



Schedule K to Bylaw No. 2100, 2009

BUSINESS PARK  
SUB AREA PLAN  
DISTRICT OF SQUAMISH

May 2002

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# INTRODUCTION

## 1.1 PURPOSE OF THE SUB AREA PLAN

The District of Squamish's Business Park has been and will continue to function as a major focal point for business activity within the community. Not only does the Park presently contain a wide variety of businesses, but over the long term, the potential exists for significant expansion of the Park, as there is a considerable amount of land within the northern portion of the Business Park that has yet to be developed. The purpose of the Business Park Sub Area Plan is to provide a policy and strategic framework for the District that will be used to guide both:

- a) the disposition of District owned lands within the Park to third parties; and
- b) the future development of the Business Park in a manner that balances economic, social, environmental, and other community values.

## 1.2 PLANNING PROCESS

This Sub Area Plan has been prepared with considerable input from a variety of sources. Over the years a number of studies and proposals have been prepared for the Business Park and they have been taken into account in the preparation of the Sub Area Plan.

The District Council and Staff have been and will continue to be involved throughout the process, reviewing issues, considering options, and evaluating draft documents.

The Business Park Rate Payers Association and the general public were invited to attend a Public Information Meeting on March 5, 2002 on the draft Sub Area Plan. Ultimately after first and second reading of a formal bylaw, a Public Hearing will also be held.

A number of government agencies that have interests in the area have been asked to provide comment on the draft Plan, including Ministry of Water Land and Air Protection, Ministry of Transportation, Squamish Nation, Squamish Lillooet Regional District, and School District 48.

## 1.3 SUB AREA PLANNING AREA

The boundaries of the Sub Area Plan area are identified on Figure 1. The area is approximately 231 acres. It is located on the west side of Highway 99 north of the Downtown area.

## **PLANNING CONTEXT**

The preparation of the Business Park Sub Area Plan has been undertaken within an overall planning context. The purpose of this section of the Plan is to briefly set out that context and to identify the key elements that have influenced the direction of the Plan.

### **2.1 EXISTING OFFICIAL COMMUNITY PLAN AND ZONING BYLAW**

#### **2.1.1 Official Community Plan**

One of the fundamental objectives of the District's Official Community Plan (OCP) is supporting sustainable growth. The Plan notes the importance of broadening the municipal tax base to support a wide range of services, and facilitating the creation of new employment to ensure community stability.

The OCP identifies the Business Park as one of the three major industrial areas in the District. Policy 4.11.4 states that the Park will be "reserved as the primary area for light and service industrial uses."

The OCP designates the frontage of the Business Park for commercial usage. In Section 4.10, the OCP acknowledges that the frontage of the Park is "intended to accommodate generally larger retail and service commercial sites that are auto oriented." However Policy 4.10.1 clearly establishes that Downtown Squamish is intended to serve as "the primary concentration of commercial office, retail, and service uses in Squamish as well as a major location for tourist accommodation, commercial recreation, institutional, multi family, and mixed use developments.

The policy framework in this Sub Area Plan reflects the policy framework in the overall OCP.

#### **2.1.2 Zoning Bylaw**

There are a number of different zones that apply in the Business Park, the predominant one being the Light Industrial (I-1) zone. The intent of this zone is to accommodate light industrial uses, but the zone also permits limited commercial uses such as car dealerships, building supply outlets, and nurseries. The undeveloped land within the Business Park is zoned I-1.

### **2.2 ATTRIBUTES OF THE BUSINESS PARK LANDS**

The Business Park has a number of attributes that influence the manner in which the area is planned and developed, briefly described as follows:

#### **2.2.1 Highway Visibility**

Being located on Highway 99, the frontage of the Business Park has excellent exposure and visibility. Some businesses that require high visibility would find this location very appealing.

#### **2.2.2 Single Landowner of Large Unsubdivided Site**

The District owns most of the undeveloped land within the Business Park. With the land under the control of a single owner as opposed to multiple owners, there is a greater opportunity for the District to undertake comprehensive planning than otherwise would be the

case. The undeveloped land is still a single parcel and therefore there is considerable flexibility as to the size and shape of parcels that would be created through subdivision.

### **2.2.3 Revenue Generator**

The District intends to continue with its program of selling land within the Business Park to prospective businesses as a means of generating revenue for the municipality. Once the land is sold and the parcels developed with buildings, the District will realize significant tax revenue. As such it is important that the District be cognizant of the land's highest and best use in its consideration of planning options.

