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# Local Systems

The District owns and operates water, sewer, and stormwater systems; provides the local transportation infrastructure we use to get around; takes leadership on climate action and energy sustainability; and considers how basic needs such as food security can be met.

## Infrastructure

- **Water.** Squamish's water system is aging and significant replacements are required to meet the needs of a growing population. The system includes 3 supply sources, 130 km of watermains, 14 pressure zones, and 4,127 service connections.
- **Sewer.** Every year, 270 million litres of liquid waste flow into sewer pipes that connect to large pipes under the street and then to the Waste Water Treatment Plant.
- **Stormwater.** The District has many kilometres of storm systems and hundreds of catch basins / storm drains. Natural areas and open spaces throughout the community also help to absorb stormwater.

## Transportation

- **Highway 99.** Upgrades to the highway completed have improved safety but have also increased traffic.

- **Road maintenance.** Ongoing funding is required to maintain the District's 116 km of paved roads.
- **Travel to work.** 77% of residents drive, 5.2% walk, 3.7% take transit and 3.5% bike.
- **Sidewalks.** 90% of Squamish roads have no sidewalks, 6% have sidewalks on one side and 4% on both sides.
- **Bike routes.** Squamish has 45 km of cycling routes.
- **Transit.** There are 4 bus routes in Squamish and 4 buses and one HandyDart are in service at any given time. Ridership continues to increase year after year.

## Energy

- **Energy and emissions.** Transportation, buildings and infrastructure are major sources of energy consumption. Recent growth has increased emissions.
- **Independent Power Projects (IPPs).** The Province took on the authority to regulate and/or restrict IPPs on crown land. There are currently 5 IPPs in the Squamish area.

## Food

- **Food Security** means all community members have access to enough nutritious, safe, ecologically sustainable and culturally appropriate food at all times.
- **Zoning for Urban Agriculture.** In 2011, the District's zoning bylaw was amended to support backyard chickens, farm-gate sales and beekeeping.

## What does the current OCP say?

### Infrastructure:

- Direct growth to existing neighbourhoods and urban areas to ensure efficient municipal infrastructure.
- Prepare Infrastructure Master Plans every 5 years to identify capacity, upgrading and long-term viability.

### Transportation:

- Work towards a balanced transportation system that encourages transit, cycling, and pedestrians.
- Work with provincial/regional authorities to ensure a safe and efficient transportation and transit system between communities in the Sea to Sky corridor.
- Encourage compact, complete communities to reduce reliance on cars and enhance transportation choices.
- Encourage pathway/trail development and provide a range of transportation options to and within Downtown.

### Energy:

- Partner with provincial/regional agencies to assess the feasibility of a district energy system Downtown.
- Support eco-industrial networking programs and encourage energy efficient/alternative energy sectors to locate in Squamish.

### Food:

- Promote the use of Downtown parks and open space for the Farmers' Market and community gardens.
- The OCP identifies the need to work with local groups and find additional opportunities but lacks details.

## Challenges

- Aging water system requires upgrades in the next 10 - 15 years, challenging to accommodate growth.
- High stormwater flows to the sewer system which increases the cost of waste water treatment.
- Lack of information for stormwater systems.
- Concerns that Highway 99 may be nearing capacity.
- 21% of Squamish roads in poor/very poor condition.
- Barriers to accessibility of active transportation networks (cyclists, pedestrians) such as curbs and gravel pathways.

- Bus stop infrastructure (shelters, accessibility) is inadequate, transit between Squamish and Whistler has been cut and the Province is not increasing funding for Squamish despite increasing population and ridership.

## Opportunities

- A downtown truck routing study is planned for 2016 to address truck routes and downtown growth.
- Mild climate and level terrain provide great potential for increasing active transportation.
- Increasing population presents an opportunity to develop and grow in sustainable ways.
- A focus on food policy will be incorporated into the new OCP for the first time.

## For More Information

- [The Transportation Hub Report](#) (2009)
- [Downtown Squamish 2031 Transit Plan](#) (2009)
- [Transportation Options for the Squamish-Metro Vancouver Corridor](#) (2009)
- [Public Works Asset Management Plan](#) (2010)
- [Neighbourhood Energy Utility Feasibility Report](#) (2010)
- [Squamish Food Charter](#) (2010)
- [District Wide Multi-Modal Transportation Study](#) (2011)
- [Transportation Action Plan](#) (2012)
- [Transit Service Effectiveness Review](#) (2012)
- [Water Master Plan](#) (2015)

## Current Initiatives

There have been many initiatives related to local infrastructure since the 2009 OCP. The following are currently in progress:

- [Liquid Waste Management Plan](#)
- [Active Transportation Plan](#)
- [Squamish Food Charter](#)
- [Sea to Sky Transit Future Plan \(BC Transit\)](#)
- Updating the [2010 feasibility study](#) for a downtown Neighbourhood Energy Utility
- Recently approved [Water Master Plan](#) (Oct 2015)