 The District recognizes the importance of the fibre optics network and will work to ensure the best possible connectivity with key areas, including the waterfront, downtown, university and college campuses, and other business and industrial areas.

21 - 14 Construction of a broad range of different office space suitable for small knowledge-based firms is encouraged.

21 - 15 The District will continue to establish special knowledge-based zoning in the business park to accommodate the development of appropriate facilities for knowledge-based companies.

21 - 16 The District will continue to engage in selected marketing initiatives to target knowledge-based companies and individuals, in collaboration with broader provincial or federal initiatives.

ENERGY TECHNOLOGY INDUSTRY

21 - 17 The District encourages firms in the energy efficiency and alternative and renewable energy sector to locate in Squamish.

21 - 18 The District encourages the local demonstration of the technologies from local alternative and renewable energy companies.

21 - 19 The District will continue to foster relationships with renewable or alternative energy manufacturers and potential owners/developers of industrial space

that have expressed interest in Squamish.

WOOD PRODUCTS

21 - 20 The District supports the innovative and sustainable use of local wood and encourages the implementation of the Wood Products Initiative to capitalize on Squamish's natural assets.

21 - 21 The District will continue to support initiatives focused on local producers who are developing and/or manufacturing wood products or who are engaged in construction methods utilizing wood such as log home or timber frame buildings.

FILM INDUSTRY

21 - 22 The District supports continued promotion of Squamish as a destination for filming and film production.

21 - 23 The District will study the viability and opportunities to integrate the film industry presence in Squamish over the long-term with the potential to promote stable economic growth.

TOURISM MANAGEMENT AND PROMOTION

21 - 24 The District will support the Squamish Adventure Centre as the tourism portal that fosters information dissemination about tourism and economic development opportunities.

21 - 25 The District of Squamish supports Tourism Squamish as a Destination Management Organization to provide leadership in sustainable tourism development through the implementation of the Squamish Community Tourism Plan.

21 - 26 The District encourages Tourism Squamish to pursue best practices in establishing market knowledge, branding, funding, governance and operations to promote the tourism industry in Squamish.

21 - 27 The District encourages innovative approaches to funding Tourism Squamish and tourism

development in the community.

21 - 28 The District shall encourage the development of partnerships, such as with Tourism BC and the Vancouver Coast and Mountains Tourism Region, which will enhance tourism development in the community

21 - 29 The District encourages partnerships with Squamish Nation as well as with regional heritage groups, such as the BC Museum of Mining and the West Coast Railway Heritage Museum, to promote historical and cultural tourism experiences.

21 - 30 The District supports opportunities to combine tourism experiences with learning and education opportunities, such as the Squamish as a Learning Destination initiative.

21 - 31 The District encourages the development and enhancement of locally based tourism opportunities particularly in areas such as sport-tourism and eco-tourism where the environment and natural surroundings are protected, enjoyed, and respected.

21 - 32 The District will encourage, support, and promote, in conjunction with Tourism Squamish, the development of festivals and community events that will build Squamish as a tourist destination for a broad range of visitors.

21 - 33 Visual appeal, signage, and legibility are important facets of a safe and comfortable visitor experience and the District will continue to promote these features throughout the community through urban design strategies and guidelines.

COMMERCIAL RECREATION & TOURISM

21 - 34 The District will work closely with the Integrated Land Management Bureau or other applicable Provincial agency, in accordance with provincial policy, to address commercial recreation tenures that promote tourism opportunities while respecting neighbouring properties and the natural environment and other District objectives.

21 - 35 The District will collaborate with commercial

recreation operators to establish regulations and permitting for commercial access to municipal parks, such as Smoke Bluffs Municipal Park.

21 - 36 The District will continue to support and encourage annual sporting and festivals including but not limited to Loggers Days, Test of Metal, MOMAR and cultural and artistic festivals as important economic benefits to the community.

TOURIST ACCOMMODATION

21 - 37 The District encourages the development of a range of tourist accommodation types, including campgrounds, hotels/motels, lodges, resorts, and bed and breakfasts, to diversify tourism opportunities in the community.

21 - 38 Hotels, motels, and hostels are encouraged within areas designated *Downtown* or *Highway and Tourist Commercial* on Schedule B.

21 - 39 Rezoning for campgrounds and small-scale wilderness lodges may be considered in areas designated *Limited Use* on Schedule B, subject to compatibility and sensitive integration with the surrounding natural or built environment.

MUNICIPAL AIRPORT

21 - 40 The District recognizes the economic importance of the municipal airport and seeks to increase the employment-related uses at and in the vicinity of the municipal airport.

21 - 41 The District will work with existing tenants at the airport to facilitate long-term lease arrangements for existing tenants.

21 - 42 The District supports airport and aviation-related commercial, industrial, and other employment or uses that require access to an airport at and in the vicinity of the Squamish Municipal Airport.

21 - 43 The District will explore opportunities to service commercial and industrial development at the airport with water and sewer at, and in the vicinity of the Squamish municipal airport.

21 - 44 The Squamish Municipal Airport is located on the Cheekeye Fan and designated as *Facilities and Utilities* as shown on Schedule B. The Airport is a local community facility providing non-scheduled flights.

21 - 45 The District does not support residential development, or other development that may conflict with airport operations, along noise exposure zones around the airport and along flight paths.

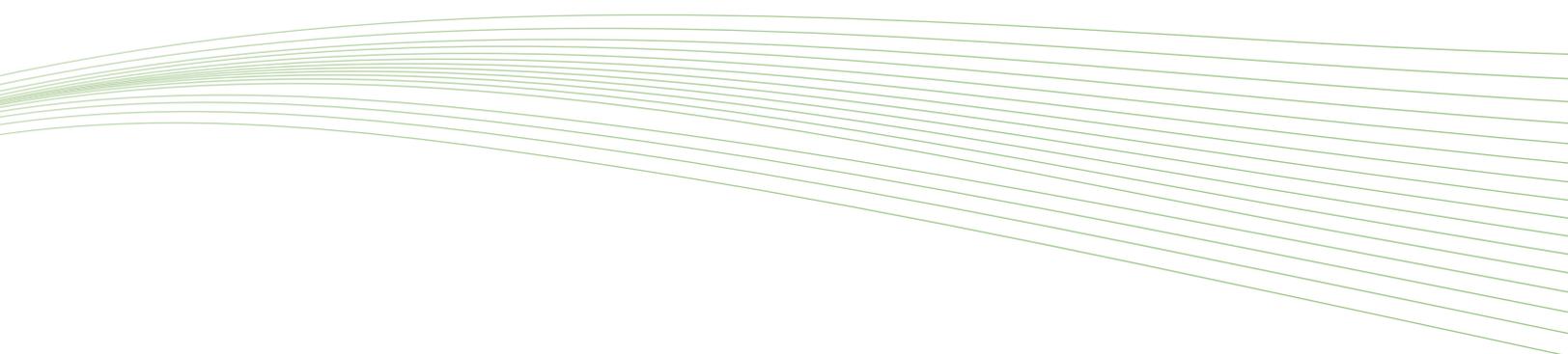
21 - 46 The District requires any proposed rezoning or subdivision application within 500 metres of the airport to complete and submit a study to the District that addresses potential conflicting uses with the aviation and related uses at the airport.

FOOD PRODUCTION

21 - 47 The District supports initiatives that increase local food production and agricultural activities in the community.

21 - 48 The District will continue to support activities that promote local food production and provide opportunities for the sale of produce and other local food products such as the seasonal Farmers Market or similar opportunities.







22 ENERGY & AIR QUALITY

GUIDING PRINCIPLES

Principle 7 - Responsible Provision of Services

Ensure the protection, restoration and management of aquatic and terrestrial habitats and the maintenance of ecological health for present and future generations. Minimize conflicts by developing and applying clear growth management and land use policies.

Principle 8- Community Leadership

The District will provide ongoing leadership through adherence to the OCP policies when making land use decisions.

Principle 9 - Cultivate Partnerships

The District will seek out and nurture partnerships with Federal, Provincial and regional governments and agencies, First Nations, businesses, non-governmental organizations and others to assist in achieving the shared community vision and goals.