### **2.2.4 Flat Site**

The Business Park is located on the valley floor on relatively flat terrain. While this condition may impose constraints for drainage and flood protection, it is very desirable from an industrial and commercial development perspective.

### **2.2.5 Select Committee on Commercial Development**

In 2001, a Select Committee on Commercial Development (SCCD) provided a number of recommendations to Council regarding commercial development opportunities in the District of Squamish. The SCCD supported the commercial zoning of properties along the frontage of the Business Park and the industrial zoning for properties along Queens Way. The SCCD also recommended proceeding with the following initiatives in the Business Park:

- High tech uses should be directed to the north portion of the Park;
- Highway commercial should be permitted between Discovery Way & Highway 99;
- Industrial should front on both sides of Queens Way;
- The preferred location for big box would be between Discovery Way & Highway 99; and
- The Park should be a manufacturing and service center.

### **2.2.6 BC Rail**

The western portion of the Business Park borders on BC Rail's major rail facility in Squamish. Industrial activities that require use of the BC Rail infrastructure would find a location in this part of the Business Park desirable.

## **2.3 DEVELOPMENT CONSTRAINTS FOR THE BUSINESS PARK LANDS**

The Business Park also has a number of constraints that have been taken into account in its planning, briefly described as follows:

### **2.3.1 Restricted Highway Access**

Although the Business Park is located on Highway 99, direct access from the highway for businesses that front on the highway into the Business Park will be restricted. Accordingly, the Sub Area Plan must take this into account when planning the internal road network and circulation system within the Business Park.

### **2.3.2 Floodplain**

The Business Park is situated within the floodplain. To render building sites safe from potential flooding, floodproofing measures will be required that add to the cost of development. This matter will be considered in the identification of land uses and building design guidelines.

### **2.3.3 Infrastructure Upgrading**

While the existing Phase 1 portion of the Business Park is fully serviced with municipal water, sewer, drainage, and power, the undeveloped portion of the Business Park is not. As such, costs will be incurred in order to extend the existing infrastructure, which is another factor that will influence land use planning.

### **2.3.4 Market Conditions**

As outlined previously, the District is most interested in selling land to prospective businesses so that they can develop buildings on their sites to suit their respective business needs. Marketing the District's land will largely depend upon the demand for and price of the land. The Development Opportunity Study prepared by G.P. Rollo and Associates Ltd. in 1999 indicated that the long term prospects for industrial development in the Business Park are very promising, but that in the short term the demand is expected to be modest. The Study however noted that the demand could be strong for such commercial uses as goods and services to automobiles, and home improvement and furnishing.

### **2.3.5 Existing Businesses Within the Park and Land Uses Adjacent to the Park**

The Business Park contains a wide diversity of businesses. Given the specific nature of the businesses, not all the businesses are compatible with each other. Therefore in planning the future phases of the Park, it is important to be aware of the various types of existing businesses in particular those immediately adjacent to the future phases of the Park, to minimize conflicts between businesses.

The lands adjacent to the northern portion of the Business Park are occupied with residential uses. The design of the Business Park should respect the presence of those uses and should strive to minimize the conflict between the residential uses and the Business Park.

### **2.3.6 Environmental Features**

There is a channelized stream within the lands that flows into Britannia Slough, a tidal channel connected to the Mamquam Blind Channel. This watercourse runs east along Pioneer Way, turning south beside Highway 99. A short tributary drainage (also channelized) enters into the main channel from the north end of Discovery Way. Although no fish presence has been noted in these channels, they are considered fish habitat by Fisheries and Oceans Canada through the contribution of water, food and nutrients to downstream fish-bearing waters. Accordingly, protection of the watercourses (and/or appropriate mitigative and compensatory works) should be addressed in the plan for the Business Park.

Historically, the Squamish and Mamquam Rivers flowed through the site. These flows were cut off after dyking of the Mamquam River (circa 1920). A number of disconnected

depressions (remnants of the historical channels) remain within the site, however these do not flow into current watercourses.

The site has been previously cleared of standing timber and has now regenerated young second growth forest cover.

A public walking trail ('Discovery Trail') parallels the channel beside Highway 99. This trail provides an off-road commuter connection between Brackendale and downtown Squamish.

# VISION STATEMENT AND PLANNING PRINCIPLES

## 3.1 VISION STATEMENT

The Business Park Sub Area Plan is intended to facilitate the development of a progressive and prosperous business environment that will be the catalyst for the continuation and creation of a wide variety of thriving businesses. The Business Park will accommodate a mix of commercial and industrial businesses so located within the Park in a compatible manner, with like businesses in proximity to each other.

