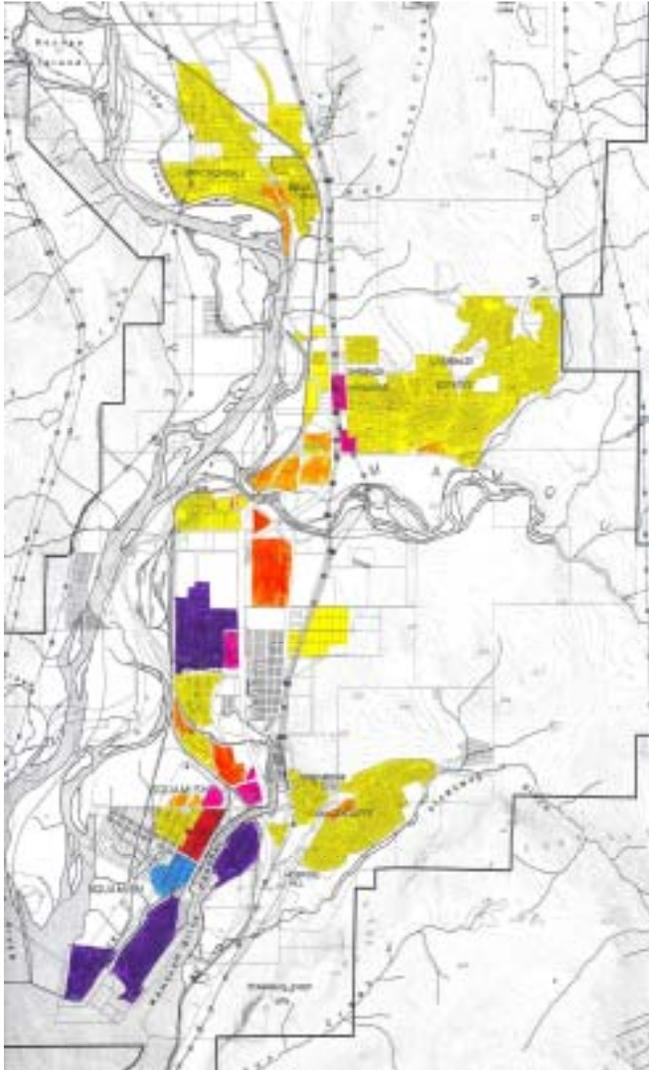


B.1 HISTORIC AND EMERGING ARCHITECTURAL TYPES

Sreelatha Nair, Carl Meese



As the map to the left shows, we find that Squamish is dominated by one particular building type: the single family detached dwelling. In addition the major commercial building type is auto-oriented and located along the highway away from the residential developments. These emerging building types are in contrast with the older and more pedestrian-friendly houses and commercial buildings of the downtown area. It seems that development downtown has been abandoned in favour of suburban developments far away from Squamish's city center.

We see a shift in building types away from the more regional and pedestrian-friendly houses and commercial buildings of the downtown area towards primarily auto-oriented developments of the suburbs.

-  Single Family Detached Dwelling
-  Townhouse, Apartment Building, Other
-  Downtown Commercial
-  Auto-Oriented Commercial
-  Mixed Use
-  School
-  Industrial

Housing

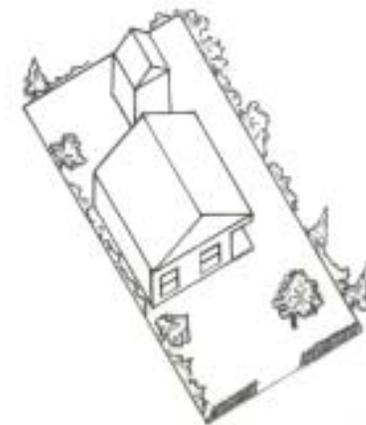
Single Family Detached Dwelling Suburban