Buildings, transportation, and infrastructure are typically the largest consumers of energy in a community. The combustion of fossil fuels in particular results in increased concentrations of greenhouse gas emissions in the atmosphere, which contributes to global climate change.

Emissions of common air contaminants are also generated from the combustion of fossil fuels. Although air pollution in the Sea-to-Sky Corridor has not reached levels experienced in the more polluted areas of BC, trends and projections for future development indicate that air quality may deteriorate in the future without preventative action (Sharing the Air, 2005).

The bulk of Squamish's greenhouse gas emissions are from the transportation sector that contributes approximately 55% of the total emissions for the District. A number of factors have contributed to the increase in greenhouse gas emissions from this sector over the past decade, most notably the significant population growth experienced in Squamish since 2003, resulting in more of the population commuting out of the municipality for work; and a shift from cars toward more energy intensive vehicles.

In 2006, the District became the Canadian participant in the international Bridging to the Future project. The project involved four other international cities that were engaged in sharing ideas on how to develop more sustainable energy systems. As part of the process, Council adopted four bold and visionary targets to be achieved by 2015 and 2030:

1. One Tonne Total: Total greenhouse gas emissions per capita for regional energy systems are reduced to less than one tonne by 2030 (from 7.6 tonnes/capita in 2005).

2. Stepping Towards Net Positive Energy: Total renewable energy generation on-site exceeds the total energy consumption for buildings and transportation by 2015.
3. Self-reliance & Security for Critical Energy: On-site infrastructure can separately satisfy critical energy needs, including essential lighting, communications and space conditioning.
4. Adaptive and Diverse Energy Supply: At least five distinct energy sources each provide 5% or more of the total energy for buildings and total energy for transportation by 2015.

In 2007, the District endorsed a 12-step pledge to reduce greenhouse gas emissions and joined the Federation of Canadian Municipalities' Partners for Climate Protection Program. This voluntary program encourages municipalities to reduce greenhouse gas emissions in a way that contributes to broader community sustainability objectives.

The management of energy is an important element of the Official Community Plan, particularly because it is inter-connected with other issues addressed by the Plan, such as Growth Management, Economic Development, Transportation and Area Planning.

OBJECTIVES

1. *To ensure the planning, design, and development of neighbourhoods that support walking, cycling, public transit and other energy-efficient transportation modes;*
2. *To foster the conservation and efficient use of energy and other resources in buildings, vehicles, and infrastructure;*
3. *To encourage high performance building* design and practices that are energy efficient;*
4. *To minimize the use of fossil fuels and foster increased use of renewable energy sources;*
5. *To minimize greenhouse gas emissions from District operations and community-wide;*
6. *To attract and retain renewable and alternative energy companies to create jobs;*
7. *To demonstrate municipal leadership in energy conservation, energy efficiency, and reducing greenhouse gas emissions; and*
8. *To maintain regional air quality within BC's Provincial Standards in order to protect human health.*

POLICIES

MUNICIPAL LEADERSHIP

22 - 1 The District will conduct an inventory of energy and greenhouse gas emissions from municipal operations, set corporate emission reduction targets, and develop and implement an action plan for meeting the targets. Monitoring of municipal energy consumption will be undertaken annually, with an update report of energy and greenhouse gas emissions occurring at least once every three years.

22 - 2 The District will develop new municipal buildings (above approximately 1,000 square metres of floor space) to a minimum of a LEED™ (Leadership in Energy and Environmental Design) Gold level of performance or an equivalent standard.

22 - 3 The District will increase the energy efficiency of existing municipal buildings, facilities, and infrastructure where opportunities exist, except for buildings or facilities that are approaching their useful lifespan and are anticipated to be replaced in the near future.

22 - 4 The District will improve its municipal fleet of vehicles, by increasing the average fuel economy of the vehicles, by using vehicles that are well matched in size to the appropriate task, and by increasing the proportion of the vehicle fleet that consists of emerging vehicle technologies or uses cleaner burning or renewable fuels.

22 - 5 The District will review its corporate procurement policies to ensure that new municipal products, equipment, and appliance purchases are energy-efficient.

22 - 6 The District will consider life cycle energy implications in major facility development and vehicle purchasing decisions.

22 - 7 The District will develop initiatives, policies and programs that encourage staff to use alternatives to private vehicles for commuting, and acknowledge significant employee efforts that show leadership and help reduce municipal greenhouse gas emissions.

22 - 8 The District will continue to support and encourage waste reduction and recycling throughout the municipality.

22 - 9 The District will consider opportunities to reduce municipally generated waste and promote recycling activities throughout the corporation.

COMMUNITY ENERGY PLANNING

22 - 10 The District will conduct a community-wide energy, greenhouse gas and common air contaminant emissions inventory and forecast. Monitoring will be undertaken at least every five years, with an update occurring at least once every ten years.

22 - 11 The District will develop and implement an action plan as part of the community energy plan for conserving energy, increasing energy efficiency, fostering renewable energy and alternative energy technologies, and reducing greenhouse gas emissions in Squamish.

DOWNTOWN FIRST

22 - 12 The District will prepare and implement a Downtown Neighbourhood Plan based on the Smart Growth Concept plan and other sustainable development principles and approaches.

22 - 13 The District supports investigating the feasibility of developing a district energy system in the Downtown area and vicinity.

22 - 14 The District supports higher urban densities, a wide mix of uses, and the location of large institutional facilities in the downtown to increase the feasibility of a district energy system being developed.

22 - 15 The District will investigate the opportunities for increased transportation options and facilities within the Downtown as a means of reducing greenhouse gas emissions.

22 - 16 Energy-efficient forms of development shall be actively encouraged through:

- a. subdivision design;
- b. site planning, including building orientation;

- c. high performance building design;
- d. the appropriate use of building materials
- e. promotion of geothermal heating and cooling;
- f. encouraging new buildings locating in the downtown to install space and water heating systems compatible with and connectable to a potential future district energy system.
- g. landscaping;
- h. transit-friendly access;
- i. incorporating policies that support walking, cycling, and transit into all land use and development documents and guidelines; and
- j. design guidelines.

INSTITUTIONAL BUILDINGS

22 - 17 The District will ensure that new civic buildings incorporate sustainable building technologies and design approaches that contribute to energy efficiency and life-cycle costs for the building or group of buildings.

22 - 18 The District will encourage new institutional development proposals to incorporate sustainable building technologies and design approaches that contribute to the energy efficiency and life-cycle costs for the building or group of buildings.

TRANSPORTATION & AIR QUALITY

22 - 19 The District will work to improve the trail network throughout the municipality through the preparation of a Trails Master Plan and strategy for ongoing upgrades.

22 - 20 The District recognizes the link between land use patterns and vehicle emissions and will continue to investigate ways of reducing vehicle emissions and trip distances through policies and regulations that encourage compact urban development and the creation of neighbourhood centres.

22 - 21 The District will require all new Sub-Area Plans to recognize the importance of providing

transportation options and alternatives to vehicle use through the extension of the municipal trail network and other mechanisms that help reduce greenhouse gas emissions and improve air quality.

22 - 22 The District will continue to investigate opportunities for improving air quality in the municipality, including the on-going implementation of Council's Anti-Idling Policy #03-05-01.

22 - 23 The District will investigate ways of reducing greenhouse gas emissions not related to vehicle emissions within the municipality, including limiting open-air burning of refuse and debris.

22 - 24 The District will continue to participate with neighbouring municipalities and organizations on the Sea-to-Sky Air Quality Coordinating Committee to develop and implement the Sea-to-Sky Air Quality Management Plan.

URBAN FORESTRY

22 - 25 The District will encourage the preservation of forested areas and stands of trees within the municipality.

22 - 26 The District will consider partnering with provincial agencies and local organizations to restore tree stands and forested areas that contribute to wildlife habitat and ecosystem health throughout the community.

22 - 27 The District will require all development applications that remove significant amounts of forested areas or tree stands to provide a re-planting plan as part of the development approvals process.

22 - 28 The District will investigate ways of increasing the absorption opportunities for carbon, methane and other greenhouse gases throughout the municipality.