In order to take advantage of its highly visible location, the frontage of the Business Park along Highway 99 will have a commercial image. Generally commercial operations will be limited to large format retail outlets and auto oriented service commercial activities. The Park is not intended to accommodate small scale retail stores and personal services establishments, as these operations are better suited for the Downtown area and the District's other commercial areas, as so indicated in the OCP. Buildings will be designed, landscaping will be provided, and signage will be installed in a manner that balances the needs of the businesses with the aesthetic values of the built and natural environment.

For that portion of the Business Park that is not visible from Highway 99, industrial businesses will be accommodated, including manufacturing, wholesaling, and high tech offices. Since there is a considerable amount of land designated for light industrial use, and given projected absorption rates, the development of these lands will take place over an extended period of time. Industrial operations of a similar character will be grouped together so that those operations that are of a heavy industrial nature or that require external storage will not be located in the same area where high tech or light industrial operations would be situated.

The primary access to the Business Park will be Industrial Way. Queens Way will function as the primary north-south movement within the Business Park connecting the Park to Pioneer Road to the north and Bowen Avenue to the south.

The Business Park will continue to develop in an incremental and gradual manner over the years in accordance with the demand for commercial and industrial land that will be generated by market forces. The necessary supporting infrastructure (i.e. roads, water, sewer, drainage, and power) will be provided to adequately serve the needs of the businesses.

### 3.2 PLANNING PRINCIPLES

The Sub Area Plan embodies a number of planning and land use principles beyond those contained in the District's overall Official Community Plan. These principles take into consideration, amongst other things, input from Council, District staff, the Business Park's businesses and property owners, the general public and key government agencies.

- Provide for a land use pattern that accommodates a **mix of commercial and industrial land uses**.
- Provide for **distinct character areas** within the Business Park whereby like businesses are situated together to minimize conflicts between non-compatible operations.
- Reserve the **frontage along Highway 99** primarily for large format commercial operations.
- Respect the role of **Downtown Squamish** and the other **commercial areas** within the District when determining the types of commercial uses appropriate for the Business Park.
- Respect the **residential character** of the area north of Aspen Road by providing for buffering and compatible design of light industrial uses along the edges of the Park.
- Ensure that new light industrial and commercial development meet site planning, building, and landscape **design criteria** in order to achieve a positive image for the Park through the use of Development Permits.
- Provide for an efficient **internal transportation system** on the basis that access to the Business Park from Highway 99 will be limited.
- Provide for **pedestrian connectivity** through the Park by linking the businesses within the Park to the residential areas both to the south and north of the Park.
- Provide for a **landscaped image** along the frontage of the Business Park.
- Recognize the presence of any **watercourses** within the Park.
- Provide for a small amount of **public open space** within the Business Park to serve the needs of the people who work there.
- Ensure that new development respects the presence of a **flood hazard**.

The policies that follow provide the framework for achieving the above noted principles.

# POLICY FRAMEWORK

## 4.1 GENERAL FRAMEWORK

The following policy framework has been prepared to reflect the Vision Statement and Planning Principles that were described in the previous section. The policies and descriptive elements are intended for use by the District as a tool to manage growth of the Business Park in accordance with the Vision Statement and Planning Principles. Given this approach, the lines on the Land Use Plan (Figure 2) that differentiate land use categories and identify future roads, are not to be interpreted as rigid, but rather are intended to illustrate intent and principle.

### 4.1.1 Generalized Land Use Pattern

Land shall be developed in accordance with the general land use pattern identified on Schedule 2 – Land Use Plan. The land use designations are quite broad and general in this Plan, because the details will be addressed in the Zoning Bylaw. The following chart indicates the amount of land within each land use category and their respective percentages.

Table 1: Land Use Designations within Business Park

<u>Land Use Type</u>	<u>Acreage</u>	<u>% of Area</u>
Specialized Highway Commercial	32	14
Light Industrial	81	35
Industrial Business	53	23
Heavy Industrial	46	20
Buffer Area	19	8
<b>TOTAL</b>	231	100

### 4.1.2 Generalized Zoning Approach

a) *Phase 1*

The existing range of zoning districts that apply to Phase 1 of the Business Park lands shall remain in place. Council will consider rezoning applications in the future that are consistent with the principles and policies of this Sub Area Plan.

b) *Phase 2*

The existing I-1 (Light Industrial) zone that applies to the undeveloped Phase 2 lands designated Specialized Highway Commercial and Industrial Business shall be replaced with new zones that are more reflective of the principles and policies that are articulated in this Plan. This matter will be further outlined in the Implementation Section of this Plan. See Section 6.2 for further details.