- Estimated percentage of existing building type: 45%
- FAR: 0.21
- Year built: ranges from 1900's to today
- Large houses on large lots
- Styles of houses vary by neighbourhood
- Houses are set back with side garage facing the street
- Perimeter shrubs in linear, uniform arrangements
- Manicured lawns leading directly to street with no sidewalk
- Car oriented development (little pedestrian activity)
- Examples: Garibaldi Highlands, Brackendale, Valleycliffe, Dentville



Single Family Detached Dwelling Downtown

- Estimated percentage of existing building type: 5%
- FAR: 0.20
- Year built: 1900's to 1940's (some new)
- Small houses on small lots
- Architecture is characteristic of the region
- Houses face street (closer to street than suburban developments)
- Separate garage oriented towards back alley
- Perimeter fence with older trees and bushes
- Sidewalk in front of lot (pedestrian friendly)
- Examples: Houses along



Housing

Townhouse

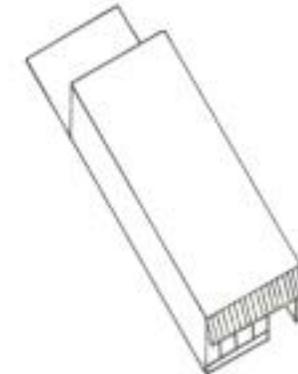
- Estimated percentage of existing building types: 15%
- FAR: 0.80
- Year built: 1990's
- Attached houses filling most of the lot
- Garage faces street with main entrance recessed behind
- No individual landscape, one shared shrub between two units
- Awkward sidewalk lead to pedestrian activity in the street
- Example: Highland Glen Estates



Commercial

Downtown Commercial

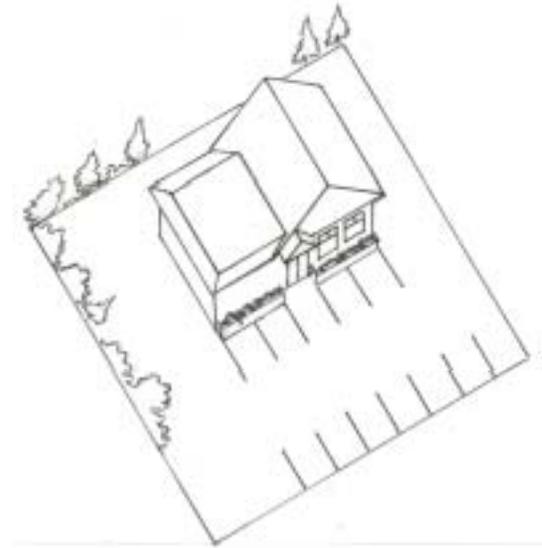
- Estimated percentage of existing building types: 4%
- FAR: 0.75
- Year built: 1900's – 1970's
- Smaller scale buildings
- Regional building styles (creates character)
- Attached buildings create continuous building mass on street
- Street parking available in front of businesses
- Landscape exists on the street (trees and shrubs in boxes)
- Pedestrian friendly
- Examples: The Country Store, Barber Shop, Restaurants



Commercial

Auto-oriented Commercial

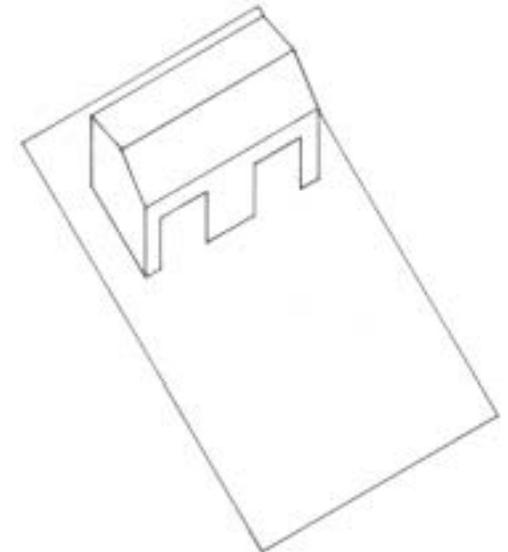
- Estimated percentage of existing building types: 7%
- FAR: 0.24
- Year built: 1990's – today
- Building oriented away from street (looks onto parking lot)
- Surrounded by parking lot and pavement
- Perimeter shrubs block pedestrian access from outer streets
- Sparse use of vegetation near building entrance
- Inadaptable and unoriginal building design
- Auto-oriented, pedestrian unfriendly
- Examples: A&W, McDonald's, 7-eleven, White Spot