DEVELOPMENT APPLICATIONS

22 - 29 The District will investigate a variety of approaches for incorporating sustainable building technologies into the development application review process.



22 - 30 The District will consider reviewing development-related bylaws to identify ways in which sustainable building technologies can be incorporated.

22 - 31 The District will review its development permit area guidelines to incorporate passive energy conservation design options such as solar orientation, into appropriate sections of the guidelines.

22 - 32 The District will consider the preparation of a set of incentives for development proposals that aim to achieve a high level of building performance, such as to a LEED Gold™ standard or equivalent.

22 - 33 The District will prepare policies and regulations that identify those cases where additional density could be considered, to a maximum amount, for rezoning applications that achieve a minimum of LEED Gold™ standard or equivalent.

AREA PLANNING

22 - 34 The District will incorporate sustainable design principles and approaches in the preparation of all future Neighbourhood and Sub-Area Plans.

22 - 35 The District will consider a district energy system in other areas of the municipality where appropriate and through the preparation of a Neighbourhood or Sub-Area Plan.

22 - 36 The District will ensure that the need for new transit routes and services is identified as part of all new Neighbourhood and Sub-Area Plan processes.

22 - 37 The District will ensure that policies and strategies that support and foster walking and cycling will be incorporated into all future Neighbourhood and Sub-Area Plan processes.

22 - 38 The District will ensure that the Sub-Area Plan for the Oceanfront Peninsula is prepared and implemented as a model for sustainable design, including the provision of alternative energy sources that are compatible and can be connected to a future district energy system.

22 - 39 The District will strongly encourage the use of energy-efficient design principles and practices for all

new developments that take advantage of site location and building placement, energy efficient passive design techniques, geothermal heating and cooling opportunities and the use of sustainable building materials and landscaping.

22 - 40 The District will work with regional and provincial transit authorities to increase transit service and routes through the community as an option to reduce single-occupant vehicles trips and greenhouse gas emissions.

DEMONSTRATION PROJECTS

22 - 41 The District encourages innovative sustainable design projects that incorporate emerging technologies, design strategies and materials at a level not present/existing in the municipality.

22 - 42 The District will consider partnering with developers and organizations who are willing to design and construct innovative sustainable projects and may consider development incentives as a means of encouraging such proposals.

22 - 43 The District will investigate a range of potential development incentives and prepare policies and regulations to guide their use and implementation. The District will also identify the instances when such development incentives will be applicable for development applications.

22 - 44 The District supports pilot projects for alternative energy production and distribution and will work with local, regional and provincial agencies and organizations for their development and implementation.

PARTNERSHIPS

22 - 45 The District will consider establishing a committee with an energy management function to coordinate corporate and community-wide energy conservation, energy efficiency, renewable energy, and greenhouse gas reduction activities.

22 - 46 The District will seek partnerships with BC Hydro, Terasen Gas, independent power producers, the Resort Municipality of Whistler, the Squamish Lillooet Regional District, provincial and federal agencies, and others to foster achieving the energy objectives of the community.

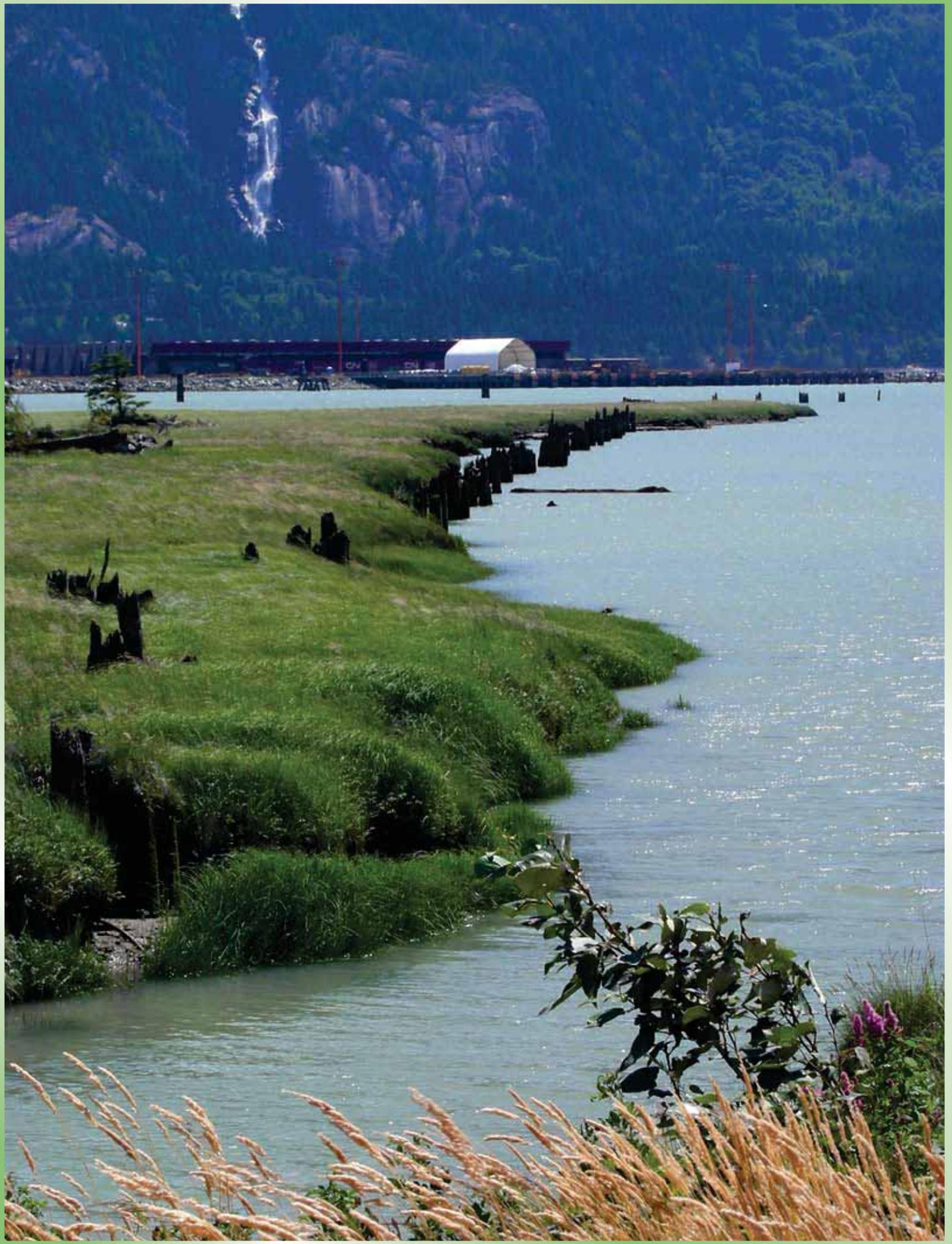
22 - 47 The District will continue to participate on the Sea-to-Sky Air Quality Coordinating Committee. It will also work with other municipalities in the Sea-to-Sky corridor, regional districts, utilities, and other partners on the committee to implement the Sea-to-Sky Air

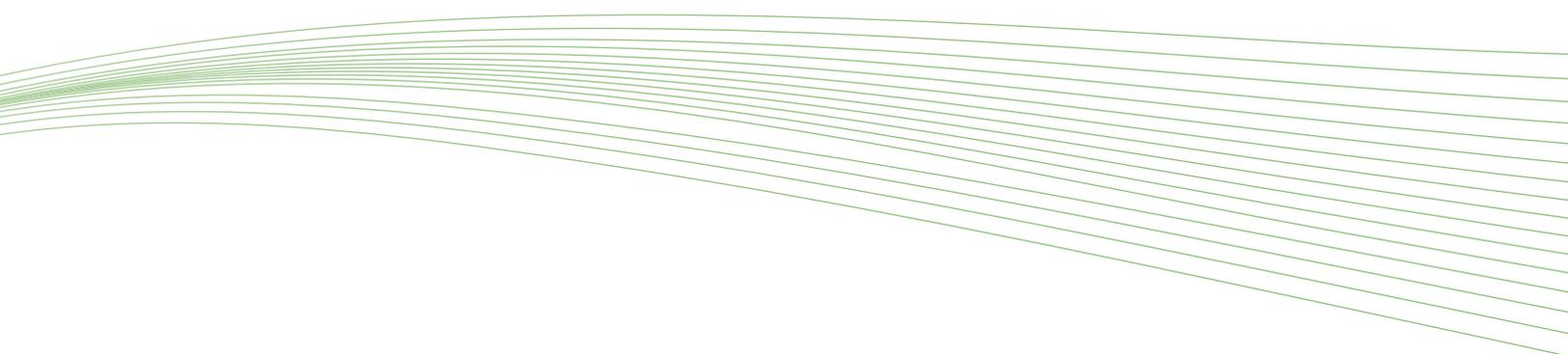
Quality Management Plan that they collaboratively developed.

