

sea-TO-SKY

HIGHWAY IMPROVEMENT PROJECT • WWW.SEATOSKYIMPROVEMENTS.CA

Squamish

Preliminary Design Consultation • Discussion Guide/Feedback Form • April/May 2006

SEA-TO-SKY HIGHWAY IMPROVEMENT PROJECT BACKGROUND

The Sea-to-Sky Highway links communities from West Vancouver to Whistler. With its spectacular mountain landscape, the highway presents complex engineering and construction challenges.

British Columbia's Ministry of Transportation is undertaking improvements to the highway between West Vancouver and Whistler to improve its safety and reliability. By 2009, extensive improvements will make travel along the corridor safer for residents, commuters and tourists.

The highway improvements, to be completed before the Olympics, will serve population growth and economic development in the corridor as demand increases for resident and visitor travel and goods movement. Improvements will include highway widening and straightening, improved sightlines, passing lanes and other design innovations to reduce hazards, shorten travel times and increase capacity of the Sea-to-Sky Highway.

The Sea-to-Sky Highway Improvement Project will result in the following:

- **West Vancouver to Lions Bay** 4-lane sections with continuous median barrier including straightening, widening and improved sightlines (eliminating several sharp curves).
- **North of Lions Bay to Murrin Park** 2, 3 and 4 lane sections; about half of this section includes improved 2 lanes, and the remaining sections

include additional passing opportunities with 3 and 4 lanes. Those sections that are 4 lanes will include a median barrier to prevent crossover accidents. Sections adjacent to Murrin Park and within the community of Britannia will include improved 2-lane sections, which is consistent with community input from pre-design consultations. In Furry Creek, there will be 3 lanes moving to 4 lanes with a median barrier.

- **North of Murrin Park through Squamish** 4-lane divided highway. This section will include median barriers throughout, including the addition of urban design features to the median within Squamish.
- **Squamish to Whistler** 3 lanes throughout this section, including improved two-lane sections and alternating passing opportunities provided by alternating the third lane.

The primary goals for the Sea-to-Sky Highway Improvement Project include:

- Safety improvements
- Reliability improvements
- Capacity improvements
- Project completion by late 2009
- Management of traffic flows during construction in order to minimize disruption and maximize predictability
- Completion of the project on time and on budget

S2S TRANSPORTATION GROUP

The S2S Transportation Group (S2S) was the firm selected in March 2005 to design, build, operate and maintain the Sea-to-Sky Highway. S2S is accountable for delivering a safe and reliable highway through a 25-year performance based contract. The Ministry of Transportation will oversee the project, ensuring that all specifications are appropriately met – such as highway width, number of lanes, safety requirements, sightline requirements, signage, traffic management and commitments to communities.

TRAFFIC MANAGEMENT

A key goal of the Sea-to-Sky Highway Improvement Project is to manage traffic flows during construction in order to minimize disruption and maximize predictability for travelers. Highway closures will be implemented at set times, and publicized well in advance.

To plan ahead for a safe trip, the following travel planning tools are available on the project website www.seatoskyimprovements.ca:

- **Weekly Schedule** Weekly update on confirmed highway closures and delays.
- **Travel Planner** A list of the available closure and delay windows.
- **Closure & Delay Windows** The maximum closure and delay windows to 2009.
- **Road Alerts Service** Frequent Sea-to-Sky travellers can receive text message alerts about major or unscheduled events that affect highway travel.

COMMUNITY CONSULTATION ON HIGHWAY IMPROVEMENT DESIGN

Corridor-wide Consultation

The Ministry of Transportation (MoT) has consulted about the scope of highway improvements over the last three years with communities, businesses and residents along the corridor.

As the Sea-to-Sky Highway Improvement project proceeds through various design stages and ultimately into construction, communities and key stakeholders will be consulted. The design stages include:

1. Project Definition Consultation
2. Pre-Design Consultation
- 3. Preliminary Design Consultation (CURRENT STAGE)**
4. Detailed Design Consultation

Once consultation on preliminary design is complete, construction of the highway improvements will start. Community consultation on detailed design will be conducted prior to completion of the improvements.

Detailed design consultation generally involves the discussion of fewer, but very specific treatments related to the final design, including such things as specific traffic calming and noise reduction features, shape and colour of light fixtures, and detailed landscaping and other aesthetic treatments. The detailed design stage involves relatively more financial and technical analysis than community consultation to ensure designs are financially and technically feasible.

SUMMARY OF COMMUNITY INPUT FROM SQUAMISH PRE-DESIGN CONSULTATION

A pre-design consultation program was conducted with the Squamish community between September and October 2004. Community input was considered when developing preliminary design options, which are presented in this discussion guide.

SUMMARY OF IMPROVEMENTS

Highway improvements from Murrin Provincial Park through Squamish will:

- Improve sightlines
- Provide smoother transitions into curves
- Generally improve the consistency and standards of driving
- Provide improved acceleration and deceleration lanes for entrances to and exits from the highway

Additional highway safety features include:

- Highly reflective pavement markings
- Roadside rumble strips
- Roadside delineators to assist in keeping drivers alert and driving safely

PRELIMINARY DESIGN CONSULTATION WITH SQUAMISH

The Preliminary Design Consultation with the community of Squamish includes gathering community feedback and input regarding the Stawamus Chief Pedestrian Bridge, the Centennial Way Intersection, the proposed trail, community and business gateways, and landscaping. A key outcome of this consultation is practical feedback on preliminary designs for consideration by the Ministry of Transportation and the S2S Transportation Group as they develop detailed designs.

Community feedback can be provided by attending one of the open houses listed below or by accessing consultation materials, including an on-line feedback form at: www.seatoskyimprovements.ca

OPEN HOUSE SCHEDULE

Date	Time	Location
Wednesday May 3, 2006	6 pm – 9 pm	Sea-to-Sky Hotel 40330 Tantalus Way Squamish, B.C.
Saturday May 6, 2006	10 am – 1 pm	Squamish Adventure Centre 38551 Loggers Lane Squamish, B.C.

IMPROVEMENTS THROUGH MURRIN PROVINCIAL PARK

Murrin Provincial Park is located approximately 3 kilometres north of Britannia Beach and consists of a section of highway adjacent to Browning Lake. The highway design in this section will be in two stages: pre-Olympics and post-Olympics.

Pre-Olympics temporary works will be limited to:

- Widening highway to include three lanes with 1.1 metre wide paved shoulders
- Installing concrete roadside barrier up against rock face
- Installing lock-block retaining walls to widen highway to edge of trail

Following the Olympics this area will be returned to two lanes and the trail will be reinstated. Additional work will include:

- Channelized "T" intersection at parking lot entrance
- Improved acceleration and deceleration lanes at parking entrance



IMPROVEMENTS THROUGH SHANNON FALLS PROVINCIAL PARK

IMPROVEMENTS THROUGH THE SHANNON FALLS PROVINCIAL PARK SECTION WILL INCLUDE:

- Widening the existing highway to a four-lane divided highway with separate left-hand turn lane.
- Widening existing 4-way signalized intersection to accommodate four lanes of traffic.
- Centre median barrier as a safety feature through the four-lane section.
- A new northbound bridge at Shannon Creek adjacent to the existing Shannon Creek bridge.



IMPROVEMENTS THROUGH STAWAMUS CHIEF PROVINCIAL PARK

IMPROVEMENTS THROUGH THE STAWAMUS CHIEF PROVINCIAL PARK SECTION WILL INCLUDE:

- Widening the highway to accommodate four lanes with centre median barrier
- A new entrance to the park with a protected "T" intersection. This will provide improved sightlines and allow left and right turns into and out of the parking area, providing safer access to the park
- Improved off-highway car and bus parking area
- Provision of new parking area within the park
- Improved southbound parking area with connecting trail to a highway pedestrian bridge for safe access to the park



PRELIMINARY DESIGN CONSULTATION TOPICS – IMPROVEMENTS THROUGH URBAN SQUAMISH SECTION

IMPROVEMENTS THROUGH URBAN SQUAMISH SECTION

The highway design in Squamish provides improved safety, reliability and capacity by:

- Providing a four-lane divided highway from Stawamus Bridge to Depot Road, including the upgrade of three bridges.
- Providing improved intersections that include islands, signals, streetlights and landscape features to improve safety on the highway.