## 4.2 LAND USE

The following land use policies pertain to the land use categories on the Land Use Plan:

### 4.2.1 Commercial Land Use Policies

- a) Direct large format commercial operations such as big box retail outlets to be located along the frontage of the Business Park in the area designated **Specialized Highway Commercial**.
- b) Require in the Zoning Bylaw that new parcels of land created by subdivision within the **Specialized Highway Commercial** designated area shall not be less than 5 acres and shall not have a depth of less than 120 metres, except the northernmost portion of Lot B Section 3 Township 50 NWD Plan BCP21904 located at 39400 Discovery Way where a parcel having an area of not less than 2 acres and a lot depth of not less than 120 metres is permitted.
- c) Require in the Zoning Bylaw that large format commercial operations shall have a floor area of not less than 30,000 square feet. The commercial operations may take the form of a single big box or a “power centre” where there are multiple mini boxes each with a floor area of not less than 10,000 square feet. The intent of this policy is to accommodate commercial operations that require large sites.
- d) Ensure that regional or neighbourhood level shopping centers/malls with multiple tenancies, and personal service establishments are not included as permitted uses in the Business Park. Retail outlets such as food stores, specialty goods, and liquor stores are more appropriately located within the Downtown or other commercial centres in the District and will not be accommodated within the Business Park.
- e) Notwithstanding Policies 4.2.1 (b) and (c), accommodate commercial operations that are less than 30,000 square feet on parcels less than 5 acres, only where such operations have a primary tourist focus that cater to the public traveling through the community, and in no case shall the commercial operation be less than 5000 square feet. Examples of tourist facilities include hotel/motel, tourist information center, and recreational facilities.
- f) Include all land in the **Specialized Highway Commercial** designation area within Development Permit Area 5 with the following guideline to be added that would apply specifically to the undeveloped portion of Phase 2 of the Business Park:
  - i) National firms or franchises that may locate within the commercial frontage area of the Business Park will be encouraged to adapt their particular design specifications and character to that envisioned in these Development Permit Guidelines.

### 4.2.2 Industrial Business Land Use Policies

- a) Accommodate a higher quality form of light industrial development within Phase 2 lands than is permitted in the Phase 1 lands by creating a new zone for light industrial business operations for the Phase 2 lands that would prohibit exterior storage or production.
- b) Accommodate retail uses as a component of a light industrial operation in cases where the retail use occupies no more than 20% of the gross floor area of the overall premises and sells goods produced or stored on the site.

- c) Ensure that personal service type offices, such as doctors, dentists, lawyers, accountants, travel agencies are not permitted in the Business Park, as the Downtown and other commercial centers in the District are deemed to be a more appropriate location for such offices. Offices that are not used by the general public on a day to day basis shall be considered appropriate for the Business Park, such as consulting firms, software and high tech firms, and research and development companies.
- d) Accommodate public institutional uses and indoor recreational uses that require warehouse type space such as for climbing walls within the **Industrial Business** designation area.
- e) Include all land in the undeveloped portion of the Phase 2 **Industrial Business** designation within Development Permit Area 6A. See Section 5 of the Sub Area Plan.

#### **4.2.3 Light Industrial Land Use Policies**

- a) Accommodate light industrial businesses that require outdoor use and storage in areas designated Light Industrial. Within the Phase 2 lands, this designation shall be limited to those lands on the east side of Queens Way south of Pioneer as so designated on the Land Use Plan.
- b) Accommodate retail uses as a component of a light industrial operation in cases where the retail use occupies no more than 20% of the gross floor area of the overall premises and sells goods produced or stored on the site.
- c) Ensure that personal service type offices, such as doctors, dentists, lawyers, accountants, travel agencies are not permitted in the Business Park, as the Downtown and other commercial centers in the District are deemed to be a more appropriate location for such offices. Offices that are not used by the general public on a day to day basis, such as consulting firms, software and high tech firms, and research and development companies, shall be considered appropriate within the **Light Industrial** area subject to rezoning.
- d) Include all land in the **Light Industrial** designation within Development Permit Area 6, except for the unsubdivided and undeveloped lands north of Industrial Way which shall be included within Development Permit Area 6A.