22 - 48 The District will encourage the Squamish-Lillooet Regional District to incorporate policies and actions into the Regional Plan that highlights air quality as a regional priority.

22 - 49 The District will encourage municipalities within the Sea to Sky corridor and elsewhere to advance air quality policies and actions within their own jurisdictions and will establish partnerships with other municipalities when possible to share information and experiences.









23 TRANSPORTATION

GUIDING PRINCIPLES

Principle 5 - Transportation Choices

The District will work toward providing a balanced transportation system that encourages transit, cycling, pedestrian and other modes of travel throughout the municipality that minimize greenhouse gas emissions. The District will work with Provincial and Regional authorities to ensure a safe and efficient transportation and transit system between the communities in the Sea to Sky corridor.

Principle 6 - Community Livability

The District will strive to enable a high quality of life for its residents, where everyone enjoys a safe, vibrant and healthy community and has access to education, jobs, public services, culture, recreation and the natural environment.

Principle 7 - Responsible Provision of Services

The District will establish a high standard for municipal buildings and infrastructure. Municipal facilities and infrastructure will be efficient, scaled appropriately and include suitable sustainable alternatives and technologies. The District will not provide or allow services that are inconsistent with sustainable land management practices

Principle 10 - Citizen Engagement

The District is committed to providing opportunities for its citizens to engage in meaningful participation in the community decision-making process.

An efficient transportation system is necessary to ensure resident and visitor mobility, as well as contributing to livability in the District. Factors that limit mobility in Squamish include the Mamquam River, which constrains internal roads in the north/south direction. In addition, east-west connectivity is impacted by Highway 99 and the Mamquam Blind Channel, which acts as a barrier between internal roads. There is also only one entrance to downtown Squamish from Highway 99 which can become congested at peak times, particularly at the rail crossing. Highway 99 upgrades in preparation for the 2010 Olympics, will improve access into and out of Squamish in addition to improving safety and reliability of the highway.

Given the distribution of residential neighbourhoods and employment patterns within the District, half of the work trips must cross either or both the Mamquam River and Highway 99 during peak hours. It is therefore important that efforts be made to improve connectivity through these areas not only to improve the existing transportation network, but also help to revitalize areas such as the downtown core and oceanfront lands by making these areas more accessible.

Population growth will also place additional pressures on the existing transportation system and to avoid greater congestion, increasing network efficiency as well as exploring alternative modes of transportation, are important

to transportation planning in the District. Squamish is largely automobile oriented with over 90% of journey to work trips being made by car in 2001. Initiatives to improve trail connectivity within Squamish and to improve public service will help encourage walking, cycling, and public transit.

OBJECTIVES

1. *To establish and maintain an effective transportation system within the District.*
2. *To move goods and people efficiently;*
3. *To improve road connectivity throughout the District when appropriate;*
4. *To develop a connected and integrated network of bikeways & commuter trails connecting major activity areas;*
5. *To improve access to and the viability of public transit;*
6. *To encourage transit, rail, and marine travel service for regional passenger travel; and*
7. *To support a diversity of transportation choices and alternatives.*

POLICIES

GENERAL POLICIES

23 - 1 The Major Road Network is identified on Schedule G. The Trails Network is identified on Schedule F.

23 - 2 The District will strive to reduce its greenhouse gas emissions as the result of vehicle trips through the development of policies and programs that encourage the use of alternative forms of transportation, that provide increased transportation-related non-vehicular facilities and services throughout the community and through other methods of reducing the use of vehicles.

23 - 3 Major transportation facilities, including the Darrell Bay Ferry Terminal and Squamish Municipal Airport, are designated as *Facilities and Utilities* as identified on Schedule B.

23 - 4 The Downtown Squamish 2031 Transportation Plan will be the guiding tool for identifying transportation routes, including truck routes and infrastructure improvements and upgrades within Downtown based on Smart Growth principles.

23 - 5 The Downtown Squamish 2031 Transportation Plan will provide guidance for determining necessary infrastructure and road network improvements to assist in the development and implementation of the Oceanfront Peninsula Sub-Area Plan.

23 - 6 The District of Squamish will utilize a variety of mechanisms, including Development Cost Charges, developer contributions, and capital expenditure to finance road infrastructure upgrades and expansions. Prior to expending public funds for capital projects, the municipality will assess the short and long term implications of such expenditures.

23 - 7 The District should review the Transportation Network Plan in the Development Cost Charge Bylaw at least once every two years.

23 - 8 Truck routes will be identified in the Subdivision and Development Control Bylaw in order to manage heavy truck traffic and minimize impacts in areas of conflicting land use.

HIGHWAY 99

23 - 9 Widening Highway 99 to four lanes through the District of Squamish will be encouraged to meet north/south transportation needs.

23 - 10 The District does not support the expansion of Highway 99 beyond four lanes within the municipal boundaries.

23 - 11 Any widening of Highway 99 south of Depot Road and north of Valley Drive will be accompanied by a landscaping plan in order to create a 'parkway' ambiance.

23 - 12 The development of gateways along Highway 99 at Depot Road, in the vicinity of the Stawamus Chief, and at other major intersections will create a sense of arrival and destination.

23 - 13 The development of gateway connections at the intersection of Highway 99 with Cleveland Avenue and Clarke Drive respectively is supported to foster a sense of arrival to Squamish.

23 - 14 Slower speeds, traffic calming devices, pedestrian access, and aesthetic improvements are supported at gateways along Highway 99.

23 - 15 The maintenance of east/west connectivity across Highway 99 is supported to facilitate the east/west movement of vehicles, pedestrians, and cyclists.

23 - 16 In the short term, the carrying capacity of east/west roads should be optimized at existing signalized intersections with Highway 99 in co-operation with the Ministry of Transportation.

23 - 17 To ensure east/west connectivity across Highway 99, a full functioning underpass, that also accommodates pedestrians, will be installed at Centennial Way.

23 - 18 In the vicinity of the Mamquam Blind Channel, east/west connectivity across Highway 99 for pedestrians and cyclists will be fostered.

23 - 19 To foster east/west pedestrian and cyclist connectivity across Highway 99, a pedestrian overpass will be installed at the Stawamus Chief in cooperation with the Ministry of Transportation.

23 - 20 The Pioneer Way extension, linking Queens

Way and Government Road, shall be completed as soon as possible to improve the north/south connectivity on the west side of Highway 99.

23 - 21 The District shall work in partnership with provincial agencies and the Squamish Nation to identify a preferred secondary access between Highway 99 and Downtown.

HIGHWAY BYPASS

23 - 22 The Province has identified a potential future highway bypass on the east side of the District. Any traffic demand exceeding a four-lane capacity on Highway 99 will require a bypass study.

23 - 23 Further work on the desirability and feasibility of a bypass will require consultation with the District and public and should take into account the socio-economic and environmental impacts on the community.

PEDESTRIAN-FRIENDLY DESIGN

23 - 24 The quality of pedestrian areas directly affects the overall image of a place, the quality of experience and the propensity for people to walk rather than drive. Recognizing this, efforts will be directed to such measures as:

- a. reducing travel lane widths;
- b. reducing street crossing distances;
- c. separated sidewalks;
- d. provision of pedestrian-scale lighting;
- e. soft and hard landscaping accents, and,
- f. street furniture.