Additional community features will include:

- Business gateways located near major business areas.

Environmental Enhancements

The Sea-to-Sky Highway Improvement Project has, in consultation with the District of Squamish and local stakeholders, proposed environmental enhancements for the urban Squamish section of the highway improvements which will focus on the enhancement and maintenance of fish and wildlife habitat. The Project will continue to work with community groups to develop these initiatives for consideration by the community during the Detailed Design Consultation.

Recreational Enhancements

The Project has consulted with local regulatory and recreational user groups to ensure that recreational interests are considered in all design, mitigation, and reclamation plans for this area. These plans will be developed in consultation with the District of Squamish, prior to review by the Provincial agencies.

Recreational enhancements in the Sea-to-Sky Environmental Enhancement Plan, to be done in consultation with local stakeholders include:

- developing a process to include recreation user groups in design and enhancement opportunities;
- developing a comprehensive trail connection system and establishing enhancement plans to connect existing trails and create new trails;
- developing an education and nature interpretation program on the trail system;
- ensuring the trail system is designed using environmental trail construction “best management” practices to encourage low-impact development; and
- a trail system designed to protect sensitive ecosystems.

DESCRIPTION OF CROSS-SECTIONS

1 4-Lane Divided with Centre Median Barrier

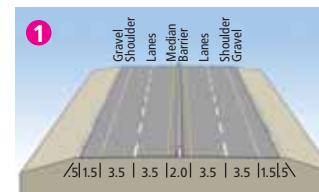
Centre Median Barrier is an important safety feature and provides for a 810 mm high concrete barrier that limits cross over accidents.

2 4-Lane Divided with Raised Median Barrier

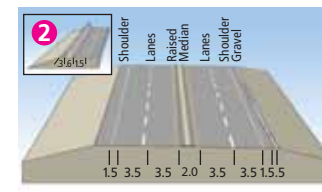
This type of median directs traffic movement and reduces cross-over accidents. At wider sections, they provide streetscaping opportunities and create a more urban feel.

3 4-Lane Divided with Raised Median and Curb & Gutter

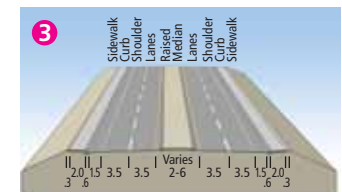
Curb and gutter treatments create a more urban feel to roadways, allow for the placement of sidewalks, and assist with traffic calming.



4 Lane Divided – Median Barrier



4 Lane Divided – Raised Median



4 Lane Divided – Curb & Gutter on Both Sides

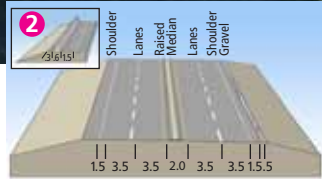
IMPROVEMENTS THROUGH URBAN SQUAMISH SECTION

Improvements in this section include:

- 4-lane divided highway
- Centre median barrier
- Improved Stawamus River Bridge
- Squamish Community Gateway Feature



4 Lane Divided – Median Barrier



4 Lane Divided – Raised Median

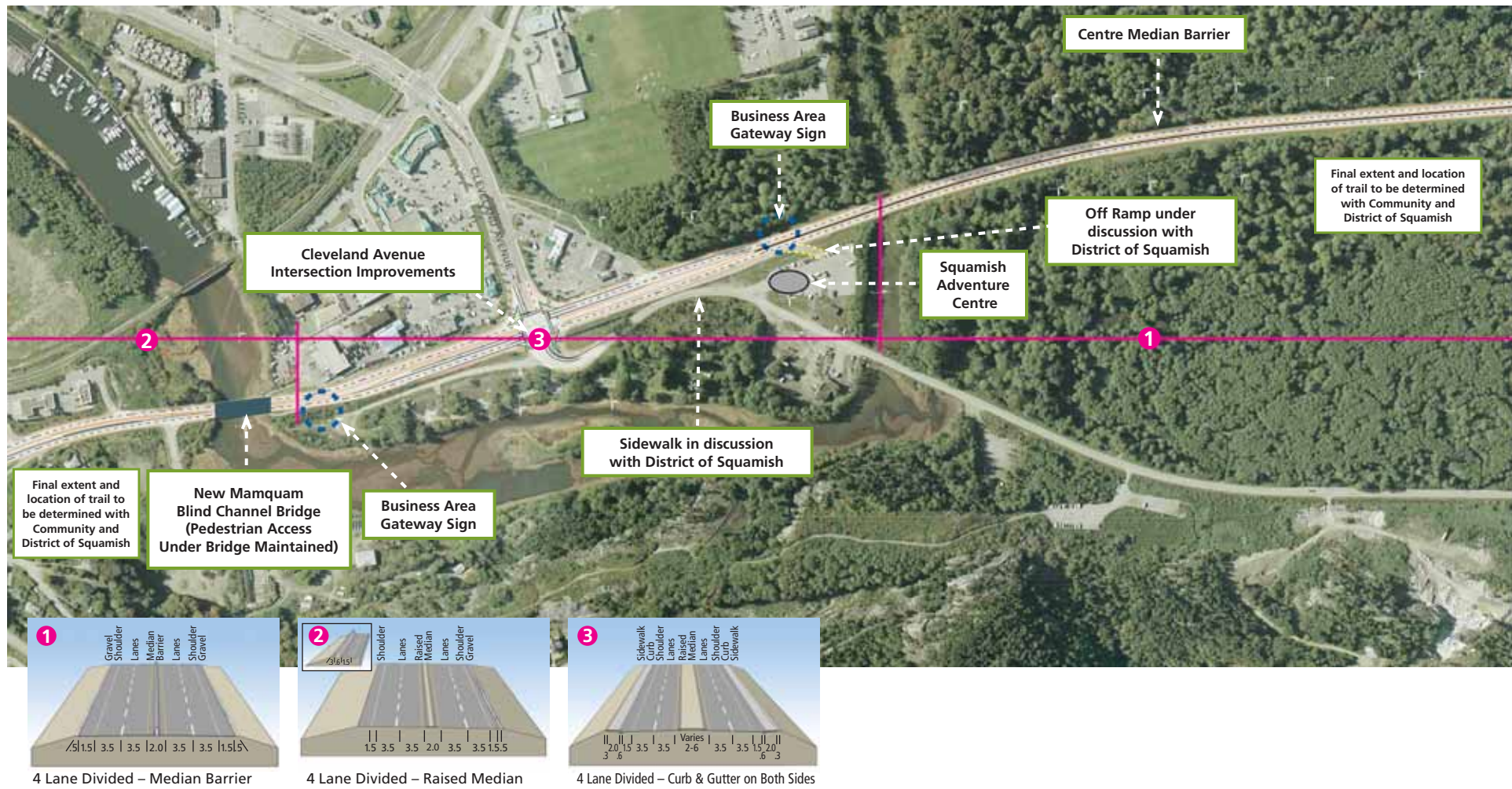


4 Lane Divided – Curb & Gutter on Both Sides

IMPROVEMENTS THROUGH URBAN SQUAMISH SECTION

Improvements in this section include:

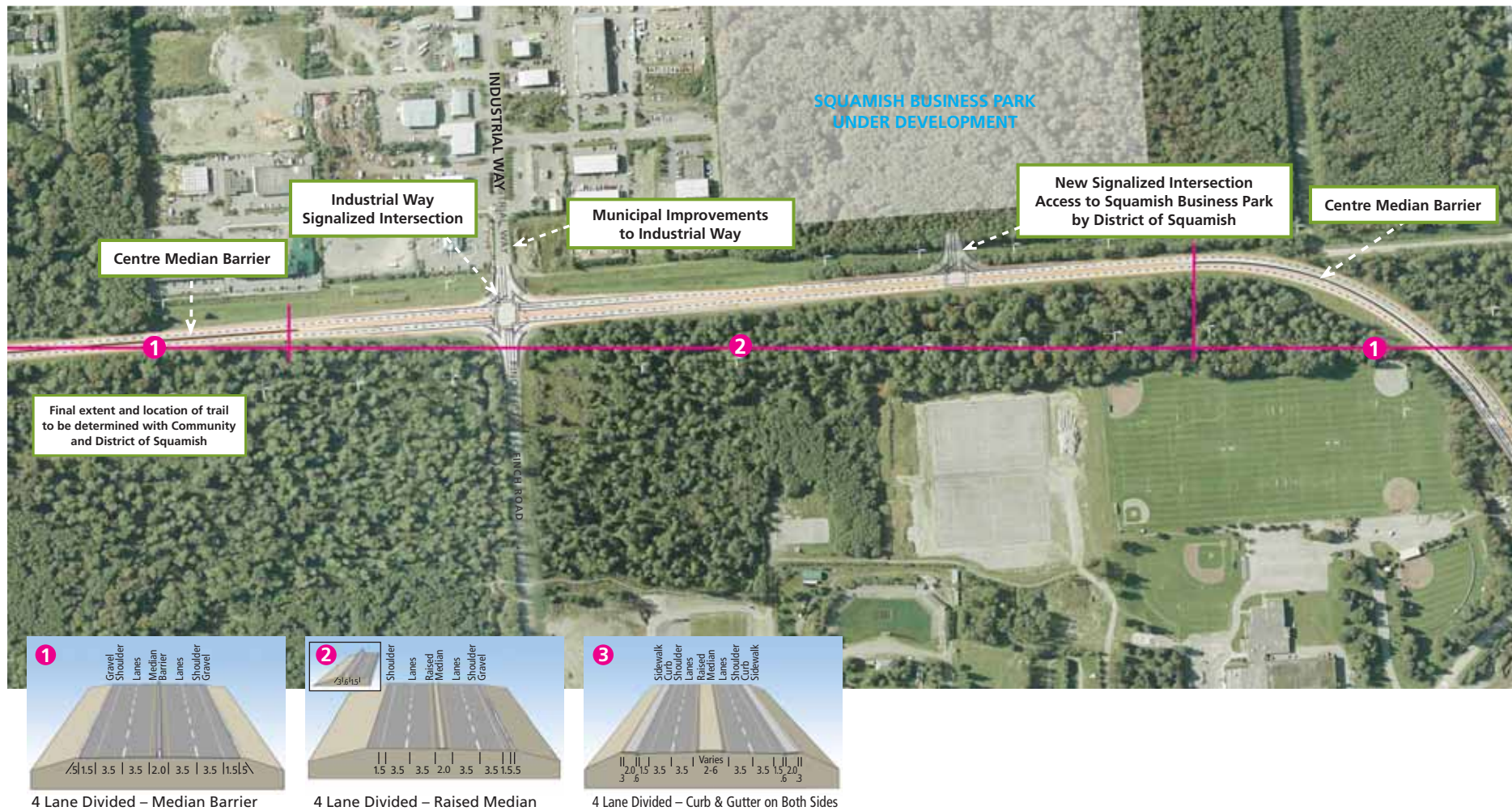
- 4-lane divided highway
- Centre median barrier and raised median sections
- Curb and gutter on either side of highway in some sections
- New Mamquam Blind Channel Bridge
- Business Area Gateway signage
- New 2-lane left turn into Cleveland Avenue



IMPROVEMENTS THROUGH URBAN SQUAMISH SECTIONS

Improvements in this section include:

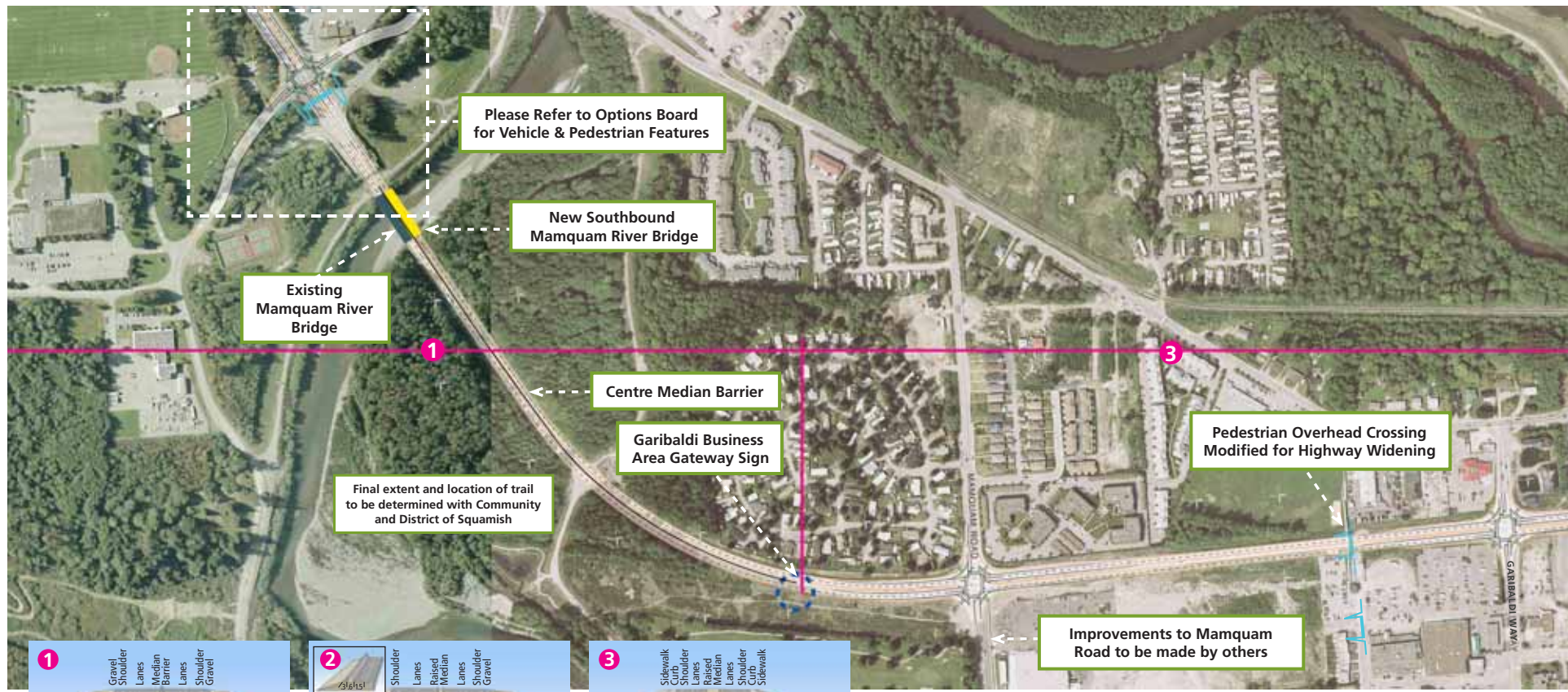
- 4-lane divided highway
- Centre median barrier and raised median sections
- Signalized intersection at Industrial Way