#### **4.2.4 Heavy Industrial Land Use Policies**

- a) Restrict heavy industrial operations to that area designated **Heavy Industrial** on the Land Use Plan.
- b) Include all land in the **Heavy Industrial** designation area within Development Permit Area 6. The following specific guidelines shall be added that would apply specifically to the portion of the Business Park designated for heavy industrial use:
  - i) Generally, for heavy industrial properties with frontage on Queens Way, buildings should be located in the front portion of sites with outdoor activities such as processing, manufacturing, and storage located to the rear of the buildings.

#### **4.2.5 Buffer and Open Space Policies**

- a) Retain the lands in the extreme south portion of the Business Park as a natural buffer area. The buffer area may also be used as a retention pond for treating the water that flows through the ditch on the west side of Highway 99.
- b) Create a buffer between the residential properties on the north side of Aspen Road and the industrial business uses on the south side of Aspen. The buffer will consist of the undeveloped portion of the Aspen Road allowance (20 metres wide) which will be closed to vehicular traffic and then landscaped. In addition, fencing and landscaping which will be provided along a 20 metre strip within the rear portion of the industrial business properties in accordance with the landscape buffer concept included on page 37 of the OCP .
- c) Maintain a 20 metre wide buffer along the eastern property of the Whittaker property (need legal description) as long as that property is used for residential purposes.
- d) The narrow strip of municipal land between Highway 99 and the Business Park frontage will be incorporated within the landscape and drainage components of individual developments.
- e) Reserve 0.25 – 0.5 acres of land within Phase 2 for a small park to serve the needs of the people working within the Business Park.
- f) Encourage developers of individual parcels to provide outdoor spaces within landscaped areas for use by employees and customers where applicable.

## **4.3 TRANSPORTATION AND INFRASTRUCTURE**

### **4.3.1 Transportation Policies**

- a) Retain Industrial Way and Queens Way as the primary east - west and north - south routes through the Business Park, respectively as per the Major Road Network Plan.
- b) Accommodate the northerly extension of Discovery Way through to Pioneer Way and the Pioneer Way / Government Road connection as per the Major Road Network Plan. The alignment of the northerly extension of Discovery Way may have a bend or a slight curve, but not to an extent that would inhibit the developability of the land on either side of the road.
- c) Minimize traffic disruption on Highway 99 by limiting the number of access and intersections for the Business Park.
- d) Undertake a transportation impact assessment to determine the upgrading of the transportation infrastructure that will be necessary to accommodate the development of Phase 2, such an analysis to specifically address the Highway 99 / Industrial Way intersection, the ability to obtain approval from the Ministry of Transportation for a right in / right out on Highway 99 north of the Industrial Way intersection, the timing for the construction of Pioneer Road, and reconfiguration of the Government Road / Queens Way intersection.
- e) Close the unused portion of Aspen Road to vehicular traffic east of the “triangle” and convert the road allowance into a landscaped buffer and a pedestrian trail corridor.
- f) Require that roads be designed and constructed to a standard that not only meets engineering and safety standards of the District, but also takes into account storm

water management principles of sustainability and minimizes the amount of non-permeable surfaces.

- g) Accommodate safe bicycle movements on the main roads within the Business Park by providing for a bike lane where possible as per the Commuter Bicycle Network Plan.
- h) Accommodate safe pedestrian movements on the main roads within the Business Park by providing a sidewalk on at least one side of each road.
- i) Provide for a north-south trail link through the Business Park that may be combined with the existing watercourse corridor.
- j) Ensure that the main roads within the Park are designed to accommodate the easy movement and operation of transit vehicles.

#### **4.3.2 Infrastructure Policies**

- a) Ensure that the Business Park is adequately serviced with water, sewer, drainage, and fire protection infrastructure.
- b) Extend water supply and sewage collection mains along Discovery Way.
- c) Ensure that the lands designated Light Industrial in Phase 2 have the capability with being serviced with fibre optic technologies.