23 - 25 The District recognizes the importance of accessibility for seniors and the mobility-impaired. The District supports designs that accommodate these user groups, particularly in the Downtown and in main public gathering places.

23 - 26 The District will work toward providing a safe pedestrian realm and will incorporate traffic-calming design approaches and measures in the Downtown and other key locations in the community.

23 - 27 When possible, pedestrian-friendly design will be achieved through capital improvement projects, capital works projects, new development or substantial renovation to existing buildings.

TRAIL NETWORK

23 - 28 The Trail Network in Schedule F is adopted in order to encourage an integrated non-auto transportation network through the development of on-street bicycle lanes, in addition to the trail network. The Bicycle Network Plan is intended to encourage commuter linkages and reduce automobile trip generation through the development of an integrated trail system.

23 - 29 The District will implement and maintain a Trails Master Plan.

23 - 30 The Corridor Trail will be constructed on the east side of Highway 99 from the Adventure Centre to Depot Road as part of the Highway 99 construction project.

23 - 31 The provision of end-of-trip facilities for cycling, such as appropriately designed and located bicycle racks, is strongly encouraged, particularly at key nodes within the Downtown and other commercial nodes throughout the District.

TRANSPORTATION OPTIONS

23 - 32 A transportation network that enables transit to travel along local and collector streets with a minimal reliance on Highway 99 is supported.

23 - 33 The District will continue to work with BC Transit to improve the frequency of service in the community and to identify new routes that are required to support emerging neighbourhoods.

23 - 34 The District will encourage BC Transit to increase service throughout the municipality as a means of providing increase transportation choice for residents in an effort to reduce greenhouse gas emissions.

23 - 35 The District will work with BC Transit and other transit providers to maintain up to date transit area plans and to encourage the increased provision of frequent public transit and commuter bus service connecting Pemberton, Whistler and the communities to the south of Squamish.

23 - 36 The placement of commercial development and higher density residential development along collector roadways where transit service is planned shall be encouraged to support public transit. Streetscape design that reflects the needs of transit, cyclists and pedestrians is encouraged.

23 - 37 The District will investigate options for enabling alternative transportation option such as electric scooters to utilize the transportation network.

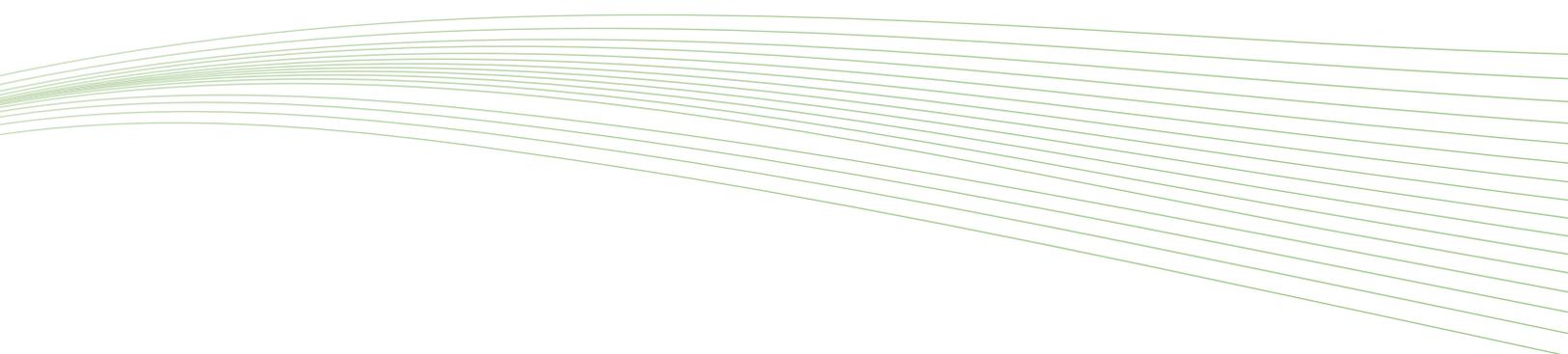
23 - 38 New developments should employ transit-supportive land use planning and transit-oriented design in co-operation with BC Transit to encourage:

- a. proposed residential densities that are adequate to meet public transit objectives;
- b. a high proportion of housing that is within easy walking distance (400 metres or less) of a proposed bus stop; and,
- c. commercial developments that incorporate pedestrian and transit-friendly site planning.
- d. The location of bus stops should be coordinated with sidewalk design for reasons of pedestrian safety and universal accessibility.

23 - 39 The District shall encourage exploration of multi-modal transportation opportunities including float planes, marine, rail, and road and supports the integration of these different modes with public transit for passenger travel.

23 - 40 Alternate means of transportation to extend the capacity of the existing road infrastructure and improve local air quality will be encouraged. This will include encouraging walking, cycling, car and van pooling, improved local public transit and improved commuter transit linkages.







24 MUNICIPAL FACILITIES & UTILITY SERVICES

GUIDING PRINCIPLES

Principle 7 - Responsible Provision of Services

The District will establish a high standard for municipal buildings and infrastructure. Municipal facilities and infrastructure will be efficient, scaled appropriately and include suitable sustainable alternatives and technologies. The District will not provide or allow services that are inconsistent with sustainable land management practices.

Principle 9 - Cultivate Partnerships

The District will seek out and nurture partnerships with Federal, Provincial and regional governments and agencies, First Nations, businesses, non-governmental organizations and others to assist in achieving the shared community vision and goals.

Municipal utility services in Squamish include the provision of water supply, wastewater treatment, stormwater run-off and solid waste and recycling. It is critical that these services continue to be provided in an effective manner to residents as well as have the capacity to accommodate increased demands in the future.

Water supply to Squamish comes primarily from groundwater sources at Powerhouse Springs, which are supplemented by the Stawamus River and Mashiter Creek surface water sources. Ensuring that these water supplies continue to be maintained and protected are essential. The Mamquam wastewater treatment plant operated by the District of Squamish will accommodate the growth of the community in the medium-term to an approximate population of 30 000.

Stormwater run-off and flood control in Squamish relies on a combination of open ditches, storm sewers and dykes. Extensive dyking, related floodgates and pump stations provide a level of protection to flood prone areas of the municipality. Ongoing monitoring of pumping stations is required to determine when upgrades are required to address changes in stormwater flows as the result of new developments.

OBJECTIVES

1. To ensure that utilities and municipal infrastructure are planned to accommodate the existing and future needs of Squamish's population;
2. To provide leadership in sustainable municipal infrastructure servicing;
3. To provide leadership in the conservation of energy, water, and material resources;
4. To protect the quality and quantity of the municipal water supply source;
5. To provide potable water of a level of quality that meets or exceeds provincial drinking water quality objectives;
6. To provide treatment of municipal wastewater that meets or exceeds provincial standards;
7. To deliver municipal infrastructure services in a fiscally responsible manner; and
8. To provide sufficient infrastructure to ensure fire protection throughout the community.

POLICIES

GENERAL POLICIES

24 - 1 Lands identified for the provision of municipal utilities and services are shown on Schedule H.

24 - 2 Major transportation facilities and utility facilities located outside of *Residential Neighbourhoods* and the *Downtown* are designated as *Facilities and Utilities* on Schedule B.

24 - 3 New urban developments shall be fully serviced in accordance with the Subdivision and Development Control Bylaw.

24 - 4 Amendments to the Subdivision and Development Control Bylaw shall be prepared to promote Smart Growth and sustainable development practices.

24 - 5 The development of new residential neighbourhoods should only take place in accordance with the District's overall policy objectives, the staged upgrading of required municipal services and other utilities, municipal growth management policies and Neighbourhood and/or Sub-Area planning policies and criteria in the Official Community Plan.

24 - 6 The upgrading of services in existing areas when capacity is insufficient for redevelopment will be considered subject to appropriate funding and environmental review.

24 - 7 The District of Squamish will consult with the Squamish Nation concerning the provision of services of benefit to reserves within or adjacent to the municipality and development of a master servicing agreement.