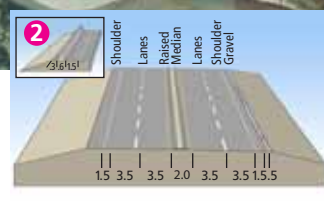
IMPROVEMENTS THROUGH URBAN SQUAMISH SECTION

Improvements in this section include:

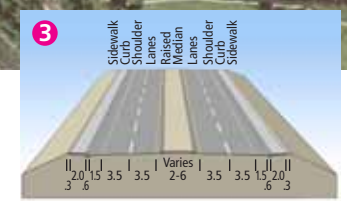
- 4-lane divided highway
- Centre median barrier and raised median sections
- Curb and gutter on either side of highway in some sections
- New southbound Mamquam River Bridge
- Improved Centennial Way intersection (see page 14 for options)
- Business Area Gateway signage



4 Lane Divided – Median Barrier



4 Lane Divided – Raised Median



4 Lane Divided – Curb & Gutter on Both Sides

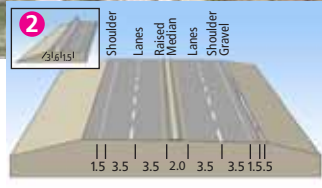
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Improvements in this section include:

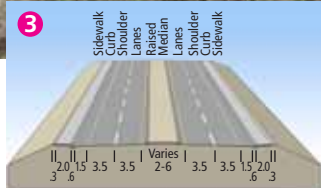
- 4-lane divided highway
- Centre median barrier
- Business Area Gateway signage



4 Lane Divided – Median Barrier



4 Lane Divided – Raised Median

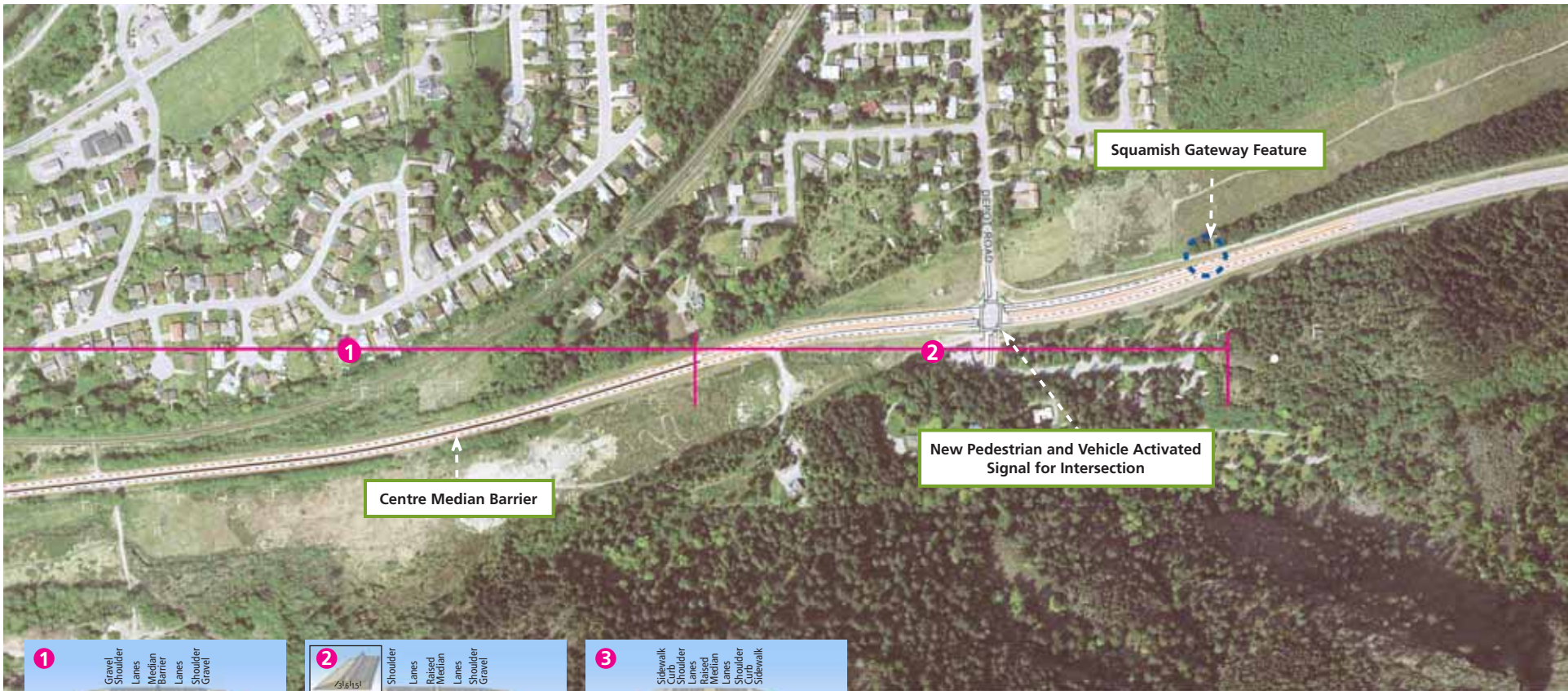


4 Lane Divided – Curb & Gutter on Both Sides

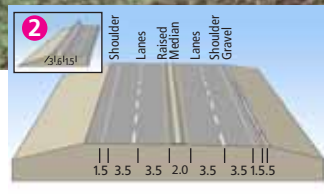
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Improvements in this section include:

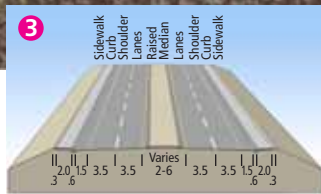
- 4-lane divided highway
- Centre median barrier
- New pedestrian and vehicle activated signal at Depot Road
- Squamish Community Gateway Feature



4 Lane Divided – Median Barrier



4 Lane Divided – Raised Median



4 Lane Divided – Curb & Gutter on Both Sides

PRELIMINARY DESIGN CONSULTATION TOPICS

STAWAMUS CHIEF PEDESTRIAN BRIDGE

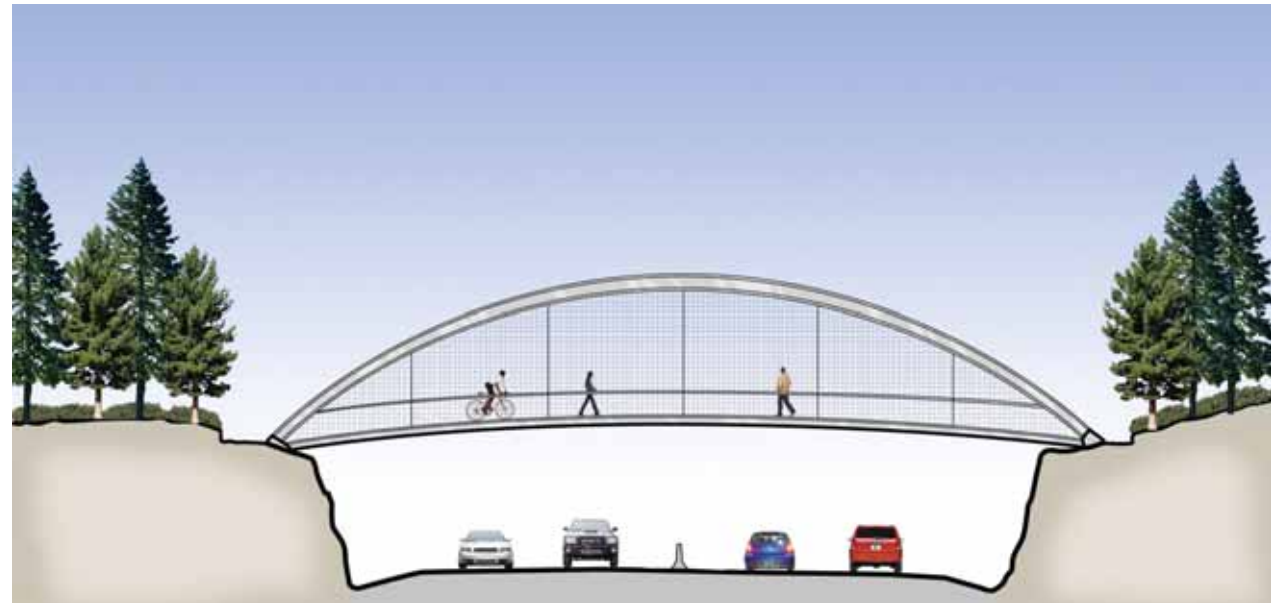
In response to input received during the pre-design community consultation, the Sea-to-Sky Highway Improvement Project will construct a pedestrian bridge just south of the southbound parking area across from the Stawamus Chief. This overpass will provide safe access from the improved parking area on the west side of the highway to the park area for pedestrians and cyclists in the Stawamus Chief Park area. The Project is seeking community feedback on two options for the pedestrian bridge:

Option 1

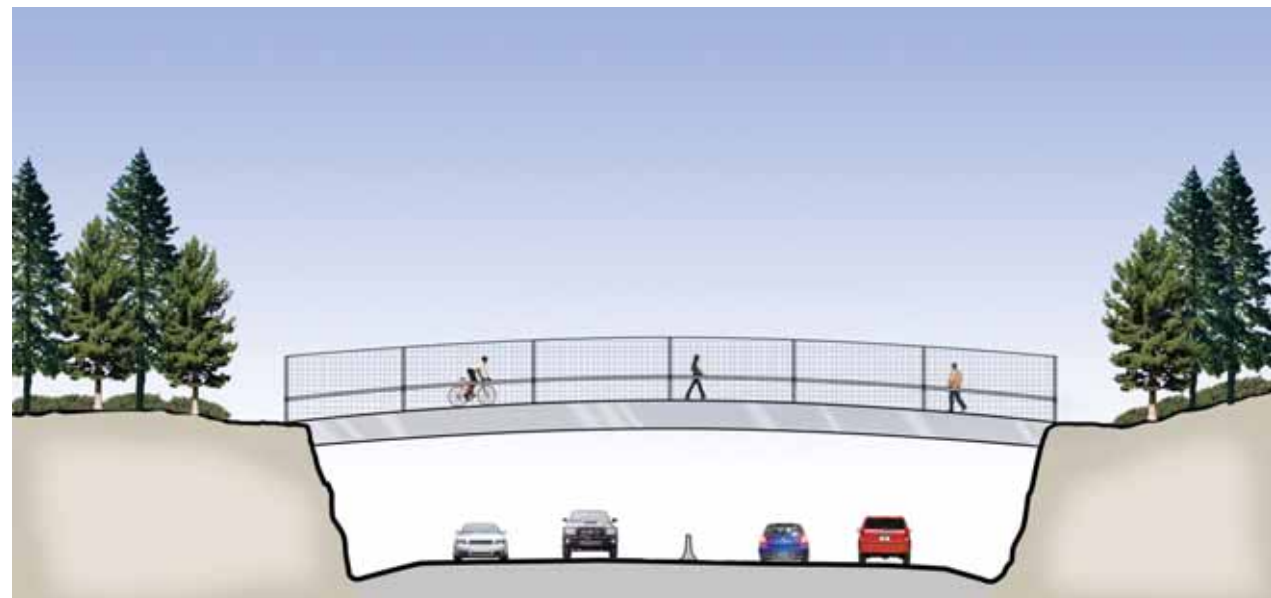
This bridge would be arched, with a steel framed concrete deck supported by hangers from the steel arch beam. The main supports will be spaced to provide a 2.5 m wide clear pathway on the bridge. Between the steel beams and the hangers, a screen will be installed for pedestrian safety, and to ensure no debris can fall onto the roadway below.

Option 2

This bridge would be a pre-cast concrete girder bridge, with a concrete deck poured on top to provide a 2.5 m wide clear pathway on the bridge. The sides of the deck will have handrails and screening mounted on top of the deck for pedestrian safety, and to ensure no debris falls on the highway. The main beam supports for this option are below the pathway level, whereas the arch scheme above has structural supports overhead.



Option 1



Option 2

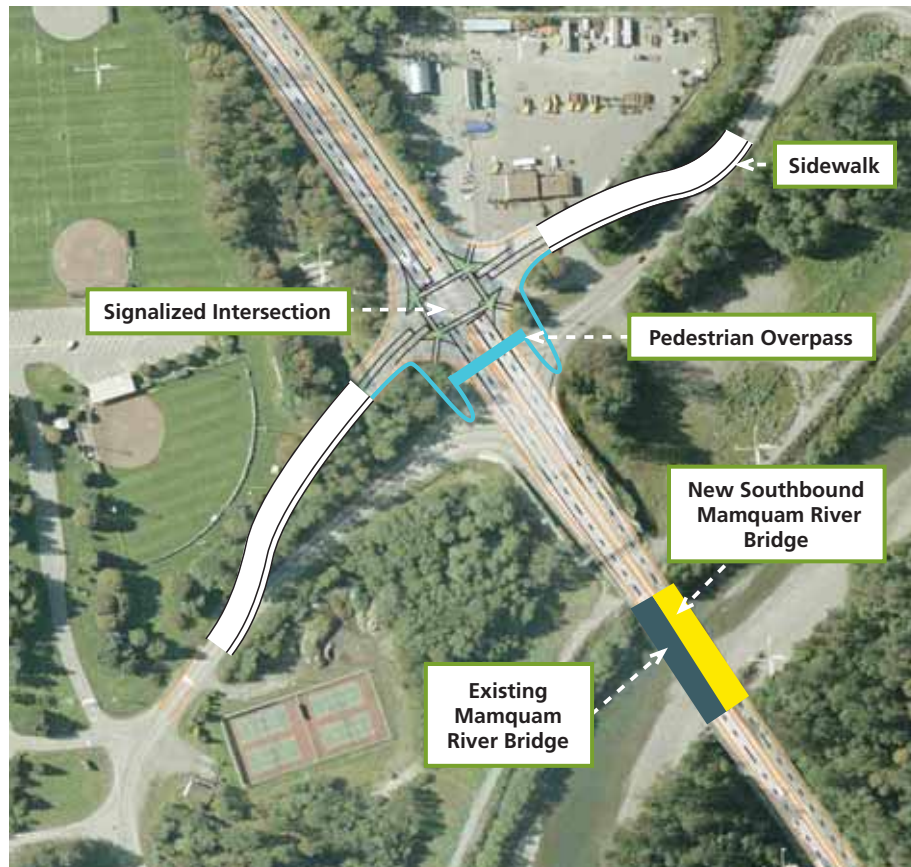
PRELIMINARY DESIGN CONSULTATION TOPICS

CENTENNIAL WAY INTERSECTION

Based on the feedback received during pre-design consultation, the project is providing two options more closely aligned with community input for pedestrian and vehicle movement at the Centennial Way intersection.

Option 1 would provide a new at-grade full movement intersection with a pedestrian-activated signal where pedestrians could cross the divided four-lane highway. In addition, the existing pedestrian overpass would be modified and relocated to accommodate the highway widening.

Option 2 would make provision for Centennial Way to be grade-separated and go under the highway with a provision for a pedestrian sidewalk. This allows improved connectivity while avoiding highway conflicts, thus eliminating the need for a signalized crossing. The existing pedestrian overpass will be removed.



Option 1



Option 2

TRAIL SYSTEM

It is the long-term objective of the District of Squamish to construct a multi-use, commuter trail from Valleycliffe to Depot Road (a distance of approximately 8.6 km). It is acknowledged that full achievement of this long-term objective is beyond the scope of the Sea-to-Sky Highway Improvement Project. However, the STS Highway Improvement Project has agreed to contribute funding for the development of the trail/walking pathway.