Industrial

Light Industrial

- Estimated percentage of existing building types: 8%
- FAR: 0.18
- Year built: Varies by type
- Building oriented far from street
- Surrounded by pavement
- No landscaping
- Utilitarian buildings
- Auto-oriented, pedestrian unfriendly
- Examples: Lumber Yard, Machine Shop



B. 2 FIGURE GROUND DIAGRAMS OF TYPICAL COMMERCIAL AND RESIDENTIAL TYPES IN SQUAMISH

Anne Trumble, Lisa Moffatt

Mass void diagrams are used to demonstrate the relation between public and private spaces. In addition to this, they also allow us to show what the experience might be on the ground when looking at the amount of public and private space, connections between them and how they are allocated.

The following five diagrams are examples of typical commercial and residential developments in Squamish.

Typical Commercial - Site One HIGHWAY STRIP MALL RETAIL

Highway strip mall retail provides easy automobile access and convenient parking for most area residents and visitors. However, the location is difficult for pedestrians and transit users, as there are large setbacks from the street that disconnect shop entrances from the sidewalk. Although the storefronts offer a sidewalk, the buildings provide poor street enclosure and the site uses large tracts of land that become vacant after shop hours. This retail type is less intimate due to its automobile-centred focus.

Typical Commercial – Site Two STREET FRONTAGE RETAIL

Centrally located small storefront retail area is beneficial for accessibility with convenient curb-side parking and good pedestrian access from the sidewalk. The raised mid-block crossing protects pedestrians and sidewalks abut an active building edge with many entrances that offer visual transparency. The intimate scale that this retail type offers allows for plantings along the sidewalk and banners on light standards which aid with place-making however, there is a lack of street trees and the heights of light standards favours automobile traffic. The area does have an ineffective street tree program and offers little in the way of seating for pedestrians.



Cleveland Ave. and Bailey

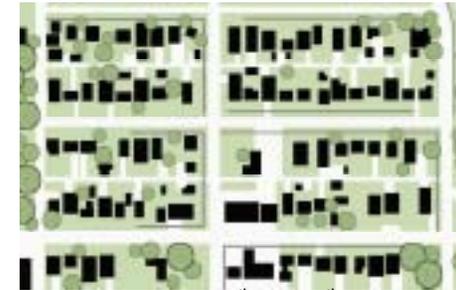


Cleveland Ave. to Victoria

B ARCHITECTURAL

Typical Residential – Site One CENTRAL AREA RESIDENTIAL

The central residential area is located within easy walking distance of most commercial amenities and includes some mixed use (commercial and residential) buildings. There is access to private space directly from the unit due to large setbacks both in front and back. The large lot sizes do however decrease the density of the area and offer little in the way of pedestrian amenities including sidewalks. Drainage swales collect water, which could prove problematic especially with younger children in the neighbourhood. Large setbacks provide poor enclosure although view corridors are maintained due to low building heights (no more than three storeys).



Victoria between 4th and 6th

Typical Residential – Site Two SUBURBAN RESIDENTIAL

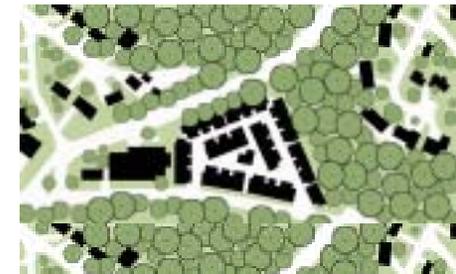
The suburban residential site provides space for parking a number of vehicles as well as storage of outdoor recreation equipment. The different housing typology is designed to meet the needs of people's desired lifestyles and there is access to private space directly from the housing unit. The area is low density and offers excellent view corridors to the natural scenery. The neighbourhood however, does not feel like a walkable neighbourhood as it lacks basic pedestrian amenities such as enclosure, sidewalks and, lighting. As well, access to commercial and other amenities is limited without an automobile.