24 - 8 The District of Squamish shall prepare and review infrastructure master plans at least every 5 years, to identify the existing capacity, the short-term upgrading requirements and the long-term viability of the following utility systems:

- a. water supply system;
- b. sanitary system;
- c. storm sewer system; and,
- d. solid waste management system.

24 - 9 The District of Squamish will utilize a variety of mechanisms, including Development Cost Charges, developer contributions, and capital expenditure to finance new municipal infrastructure. Prior to expending public funds for capital projects, the municipality will assess the short and long-term implications of such expenditures.

24 - 10 The District shall review the Development Cost Charge Bylaw at least once every two years to consider incorporating recent amendments to the *Local*

Government Act or other enabling Provincial legislation.

24 - 11 The District shall consider the preparation of regulations to enable reductions in the amount of Development Cost Charges for developments that are designed to result in low environmental impacts.

24 - 12 The District will undertake the preparation of a Municipal Green Building policy and implementation strategy to identify opportunities for the integration of energy-saving infrastructure and programs within municipal facilities and structures.

24 - 13 The District will investigate opportunities and approaches for reducing greenhouse gas emissions from the municipal vehicle fleet.

24 - 14 The District will undertake the preparation of a Green Building policy report and associated regulations to identify opportunities and methods of integrating sustainable building technologies and construction techniques for non-municipal buildings and facilities within the community.

ENERGY

24 - 15 The District will continue to work toward achieving the goals and objectives endorsed by Council outlined in the Provincial Community Action on Energy and Emissions program.

24 - 16 The District will continue to work toward achieving the goals and objectives outlined in the Community Energy Action Plan.

24 - 17 The District will work toward meeting energy demands from community-based clean energy sources as outlined in the BC Clean Electricity Guidelines.

24 - 18 The District will investigate the feasibility of establishing a District energy utility and system in the Downtown core and elsewhere in the municipality where appropriate.

24 - 19 The District generally supports the development of low impact alternative and renewable energy sources, such as wind power, micro hydro, small-scale hydro, or run-of-the-river hydroelectric projects, subject to:

- a. minimal impacts on recreational amenities
- b. limited visual impacts from all infrastructure and transmission lines
- c. minimal impacts on natural ecosystems, and
- d. community consultation.

24 - 20 Where a proposed power project meets the present or future BC Hydro working definition of "green power", it will be considered consistent with the *Limited Use* designation in this plan and will not require a plan amendment.

WATER & SEWER

24 - 21 Municipal water and sewer servicing will not be extended to areas designated Limited Use or areas located above an elevation of 200 metres, unless for public health reasons.

24 - 22 Water conservation will be encouraged through policies and programs such as:

- a. water metering;
- b. requirements for low water usage fixtures (e.g. low flow shower heads and toilets); and,
- c. landscaping designs with lower demands for watering (eg. Native & drought-resistant plants).

WASTE

24 - 23 The District supports organic waste recycling that helps to reduce the amount of organic waste products entering the solid waste system.

24 - 24 The District encourages and supports recycling of selected waste products to reduce the amount of waste being disposed in the landfill.

24 - 25 The District continues to support the curb-side recycling program with an effort to reduce the amount of recyclable materials deposited in the landfill.





25 HAZARD LANDS

GUIDING PRINCIPLES

Principle 1 - Environmental Stewardship

Ensure the protection, restoration and management of aquatic and terrestrial habitats and the maintenance of ecological health for present and future generations. Minimize conflicts by developing and applying clear growth management and land use policies.

Principle 2 - Natural Resource Conservation

Support smart growth land use principles and minimize the use of energy and material resources by endorsing sustainable design and land and management practices.

Principle 7: Responsible Provision of Services

The District will establish a high standard for municipal buildings and infrastructure. Municipal facilities and infrastructure will be efficient, scaled appropriately and include suitable sustainable alternatives and technologies. The District will not provide or allow services that are inconsistent with sustainable land management practices.

Squamish is located in the floodplain of the Squamish, Mamquam, Stawaus, Cheekeye and Cheakamus rivers. Our location, geology and topography of the area expose the community to a number of natural hydrological and geological hazards. Due to the location in a floodplain, portions of the District are subject to flooding from the sea and rivers. Designated flood hazard areas in Squamish are those within the 200-year floodplain of a watercourse or Howe Sound. Geological hazards are attributed to debris flows and mass movements from landslides on steep slopes and also include rock fall and seismic hazards.

Within Squamish, nearly all of the commercial and industrial lands are located in areas subject to flood hazards. Protection from flooding is provided by approximately 17 kilometres of dykes. Despite development pressures, growth within areas with a high risk of hazards should not occur.

A Community Emergency Plan (2006) has been developed that identifies potential emergencies and potential disasters within the municipality along with appropriate co-ordinated emergency response procedures. Currently, flood hazard management is done through site-by-site evaluations with reference to the Flood Management Plan for Squamish (1994) and the 200-year floodplain. In the future, it will be important to update this plan and to continue monitoring dykes in Squamish as well as actively planning for risk management to mitigate damages from natural hazards.

In addition, a Community Wildfire Protection Plan (2007) has been developed for the District. The intent is to create a 'FireSmart' community and to reduce the vulnerability of areas in the District to the threat of wildfires.

In BC, climate change is anticipated to result in increased temperatures, increased precipitation, more extreme precipitation events, sea level rise, glacial retreat, and changes in estuary salinity and ecology. With Squamish being located at sea level, at the mouth of an estuary, and home to glaciers, Squamish may experience all of these manifestations of climate change. Economic impacts to the community from natural hazards and events from the effects of climate change may become increasingly important considerations in the future.

OBJECTIVES

1. *To understand, assessing and managing the multiple natural hazards in Squamish in a manner that takes into account publicly acceptable levels of risk;*
2. *To minimize and mitigate the risk of loss of life, property damage and economic impacts from natural hazards, including:*
 - a. *Flood hazards,*
 - b. *Debris flow hazards,*
 - c. *Slope instability,*
 - d. *Rock falls,*
 - e. *Snow and mud avalanches,*
 - f. *Seismic hazards,*
 - g. *Wildfire hazards; and*
3. *Adapt to climate change impacts that are already occurring or anticipated to occur, minimize the adverse impacts, and take advantage of positive impacts and opportunities.*

POLICIES

GENERAL NATURAL HAZARDS AND CONSTRAINTS

25 - 1 Schedule D1 identifies areas prone to flood hazards and debris flow hazards.

25 - 2 Schedule D2 identifies the areas of the District where there are steep slopes, categorized into a) areas where slopes are 25% or greater and less than 40%, and b) areas with slopes of 40% or greater. These classes are used to identify different types of uses that are permitted in these areas.

25 - 3 Development shall not be permitted in areas subject to unacceptable flood and debris flow hazards, rockfall, land slip, seismic, or other natural hazards.

25 - 4 Park, open space, greenway, corridors, or

agricultural uses shall be permitted in areas subject to high natural hazard risk.

25 - 5 A report prepared by a qualified engineer will be required for all development proposals for land located within an identified natural hazard area. The report shall establish the suitability of the land for development and any required mitigation measures.

25 - 6 For any area of the community identified as being subject to natural hazards, the District shall require a "save harmless" restrictive covenant pursuant to Section 219 of the *Land Title Act* prior to any subdivision, rezoning or building permit approval.

COOPERATION & COORDINATION

25 - 7 The District of Squamish shall work in co-operation with provincial and federal agencies and the Squamish Nation to identify, assess, and manage risk associated with natural hazards within the municipality. This may include the acquisition of private properties and the cancellation of subdivisions that do not have development potential.

25 - 8 The District will work in co-operation with provincial agencies to minimize the risk associated with development on land identified with high risk from natural hazards.

25 - 9 The District shall consider undertaking a multiple hazard risk assessment in conjunction with federal and provincial agencies.

25 - 10 The District will consider undertaking the identification and assessment of disaster risk reduction strategies in conjunction with federal and provincial agencies.

FLOOD AND DEBRIS FLOW HAZARDS

25 - 11 The District will collaborate with relevant federal and provincial agencies, and affected property owners in an effort to maintain 200-year flood protection standards along the Squamish, Mamquam, Stawamus, Cheekeye and Cheakamus Rivers.