The District of Squamish will construct the trail/pathway and will consult with the community and stakeholders, including BC Parks, members of the Squamish Trail Society, and other recreational groups, to determine location and scope of the trail project. Topics for consideration might include such things as location, surface treatments, amenities, landscaping, lighting, etc. As part of this Preliminary Design consultation with respect to landscaping, the Project has developed three landscape options for the corridor within Squamish (please refer to page 19 for a description of these options).

The STS Highway Improvement Project will continue to work with the District of Squamish to develop the consultation process for the trail project. The STS Highway Improvement Project will provide community feedback regarding the trail project to the District of Squamish for use in the planning process.

Note: The final extent and location of trail is to be determined with community and District of Squamish. The potential trail is referenced in this discussion guide and on display boards to indicate that the location is not yet determined.

PRELIMINARY DESIGN CONSULTATION TOPICS

COMMUNITY GATEWAYS

Overview

The Sea-to-Sky Highway Improvement Project is developing a community gateway concept for the Sea-to-Sky corridor.

Consistent with community input, a southbound gateway is proposed at a location near the Stawamus Chief and a northbound gateway is proposed just north of the Depot Road intersection. These locations would define the entry from both directions into the Squamish community, in a similar manner to other corridor communities, but with distinctive elements unique to Squamish in order to set it apart.

Gateway Feature Options

The goal of each of the following options is to acknowledge the Sea-to-Sky highway as a whole with *Elements of Continuity*, while also recognizing individual communities through *Elements of Distinction*.

Elements of Continuity are consistent aspects that recognize the Sea-to-Sky highway corridor as a system from West Vancouver to Whistler.

Elements of Distinction will be developed in consultation with each community at the detailed design phase. These components will represent each community as a unique place and destination.

Option 1 – Community Rock

A boulder or rock (real or ‘faux’) would be located at each community gateway, with the opportunity to carve both the community name and a selected image for local identity. The use of rock as a theme is naturally tied to the surrounding natural landscape.

Alternately, this rock feature could be used as a consistent base that is adorned with the community name and a symbol or sculpture chosen after considering input from the community during the detailed design stage. In each case the boulder would be approximately eight feet high, and could be illuminated.



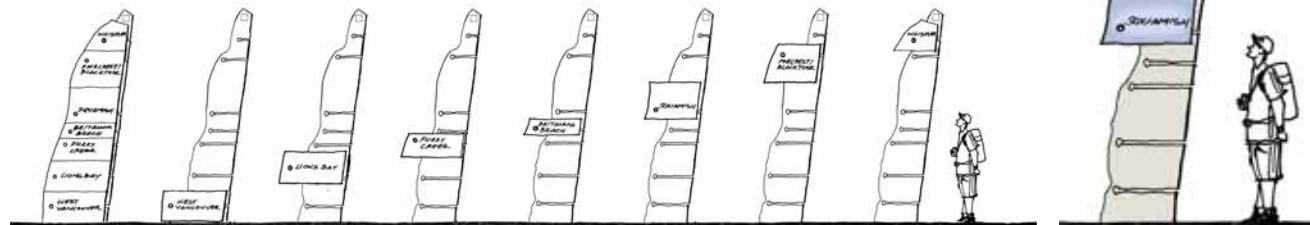
Option 2 – Community Links

The Community Links option would provide both elements of continuity – a vertical face (wood or metal) – with elements of distinction – in this case, a unique glass-like, metal or wooden band designed after considering input from the community during the detailed design stage.

The vertical face would have one edge carved to represent the curve of the Sea-to-Sky highway. The locations of other corridor communities would be indicated by a line; as one progresses

along the corridor, the appropriate community name would be highlighted and written on a coloured sleeve or band that is attached to the slab.

The Community Links option emphasizes the linking of communities from West Vancouver to Whistler along the Sea-to-Sky Highway corridor. The slab would be approximately 14 feet high in order to be adequately visible to passing motorists and could be illuminated.

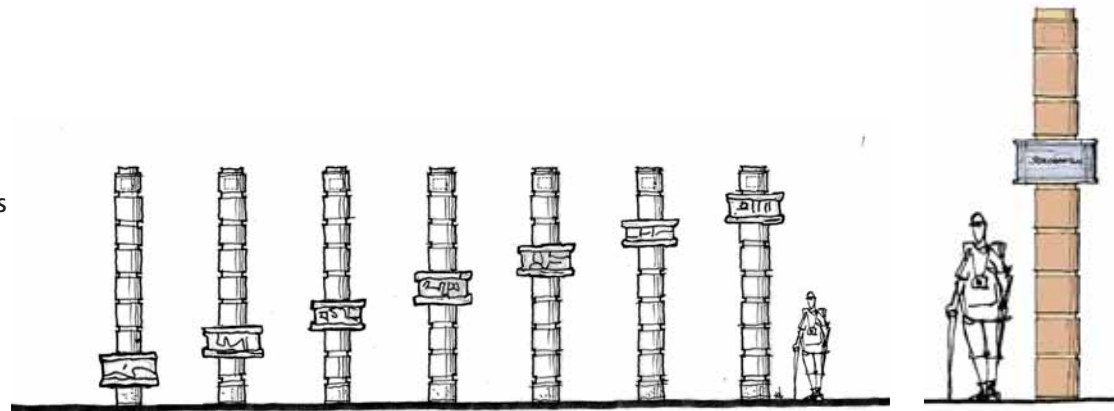


Option 3 – Community Rings

The Community Rings option would provide vertical poles of wood or metal as an element of continuity, with a unique wood, metal or glass-like ring as its element of distinction, designed after considering input from the community during the detailed design stage.

Throughout the corridor, the appropriate community name would be highlighted and written on a coloured 'ring' that wraps around the pole. This solution emphasizes the location of each community along the corridor while highlighting the idea of belonging to a network of corridor communities.

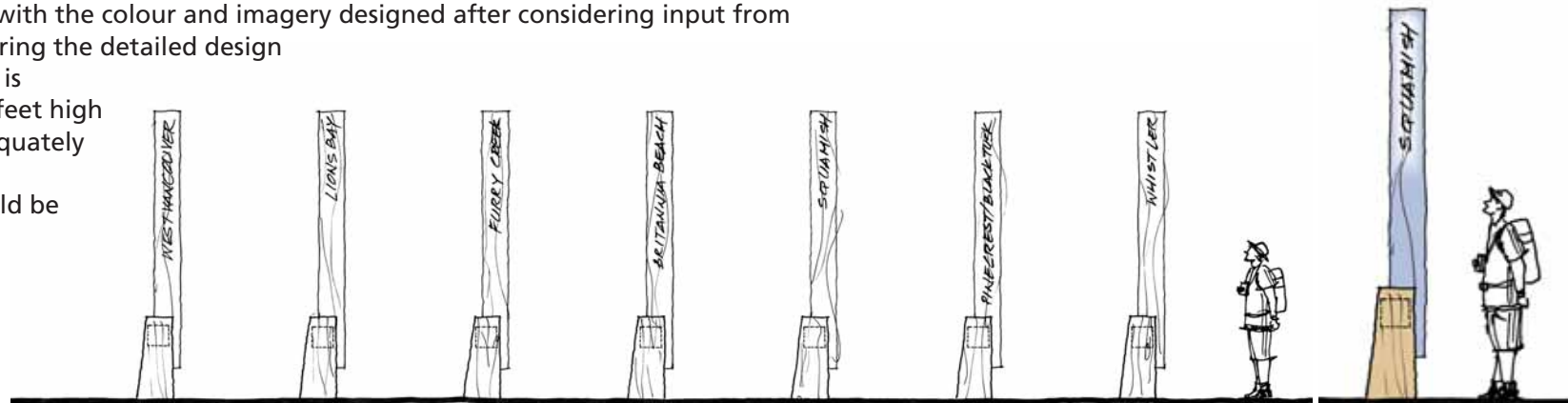
The pole would be approximately 14 feet high in order to be adequately visible to passing motorists, and could be illuminated.