Garibaldi Highlands

Typical Residential – Site Three INFILL HOUSING

The infill housing development is also located in the suburban area but creates a higher density in the suburbs by making units and lots sizes smaller. This residential type also maintains access to private outdoor space directly from the unit but offers little in the way of pedestrian amenities. Though setbacks are small, the street is framed by impersonal double car garages. The lack of sidewalks also detracts from the pedestrian environment. This development is also located far from commercial and other amenities although it maintains view corridors to the mountains.



Mamquam Infill

B.3 Sociology of Inhabited Architectural Space

Gina Mitteco, Joaquin Karakas

Overview

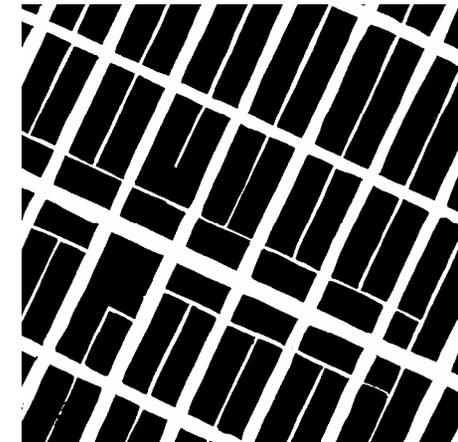
There are several different block and neighbourhood patterns within Squamish, each one having different implications for social flexibility, and adaptability of use. Below, a sample representing each of the predominant typologies is diagrammed and analyzed to show how building arrangements, block and street patterns, and neighbourhood configurations influence transportation choice, activity patterns, and opportunities for both social interaction and incremental change.

Traditional Town Center – Mixed Use Commercial and Residential

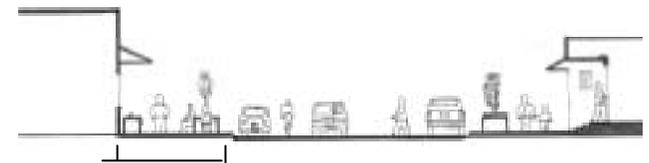
Cleveland Avenue and surrounding neighbourhood

Characteristics and Implications:

- A traditional grid street network with small block sizes and frequent intersections maximizes route choice for pedestrians and automobiles.
- An integration of various land uses within close proximity to each other encourages pedestrian activity and social interaction.
- Sidewalks and marked crosswalks increase pedestrian safety.
- Small lot sizes, rear garages and auto access through back alleys increase opportunities for neighbourly interaction.
- A grid road network requires more length of roads increasing construction costs.
- High connectivity results in increased volumes of through traffic, and less privacy than conventional suburban block patterns.
- Parcels and buildings can be easily adapted to accommodate a wide variety of uses and building types.
- High connectivity and walkability, creates a culture of use oriented towards public streets, spaces and community interaction