25 - 12 The District of Squamish will collaborate with relevant federal and provincial agencies, and affected property owners in an effort to develop and maintain sea dykes and provide continuous protection to Downtown Squamish.

25 - 13 The District shall prepare and maintain a comprehensive flood hazard plan or bylaw to address land use and mitigation strategies.

25 - 14 Building construction and fill placement should be minimized in the corridor between Highway 99, the Mamquam Blind Channel and Loggers Lane in order for the area to serve as an emergency floodway and enable reduced Flood Construction Levels (FCLs) to be established in Dentville and the Downtown.

25 - 15 To preserve the historic streetscape, the District shall consider exempting non-residential uses in the Downtown from the required flood construction elevation, subject to other mitigation measures endorsed by a qualified professional engineer.

25 - 16 Periodic gravel removal within riverbeds may occur in order to maintain existing channel capacity and dyke protection, and the District will work with the relevant Provincial and Federal governments to achieve this safeguard.

CHEEKEYE FAN

25 - 17 The Cheekeye Special Study Area is identified on Schedule B. The Special Study Area identifies the Cheekeye Fan as a debris flow hazard area. Additional study and requirements will be required before any changes to the existing land use designations will be considered.

25 - 18 The District recognizes the complex nature of the multiple hazards in the Cheekeye Fan area and will consider undertaking studies in an effort to identify compatible land uses and mitigation strategies.

25 - 19 Schedule D1 designates four Alluvial Fan Hazard Areas (Zones 1 to 4), a Cheakamus and Squamish River Flood Plain area (Zone 5), and a Cheakamus River Displacement Flood Area (Zone 6) that have been defined by a geotechnical study.

25 - 20 The Cheekeye Fan flood hazard zones identified in Schedule D1 are based on past geotechnical studies and may be reviewed when new natural hazard and risk management studies and information become available and in conjunction with discussions regarding the Cheekeye Special Study Area.

25 - 21 The Cheekeye Fan alluvial fan hazard zones 1 and 2 are not suitable for land subdivision or permanent buildings and structures.

25 - 22 The District will consider open space, outdoor recreational uses and restricted industrial uses in portions of the Cheekeye Fan identified on Schedule B,

subject to risk assessment. The District acknowledges the environmental and habitat value of the Cheekeye Fan.

25 -23 Building development in accordance with Schedule B, will only be allowed in hazard zones 3 or 4, as shown on Schedule D1, and will require:

- a. a Debris Flow Management Plan; and
- b. implementation of appropriate mitigation measures.

STEEP SLOPES

25 - 24 A geotechnical report prepared by a qualified professional will be required to identify the hazards associated with slope stability for all developments proposed on slopes of 15% or greater.

25-25 In areas with slopes of 25% or greater and less than 40%, multi-family residential may be considered, subject to a geotechnical assessment and endorsement by a qualified Professional Engineer.

25 - 26 Lands with slopes of 25% or greater are generally not considered appropriate for single-family development.

25 - 27 Lands with slopes of 40% or greater will not be considered for development.

25 - 27 Development on sites on or adjacent to slopes will require a geotechnical analysis to determine if the lands may be safely used for the intended purpose.

WILDFIRE HAZARDS

25 - 29 The District will strive to create a 'FireSmart' community through consultation with wildfire management professionals, the local Fire Rescue Department, developers, builders, and landscape professionals.

25 - 30 The District will require a Pre-Development Fire Assessment and Fuels Management Strategy to be conducted to mitigate the potential wildfire hazard in areas identified for a future Sub-Area Plan as designated on Schedule I and that are located in or near wildfire interface areas.

25 - 31 Residential housing in or near wildfire interface areas should strive to comply with FireSmart guidelines, particularly with respect to building materials and landscape design in an effort to create a FireSmart community.

25 - 33 Future Sub-Area Plans (Schedule I) shall be developed in accordance with FireSmart guidelines identified from consultation with wildfire professionals and identified in appropriate bylaws.

25 - 33 The District will identify wildfire hazard interface areas and undertake an assessment of management options to address the wildfire hazard risk through a Community Wildfire Protection Plan.

25 - 34 A wildfire hazard mitigation strategy is required prior to any development of properties adjacent to forested lands. Where applicable, appropriate mitigation measures must be incorporated in Sub-Area Plans and development approvals.

CLIMATE CHANGES IMPACTS & ADAPTATION

25 - 35 The District will work in collaboration with federal and provincial agencies, the Squamish Lillooet Regional District, First Nations, research organizations, the academic sector, and others to understand the nature of climate change impacts locally and Squamish's vulnerabilities to climate change impacts.

25 - 36 The District will seek opportunities to develop strategies to reduce vulnerability to and adapt to climate change impacts in collaboration with federal and provincial agencies, the Squamish Lillooet Regional District, First Nations, research organizations, the academic sector, and others.

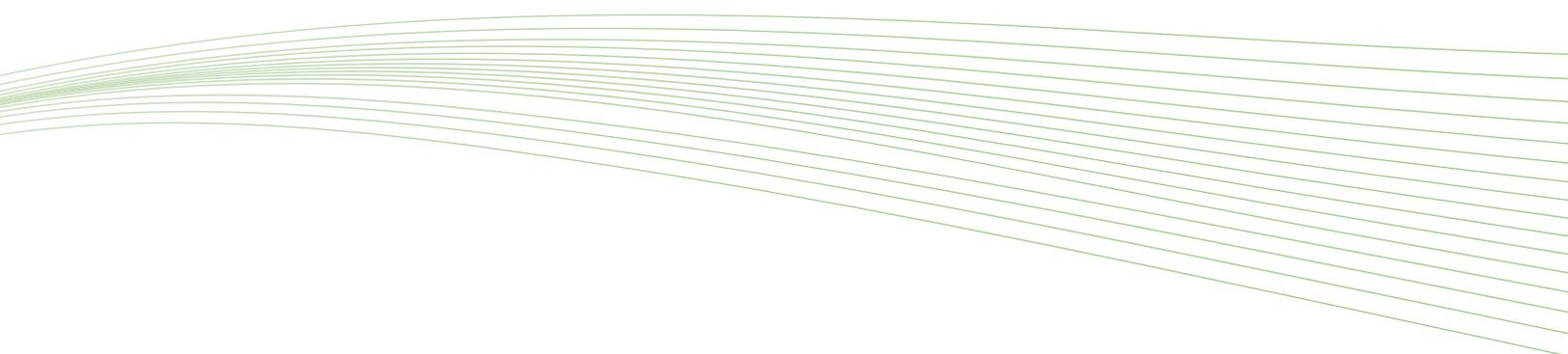
25 - 37 The District will review the flood hazard plan and municipal utility plans to ensure that climate change predictions regarding precipitation events are considered in the identification of the appropriate design events for infrastructure development and when reviewing relevant design standards.

COMMUNITY EMERGENCY PLANNING

25 - 38 The District will review and update the Squamish Emergency Management Plan in conjunction with relevant stakeholders on a regular basis or as needed.

25 - 39 The District will work towards increasing awareness and education on the nature of natural hazards and emergency preparedness in conjunction with federal and provincial agencies, the Squamish Lillooet Regional District and First Nations.







26 RESOURCE MANAGEMENT

GUIDING PRINCIPLES

Principle 1 - Environmental stewardship

Ensure the protection, restoration and management of aquatic and terrestrial habitats and the maintenance of ecological health for present and future generations. Minimize conflicts by developing and applying clear growth management and land use policies.

Principle 6 - Community Livability

The District will strive to enable a high quality of life for its residents, where everyone enjoys a safe, vibrant and healthy community and has access to education, jobs, public services, culture, recreation and the natural environment.

Principle 7 - Responsible Provision of Services

The District will establish a high standard for municipal buildings and infrastructure. Municipal facilities and infrastructure will be efficient, scaled appropriately and include suitable sustainable alternatives and technologies. The District will not provide or allow services that are inconsistent with sustainable land management practices.