#### **4.4 ENVIRONMENTAL MANAGEMENT**

- a) Where possible, protect the existing drainage ditches by incorporating their riparian areas within the landscaped portion of a site. Where it is neither practical nor feasible to retain the riparian areas as typically recommended by the Ministry of Water, Land and Air Protection and/or Fisheries and Oceans Canada, the District will pursue a mitigation and compensation approach which may involve the creation of a bio-filtration pond within the Buffer Area (south of Phase I of the Business Park). This approach is intended to ensure that the water quality **downstream** in Britannia Slough and the Mamquam Blind Channel is maintained and improved.
- b) Prepare a Stormwater Management Plan that would address sediment, erosion, and runoff control, in order to minimize deleterious downstream effects. The Plan should be prepared prior to site preparation and construction.
- c) Where possible and where there are tree species worth preserving, retain the existing tree cover on that portion of a site that is not needed for buildings, parking, and vehicle maneuvering areas. Where tree retention is not appropriate, replanting will be required.

# DEVELOPMENT PERMIT AREAS

The Development Permit Areas for the Business Park are identified on Figure 3.

## 5.1 DEVELOPMENT PERMIT AREA 6A

### 5.1.1 Designation

Development Permit Area 6A is established to regulate the form and character of development within the undeveloped portion of Phase 2 of the Business Park pursuant to Section 919 of the *Local Government Act*.

### 5.1.2 Justification

For the Business Park to become a high quality business center, sites and buildings must be suitably designed and landscaped. Elements such as the character of the buildings, the design of the landscaped areas, the positioning of the parking and loading areas, and the provision of pedestrian access are all issues that are addressed in the Development Permit Guidelines.

### 5.1.3 Guidelines

In addition to the Guidelines contained in Development Permit Area 6, the following guidelines shall apply to Development Permit Area 6A:

- No outdoor storage or production will be permitted in this portion of the Business Park.
- The siting, massing, shape, rhythm, roofline, and exterior finish of buildings should be sufficiently varied to avoid a monotonous visual appearance. Building materials indigenous to Squamish such as granite and wood will be encouraged. Building materials that do not convey a sense of quality or permanence or which will not withstand extensive rain and wind should be avoided. Building materials to be avoided include concrete construction block as opposed to architecturally faced block and stucco finishes.
- Where possible, buildings should be located in the front portion of a site to enhance the streetscape.
- Fronting and flanking elevations should feature canopies / awnings over doorways, and continuously along the building frontage wherever possible.
- On-site parking areas for truck fleets, employees, and customers/visitors, which are visible from a public road or adjacent residential development, should be landscaped so to provide screening.
- Any property line abutting a public road should feature landscaped front yards consisting of trees, shrubs, ornamental plants, or ground cover. Street trees will be required to be planted on the municipal road allowance.
- The retention of mature vegetation on site is encouraged for all new development. Where retention is not appropriate, replanting of trees and other vegetation will be required.
- Site lighting should be of a design and so located so as to prevent light-spill onto adjacent properties, particularly residential properties.
- All pedestrian walkways used by employees or the public should be hard surfaced.

- Sidewalks should be provided that link parking areas and office and retail space. Where pedestrian walkways intersect with vehicular movements, the walkways should be demarcated with painted lines, raised surface, signage or some other device.
- Developments should provide for on-site pedestrian areas with sufficient lighting to permit easy surveillance and safe use at night.
- In cases where the adjacent land is used for residential purposes, buffering will be required to be provided on the industrial property in the form of the erection of fencing and/or the planting of trees and vegetation.

## **IMPLEMENTATION MEASURES**

As a means of implementing this Plan, Council will consider undertaking the following measures:

### **6.1 Official Community Plan**

This Sub Area Plan will be incorporated within the District's overall Official Community Plan (OCP). Amendments to the text and the map schedules of the OCP will be required in order to ensure consistency between the OCP and this Sub Area Plan. Amendments will be undertaken prior to engaging in any process to dispose of the lands.

### **6.2 Zoning Bylaw**

The Zoning will need to be amended in accordance with Section 4.1.2 and the policies of this Plan. A new commercial zone will be required for the highway frontage and a new industrial zone will be required for the light industrial area in the Phase 2 lands. Amendments will be undertaken prior to engaging in any process to dispose of the lands.

### **6.3 Proposed Subdivision Layout**

The subdivision layout prepared by R.F. Binnie and Associates will be reviewed to determine whether any changes to the layout need to be made in order that it conforms to the principles and policies outlined in this Sub Area Plan.

### **6.4 Land Disposal Strategy**

A preparation of a strategy is required to outline the optimal approach for the marketing of the District's lands. The strategy should address such issues as subdivision, servicing, phasing, and costs.

### **6.5 Sub Area Plan Review**

This Sub Area Plan will be reviewed and updated as necessary, every 5 to 10 years, or earlier if the need arises.