13m setback

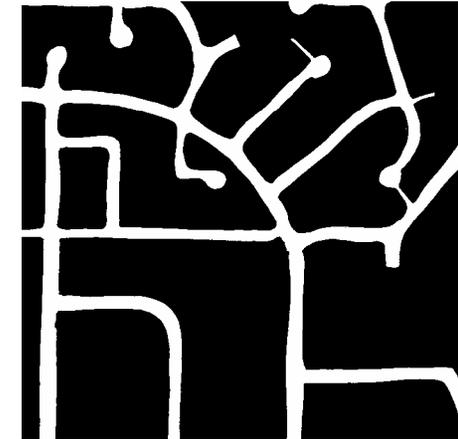


5m setback

Suburban Residential – Single Family Detached and Townhome Neighbourhoods

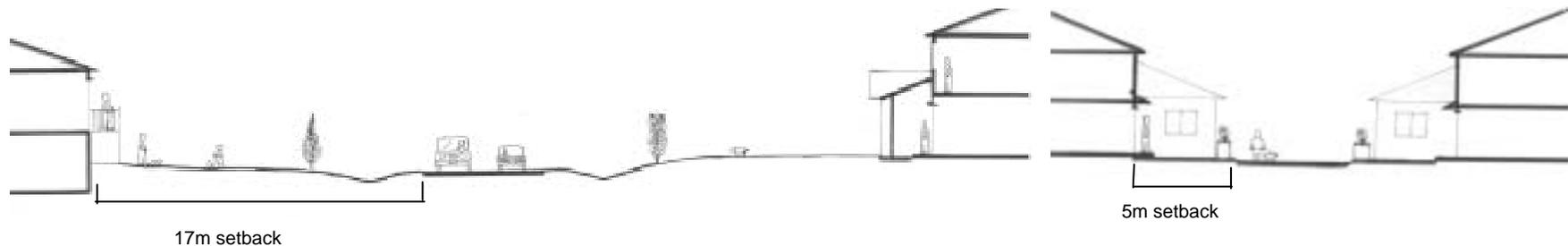
Garabaldi Highlands – Single family detached neighbourhood

- Block patterns configured into long “T”, or “L” shapes and parallel rectangles that limit connectivity.
- Curved roads with loops and cul-de-sacs have no directional orientation making way-finding difficult.
- Large setbacks and right of ways that create a low-density environment with considerable distances between facing buildings and neighbours.
- Poor connectivity and the absence of sidewalks for pedestrians discourages pedestrian activity limiting opportunities for social interaction.
- Fewer intersections, access points, and route choices, when compared to the traditional grid pattern.
- Segregation of land uses encourages automobile trips and transportation costs.
- Increased privacy and the perception of safety through the reduction of through traffic on residential streets.
- Adaptability of use and/or building type is limited due to poor connectivity, traffic volume, zoning restrictions and the likely desire of residents to exclude non-residential uses from their neighbourhood



Highland Glen Estates – Townhouse neighbourhood

- Development parcels are private and organized in self contained units with few access points and poor connectivity to the larger neighbourhood.
- Attached, enclosed garages direct access to the interior space of the residences reducing opportunities for social interaction.
- Homogeneity of building typology and lack of green space creates an uninteresting pedestrian environment.
- Enclosed garages extrude out to side walks, with entrances set back and
- Poor connectivity of street patterns and private internal roads limit accessibility but also eliminating through-traffic and reduce traffic volume.

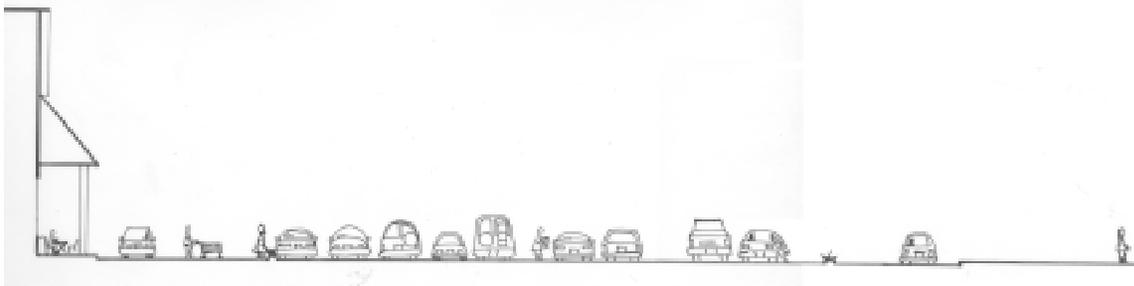


Large-Scale Commercial Strip

IGA grocery store

Characteristics and Implications:

- Large building setbacks with vast areas of surface parking caters to the automobile.
- Large-scale retail offers convenience and increased choice for residents.
- Opportunities for social interaction occur both in the interior private spaces of the buildings and to a lesser extent in the spread out parking lots that surround it. The location of these building types on large parcels surrounded by surface parking creates the possibility for mixed infill and intensification if needed in the future.