Principle 10 - Citizen Engagement

The District is committed to providing opportunities for its citizens to engage in meaningful participation in the community decision-making process.

Squamish's natural resources have traditionally been the basis for economic development and jobs in the area. With respect to non-renewable resources, glacial activity deposited sand and gravel throughout Squamish, which can be used as sources of building materials. In particular, there is an abundant supply of granite that is valued for its construction and ornamental value.

In the past, forest-based industry has been the economic mainstay and largest provider of jobs in Squamish. A sawmill, pulp mill and International Forest Products Ltd. logging division are all examples of the forest industry that are or have been located in Squamish. In addition, there are two woodlot licenses on crown land in the Cheekeye Fan and east of the Valleycliffe neighbourhood, which were established to improve the productivity of small-scale forest parcels and increase opportunities for small-scale forest management operations.

Squamish also has lands along the Squamish River designated within the Agricultural Land Reserve. Much of this agricultural base is also environmentally sensitive for fish and wildlife habitat management.

Management of natural resources is important to maintaining jobs within this sector and to protecting resources for future generations. This will involve ensuring that there is a secure resource base, while implementing sustainable resource management practices.

OBJECTIVES

1. *To maintain a secure and productive resource base;*
2. *To provide for the wise stewardship of resources in Squamish, including protection of access to aggregate deposits, and protection of municipal water supply sources, groundwater and surface water resources; and*
3. *To promote sustainable resource management practices in association with the use of the District's natural resource base.*

POLICIES

AGRICULTURAL AND FOREST LAND

26 - 1 The Agricultural Land Reserve is shown on Schedule E.

26 - 2 While the District acknowledges the importance of protecting its limited high-capability agricultural land resource, the District supports the review of those lands in the Agricultural Land Reserve which have questionable long-term practicality for agriculture and which may be more suitable for other uses. Such a review will be undertaken in co-operation with the Agricultural Land Commission and Squamish Nation. Where non-agricultural purposes are determined to represent the most suitable long-term land use, Council shall initiate an application under Section 29 (1) of the *Agricultural Land Commission Act* to remove such lands from the Agricultural Land Reserve.

26 - 3 Urban agriculture is encouraged as a method to assist in providing daily food items.

26 - 4 The District supports the production, processing, distribution and sale of locally grown products.

26 - 5 Public education efforts concerning the value of urban agriculture, forestry, composting, and water conservation are supported.

26 - 6 The District of Squamish will work in co-operation with the Squamish Forest District and other stakeholders in the forest industry to protect the forest

land base and promote sustainable forest operations while balancing recreation and other interests.

26 - 7 The reduction of potential conflict between proposed areas of development and lands used for forestry purposes will be addressed through the Sub-Area Plan process.

26 - 8 The District supports the establishment of a Community Forest based on sustainable forest practices in co-operation with the Ministry of Forests for the long-term benefit of the community.

SAND AND GRAVEL DEPOSITS

26 - 9 The approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction are shown on Schedule E.

26 - 10 Sand and gravel deposits are recognized as important mineral resources that are essential for building purposes.

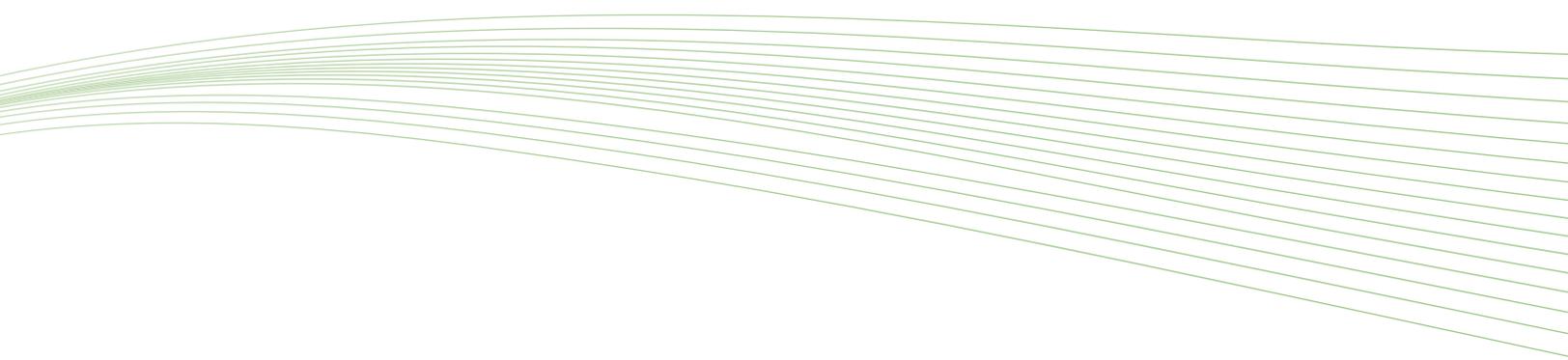
26 - 11 The resource extraction of sand and gravel deposits on land shall take place in accordance with a long-term reclamation strategy which addresses future land uses, stable long term grades, and re-vegetation with native species where appropriate.

26 - 12 The resource extraction of sand and gravel deposits within rivers represents an important economic resource for the community. Removal

of these deposits is also needed for flood hazard management purposes but must be undertaken in accordance with the requirements of federal and provincial guidelines and regulations. To assist in this process, surveys of river cross sections should be undertaken to monitor changes in riverbed elevations. The need for gravel removal should be confirmed by water surface profile analyses.

26 - 13 The use of granite for construction and ornamental uses is encouraged in Squamish. It is a durable and aesthetic building material, complements natural features in the Squamish area and provides local employment. Careful attention will be required to minimize land use conflicts such as noise near residential areas, degradation of prime views and interference with areas used or accessed by rock climbers.







27 IMPLEMENTATION & MONITORING

The effectiveness of an Official Community Plan is dependent on the ability of the community to implement the plan. There are a variety of ways that the OCP can be put into action ranging from municipal programs and projects, corporate funding, and regulatory mechanisms such as the Zoning Bylaw. Directions and decisions made by Council shape how the OCP is implemented.

OBJECTIVES

It is anticipated that the OCP will be implemented through:

1. *Updating the Capital Expenditure Program and Development Cost Charges to identify funding for infrastructure consistent with the OCP;*
2. *Reviewing and updating the Development Cost Charge Bylaw;*
3. *Allocating funding in the annual budget for projects consistent with the policies in the OCP;*
4. *Ensuring zoning, development permits and land use changes correspond to OCP policies and land use designations;*
5. *Ensuring the development and implementation of area plans and sub-area plans are in compliance with the OCP; and*
6. *Preparing a Regional Context Statement within two years of adoption of the Squamish-Lillooet Regional District's Regional Growth Strategy by the Regional Board.*

POLICIES

MONITORING

27 - 1 The District will implement a monitoring program within two years of the adoption of this OCP. As part of this monitoring program, indicators may be identified to monitor the OCP objectives and Squamish's progress. It is anticipated that a monitoring report will be prepared at least every two years.

27-2 Monitoring refers to two specific activities:

- a. monitoring demographic changes and development activities and other trends in the District and surrounding area, and
- b. tracking and assessing whether the policies of its Official Community Plan have been successful in helping achieve the community's vision and objectives.

27 - 3 Together, monitoring allows the community to track the effectiveness of the OCP policies and

make adjustments where they are necessary to meet changing needs in the community.

27 - 4 Due to the rapid growth anticipated for Squamish and the uncertainty associated with growth in the Sea-to-Sky corridor, the District will review its population projection every two years and determine if an updated population projection be conducted at least every five years. The results of the review will be made available to other agencies, including School District No. 48.

27 - 5 Changes to the OCP may be required in response to unanticipated external forces, changes in trends, or community priorities. Where such changes are consistent with the Community Vision, Guiding Principles and objectives, Council may approve an

amendment to the OCP.

27 - 6 Where the changes are substantial or are inconsistent with the community vision, guiding principles, or objectives, Council will consider a comprehensive review and update of the Official Community Plan. Council shall encourage public participation during the update process.

27 - 7 The District will monitor the capacity to undertake any future work or projects through the annual business planning program in consultation with Council.