Option 4 – Community Blades

In the Community Blades option, each corridor community would be recognized with equal prominence by the use of sign poles. The element of continuity is a base fabricated from a solid wood beam. This theme integrates with the surrounding environment and history of the area, while its simple geometric form is contemporary and highly adaptable to other signage uses of different scales.

The element of distinction would be the metal or wooden blade with the community name that fits into the base, with the colour and imagery designed after considering input from the community during the detailed design stage. The feature is approximately 14 feet high in order to be adequately visible to passing motorists, and could be illuminated.



PRELIMINARY DESIGN CONSULTATION TOPICS

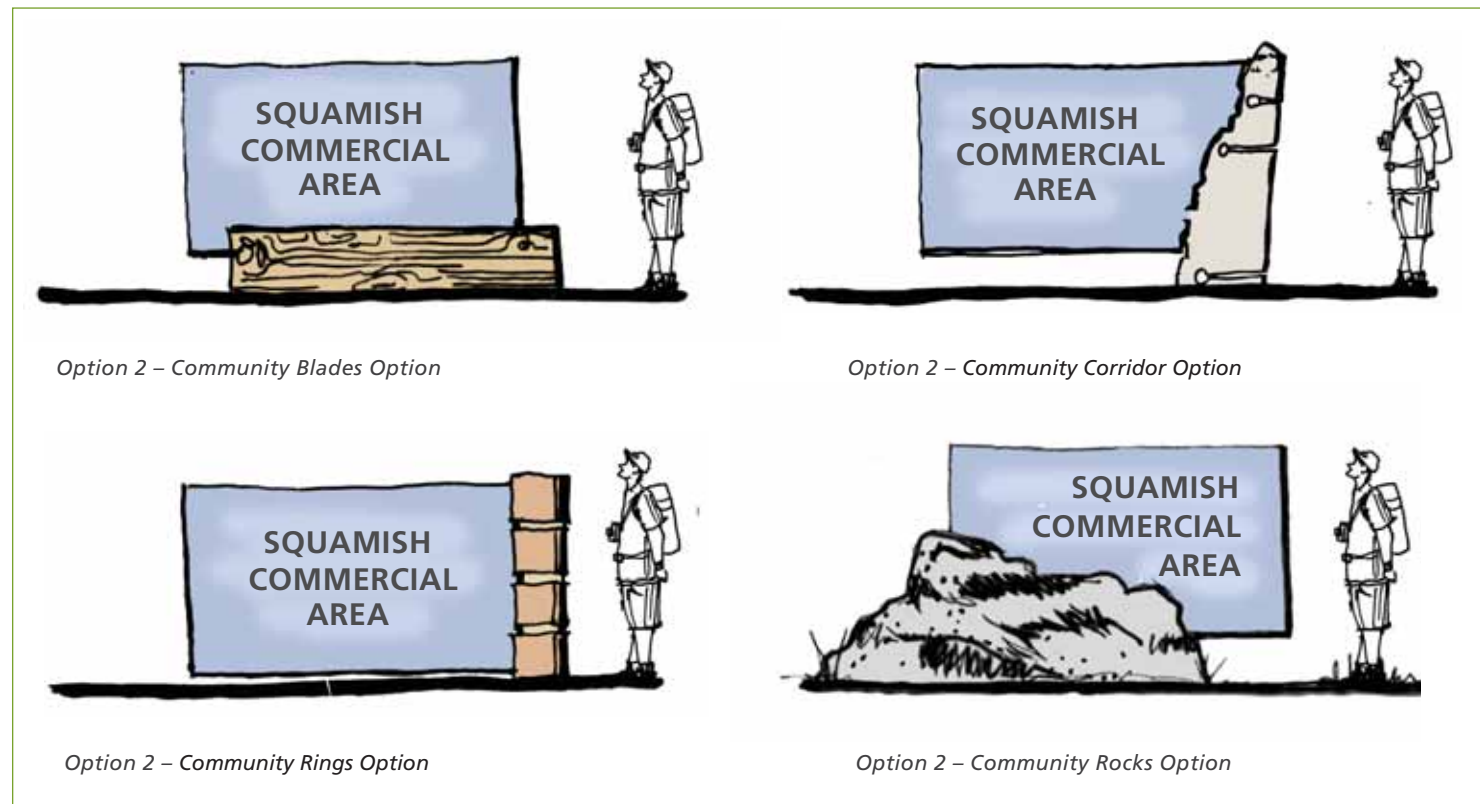
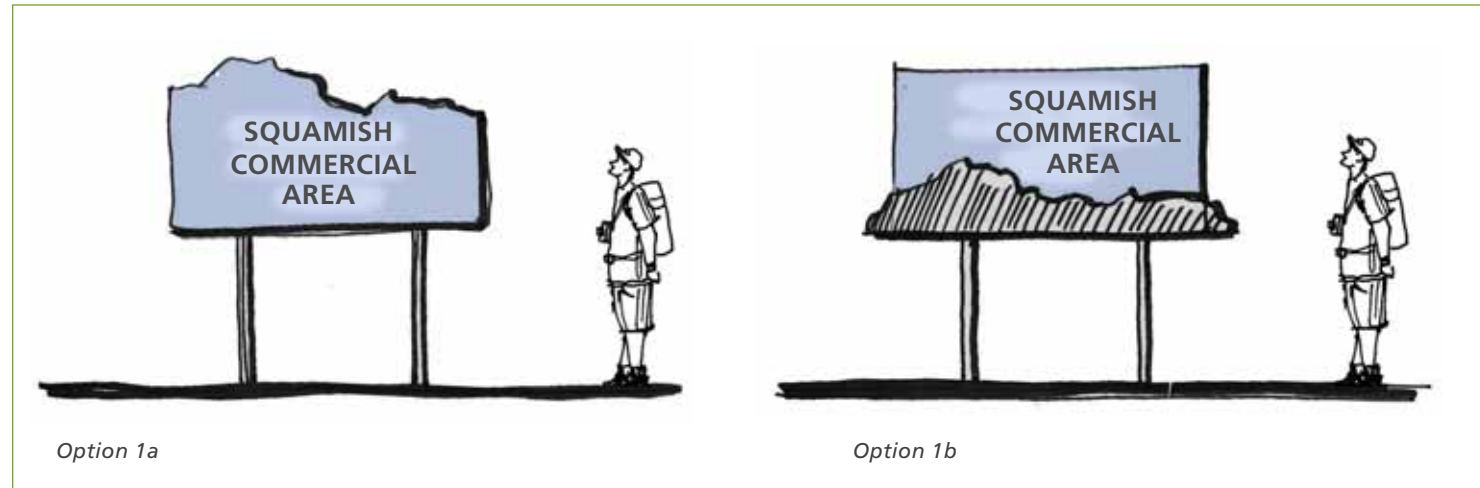
BUSINESS GATEWAYS

In addition to the Gateway Feature Options, the Sea-to-Sky Highway Improvement Project has committed to adding “business gateways” that will identify business areas, such as Squamish Town Centre and the Garibaldi Business Centre. Gateways contribute to public safety by calming traffic and creating a sense of arrival. Business gateways also let drivers know about business opportunities in Squamish. Two options have been developed for the business gateways:

Option 1 – A steel sign on steel posts cut in a shape unique to Squamish. The overall height would be approximately 5.5 feet.

Option 2 – Signs would be approximately 5 feet high and would reflect the design of the chosen Community Gateway feature. The main portion of the sign could be painted steel, with the material for the support structure corresponding with the selected Community Gateway Feature material, be it rock (real or faux), wood, or metal.