Conclusions

The various building types, block configurations, and neighbourhood patterns found in Squamish have strong implications for the quality of the social environment, influencing a culture of use that can work to either strengthen a sense of place or erode it. With the exception of the traditional downtown core centered on Cleveland Ave., the typologies that make up the inhabited architectural space of Squamish have been designed and built at a scale oriented towards the private world of the automobile and away from the public spaces of streets and neighbourhoods. The challenge of devising a vision plan for Squamish will be to propose accessible and walkable neighbourhood patterns that take into account market realities as well as residents desires for privacy and safety.

B.4 Major Shared Visual and Experiential Landscape Resources

David Hohenschau, Helen Ma

Visual Imagery: Places and views that construct the image and experience of Squamish

Icons: the “postcard” images that symbolize Squamish



The Stawamus Chief



Mount Garibaldi



Howe Sound

The Chief, Mt Garibaldi, and Howe Sound are the iconic images of Squamish which at once define the town and its extents. These landmarks can be seen from anywhere in Squamish, providing a dominate background to the built environment in the area. These icons also indicate the cardinal directions and Squamish’s unique position on the globe. Their physical and visual presence is integral to the identity of the place and the views of them should be respected and protected.

Organizing Elements: elements that dictate the location of disparate elements in the area.



Squamish River



The railway



Sea to Sky Highway

For the *built-out* landscapes in Squamish, the highway corridor is the dominant organizing element, dictating the layout of the several neighbourhoods as well as connecting them together. The railway is another pervasive organizer but it is more obstructed and less evident than the highway. The rivers and topography are the natural organizing elements, though their visual and physical significance are limited to a ‘backyard’ experience. Since the natural landscape is an essential component of Squamish’s identity, opportunities should be explored to bring the waterways to the forefront of the public experience.

Commercial Imagery: globalized images associated with national or international corporations.



McDonald's on Sea to Sky Highway



Canadian Tire on Sea to Sky Highway



Proposed Wal-Mart on Sea to Sky Highway

McDonald's, Tim Horton's, and Canadian Tire will soon be joined by Wal-Mart as the common reference points for way finding for both residents and tourists. Their dominant presence implies an encroachment of corporate over local identity, making Squamish less unique or memorable. These images should be carefully integrated into the fabric of a unique Squamish identity.

Visual Character: Places and views that create the character and local experience of Squamish

Natural Environment



Trail in the Squamish Estuary



Cattermole River



Mountain biking trail on Mt. Garibaldi

Together with the iconic landmarks, the natural environment, such as the Estuary, the waterfront and the forest on the local scale reinforce Squamish's rugged outdoor image. In addition to the views, the experiences it provides help strengthen Squamish's official role as the "Outdoor Recreation Capital of Canada." While the various trail systems provide access to some of the natural resource, the views and access to the waterfront are extremely limited. The extensive waterfront is a resource that could be drawn on to enhance Squamish's identity.

Built Environment



local general store in Brackendale



Live/Work Buildings in Downtown



Downtown, Cleveland Street

The built environment has a generic "small-town appearance", such as the local general store in Brackendale and the plain, one to two storey buildings on Cleveland Street. They do not support a distinct image of the area. Some of the more recent architecture, such as the Live/Work lofts, indicates that a vernacular style is emerging. This mix of industrial and local workshop elements is a unique expression of local identity and should be imitated.

Industrial Environment



Old train station in Brackendale



Trucks in the Business Park District



Industrial land along the waterfront

Current and historic imagery related to the local industries, such as logging trucks and cranes, is a reminder of the area's economic background. Although often seen as unattractive, these images are inseparable from Squamish's identity. Opportunities exist, such as an old train station, where these images could be celebrated.