Note: These graphics provide an example of what the business gateways could look like depending on which Community Gateway feature is chosen for the corridor.



LANDSCAPE

Along the Squamish portion of the highway there are pockets of development (commercial, residential and industrial) separated by natural areas. A primary opportunity for the aesthetic treatment of this section is to enhance the community character of the developed nodes and to reinforce the natural areas. This would provide an interesting driving experience and enable Squamish to establish a distinct identity for each of the nodes.

With safety improvements to the highway as the primary objective, the landscape should be designed to respect safety considerations for driver sightlines. This generally means an adequate tree-planting setback from the roadway and use of low-height plantings for medians.

The business areas or “nodes” offer opportunities for landscape enhancement. These areas include: Cleveland Avenue, Industrial Way, and Mamquam Road. Plantings or other landscape features can be used to emphasize and enhance gateways, contributing to the identification of communities. The landscape options described below explore some alternative methods for landscape design, including the gateway treatments.

Three landscape options have been developed for the more developed portions of the highway through Squamish:

Landscape Option 1 - Formalized Tree Plantings *(Refer to Landscape Display Board)*

The landscape design for Option 1 is a more formalized style with a focus on the “nodes”. It includes the planting of deciduous trees in lines along the roadside at the major intersections. Medians are shown planted with grass.

The approach to the gateway treatments in Option 1 is to plant trees close together in rows along each side of the road just beyond the gateway signs.

Landscape Option 2 - Clusters of Native Vegetation *(Refer to Landscape Display Board)*

The landscape design for Option 2 is a naturalistic approach using primarily native vegetation spread throughout the corridor. The roadside and slope landscape treatment in Option 2 restores the native vegetation of the surrounding forest. Native trees and shrubs are shown planted in clusters to encourage natural succession and increase plant species diversity. Medians are shown planted with low-growing shrubs or groundcovers.

The approach to the gateways in Option 2 is to use banner poles to provide special identity to the major business nodes. The gateways include closely spaced banner poles beyond the gateway signs.

Landscape Option 3 - Trail Clusters *(Refer to Landscape Display Board)*

The landscape design for Option 3 focuses highway landscape plantings along the trail that is proposed to run adjacent to the highway. The proposed pathway could be enhanced using primarily native planting in clusters along the edges of the pathway. Medians are shown finished with stamped concrete.

The approach to the gateway treatments in Option 3 is the same as in Option 2.

Squamish

Preliminary Design Consultation • Feedback Form

Please complete the following feedback form. For the questions offering options, please mark an "X" in the appropriate box. In order for your feedback to be included in the Preliminary Design Consultation Summary Report, please submit the feedback form by May 15, 2006.

1. STAWAMUS CHIEF PEDESTRIAN BRIDGE

In response to input received during the pre-design community consultation, the Sea-to-Sky Highway Improvement Project will construct a pedestrian bridge just south of the southbound parking area across from the Stawamus Chief. This bridge will provide safe access from the improved parking area on the west side of the highway to the park area for pedestrians and cyclists in the Stawamus Chief Park area.

There are two options for the Stawamus Chief pedestrian bridge. Please indicate which one you prefer:

- Option 1** – An arched bridge with a steel framed concrete deck supported by hangers from the steel arch beam. A screen will be installed for pedestrian safety and to ensure no debris falls onto the highway.
- Option 2** – A pre-cast concrete bridge with handrails and screening mounted on top of the deck to contain pedestrians and ensure no debris falls on the highway. The main beam supports for this option are below the pathway level, whereas Option 1 has structural supports overhead.

2. CENTENNIAL WAY CROSSING

Currently there is a pedestrian overpass just north of Centennial Way that creates access across the highway. It has been observed that this overpass is underutilized and that residents may prefer to use an improved intersection at Centennial Way. The Sea-to-Sky Highway Improvement Project has identified two options that will provide a safer and more convenient pedestrian crossing of the highway.

There are two options for the improved crossing at Centennial Way. Please indicate which one you prefer:

- Option 1** – The Sea-to-Sky Highway Improvement Project can provide an at-grade signalized full movement intersection. This will include a vehicle and pedestrian activated signal. This option would also include relocating the existing overhead walkway.
- Option 2** – The Sea-to-Sky Highway Improvement Project can provide an underpass below the highway that accommodates both vehicle and pedestrian traffic. This option would include the removal of the existing overhead walkway.

3. TRAIL/WALKING PATHWAY

The STS Highway Improvement Project is providing funding for the development of the trail/walking pathway in Squamish. The District of Squamish will construct the trail/pathway and will consult with the community and stakeholders, including BC Parks, members of the Squamish Trail Society and other recreational groups to determine the scope of the trail project. The STS Highway Improvement Project will continue to work with the District of Squamish to develop the consultation process for the trail project. The STS Highway Improvement Project will provide community feedback regarding the trail project to the District of Squamish for their use in the planning process.

Please let us know how you would like to be involved in the planning and development of the trail.

Please provide any additional comments regarding the proposed trail.

4. GATEWAY FEATURE OPTIONS

The Sea-to-Sky Highway Improvement Project plans to implement a gateway strategy throughout the highway corridor. Four gateway feature options are proposed for the gateways to the District of Squamish and are shown on pages 16 and 17 of this guide. *On a scale of 1 (Not at all appealing) to 5 (Very appealing) indicate how appealing each of the following design options are to you by marking an "X" through the circle.*

	Not at all appealing		Very appealing			Additional Comments?
Community Rocks	①	②	③	④	⑤	<hr/>
Community Links	①	②	③	④	⑤	<hr/>
Community Rings	①	②	③	④	⑤	<hr/>
Community Blades	①	②	③	④	⑤	<hr/>

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5. BUSINESS GATEWAYS

In addition to Community Gateways, “business gateway” signs (*please see page 18*) announcing the main commercial areas of Squamish Town Centre and Garibaldi Business Centre would be incorporated into the highway design. Business gateways will let drivers know about business and shopping opportunities in Squamish. *Please indicate which of the following options you prefer. (please choose one.)*

Option 1 – A steel sign on steel posts cut in a shape unique to Squamish. The overall height would be approximately 5.5 feet.

Option 1a

Option 1b

Option 2 – Signs would be approximately 5 feet high and would reflect the design of the chosen Community Gateway feature. The main portion of the sign could be painted steel, with the material for the support structure corresponding with the selected Community Gateway Feature material, be it rock (real or faux) wood or metal.

Do you have any comments or suggestions regarding the business gateways? _____

6. LANDSCAPE FEATURES

The Sea-to-Sky Highway Improvement Project has developed three landscape options for the District of Squamish area:

Landscape Option 1 - Formalized Tree Plantings (*Refer to Landscape Display Board*)

Landscape Option 2 - Clusters of Native Vegetation (*Refer to Landscape Display Board*)

Landscape Option 3 - Trail Clusters (*Refer to Landscape Display Board*)

On a scale of 1 (Not at all appealing) to 5 (Very appealing) indicate how appealing each of the following design options are to you by marking an “X” through the circle.

	Not at all appealing		Very appealing			Additional Comments?
Landscape Option 1	①	②	③	④	⑤	_____
Landscape Option 2	①	②	③	④	⑤	_____
Landscape Option 3	①	②	③	④	⑤	_____

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sea-TO-SKY

HIGHWAY IMPROVEMENT PROJECT

For further information about the Squamish Community Consultation, please contact:

Sea-to-Sky Highway Improvement Project Office

1420 – 1111 West Georgia St, Vancouver BC V6E 4M3

Tel: 604.775.1104 **Fax:** 604.775.1144

E-mail: info@seatoskyimprovements.ca **Web:** www.seatoskyimprovements.ca

For highway travel information, please call 1-877-4safe99 (toll free).