



SQUAMISH

HARDWIRED *for* ADVENTURE

Marine Action Strategy Informant Interview Synthesis

DRAFT

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December 19, 2017

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INTRODUCTION

This document sets out the feedback from Informant Interviews conducted in Stage 1 (October and November 2017) by PacificaBlue Consulting to help inform the process and development of the District of Squamish Marine Action Strategy (MASt).

Informants are considered those members of the community who are Knowledge Holders, Subject Matter Experts or who have experience in the marine environment. Responses were sought on a set of key questions (See Appendix 1) to identify views on marine focus areas, vision, goals, achievements, objectives and actions.

Informant Interviewees

In total, of 24 informants contacted by phone or email, 18 interviews were conducted. Representation ranged as follows:

- 4 - Industry
- 4 - Land owner/ Development
- 4 - Recreation
- 5 - Stewardship

MASt purpose

The District is moving forward with an engagement process to develop a **Marine Action Strategy** that will:

- Mobilize shared leadership respecting our local marine environment; and
- Identify and prioritize actions to protect and maximize the waterfront and marine resource as an important community asset providing ecological services and social, cultural and economic benefits.

The Marine Strategy will establish a shared vision, desired outcomes and priority actions for key marine focus areas, along with an implementable action plan. The District recognizes that the marine environment is a dynamic and complex realm involving many interests. The District is initiating the strategy process, taking a shared leadership approach, recognizing we all have a role to play in the marine realm. The Marine Strategy will therefore highlight partnerships and responsibilities by other governments, stakeholders and the community in caring for and managing different aspects of the marine environment.

Engagement Process

The Marine Strategy will be developed through an extensive engagement process to provide information and seek input on the strategy components through:

- Liaison with Skwxwú7mesh First Nation
- Workshops and periodic updates with an internal multi-departmental Marine Working Group
- Key informant interviews with marine subject matter experts and knowledge holders
- A Marine Forum and follow-up Focus Session with key stakeholders including regulators
- An online feedback survey and open house to inform and obtain general community input
- Periodic Council meeting updates and recommendations

SUMMARY THEMES

Overarching Themes

The following summarizes the top, overarching themes that arose from the interviews.

Governance

- Address marine governance through shared leadership, a framework and sound plan
- Share leadership with Squamish Nation as a government and land owner
- Revamp SEMP/ SEMC/ SERC. Maintain SEMP 1999 in its entirety but move on to a new management plan
- Involve all key marine stakeholders in a new advisory forum with expanded jurisdiction to include all of Squamish coastline (beyond the scope of SEMP 1999)
- Develop a critically needed system of safety, management, policing and enforcement of multiple uses on the water – which forms part of Squamish new marine identity

Economic Development

- Protect the current estuary with no more net loss of habitat
- Protect current industry requirements to land and access to water
- Protect marine transportation corridor (for industry, commerce, and recreation) through vision and leadership
- Celebrate industry's past history, culture and traditions as a draw to Squamish
- Move forward with balanced mixed uses along the oceanfront developable areas
- Plan ahead and partner for developing needed facilities for recreation, commercial, transportation/industry and conservation activities which require water access
- Plan for marine based businesses and employment

Community Amenities, Recreation, Tourism

- Develop partnerships to enable recreation and tourism to thrive
- Enable and map safe public, and recreational-specific access to the water at key areas
- Enable strategically placed camp sites
- Develop a mapped blueways system through existing and newly connected waterways around Squamish
- Protect land to enable a continuous oceanfront walkway, working with all waterfront users/owners
- Partner to develop boating / marina infrastructure for general public, visitors, workers/employees and boating community
- Allow recreational fishing only in Squamish Estuary
- Develop and expand Squamish Marine identity – the more people identify with the marine environment and its activities, the more they will care about it and want to ensure it is protected/ managed well.
- Support/ enable environmental awareness education for all users of the marine environment (recreational, commercial, industrial)
- Support future public transportation opportunities with float planes and small ferry / cruise ship services and ensure linkages to on-land transportation/amenities

Environmental Management, Protection, Stewardship

- Ecosystem vibrancy has been seen in recent years. Support improvements to ecosystem functions and services, and obtain baseline data.
- Ensure the Estuary maintains proper ecosystem functioning for marine wildlife, and for public safety values of flood protection.
- Ensure IFHMP strategies are integrated with MAST and address soft versus hard armoring
- Continuously improve water quality. Address contaminant concerns: mercury disturbance, waste water treatment plant, and sewage dumping from boats
- Ensure the MBC ecosystem is protected under regulations informed by collaborations / environmental assessment
- Develop a philosophy of balance of uses in the broader estuary/marine environment. Clarify what areas should be protected in perpetuity, and what areas can be developed.
- Continue to improve partnerships / collaborations with stewardship groups who are the feet on the ground for environmental stewardship funding opportunities and action
- Enable Cattermole Slough to be opened up to MBC for ecosystem recovery/enhancement, to address flooding concerns, address pinch points, improve recreation opportunities and reduce need for dredging in MBC
- Continue to address pilings, ensure best environmental practices in dock designs, prevent boat squatting through win win win partnerships to keep the waterways clean for recreation, commerce, industry and the ecosystem.

Themes from Interview Responses

Interviewees responses are summarized in the following bulleted themes. Specific sub-theme comments are set out in the Appendix 2. The ordering of the themes are based on the numbers of times the theme was raised across all interviews conducted. While the themes are not prioritized or weighted, they identify what issues were important to most of the 17 interviewees.

Issues to be Managed

- Address marine governance through shared leadership and a framework
- Squamish Nation as government and land owner
- Ensuring engagement of all key parties in MAST
- SEMP as a framework that can advise /guide future governance (project review - SERC)
- Broaden marine governance to include Upper Mamquam Blind Channel (MBC)
- Ensure no more net loss of habitat in the Squamish River Estuary
- Affirm industry access and land
- Squamish waterfront will see mixed uses going forward
- Build coastal resiliency and protect ecosystem services for the benefit of the community, the economy and the environment.
- Flood management strategies need to be integrated within MAST
- Ongoing concern for ocean contaminants such as mercury and sewage discharge into the ocean

Economic Development Considerations

- Protect industry requirements for access to lands and the water

- Protect marine transportation corridor through vision and leadership
- Avoid another bureaucratic layer through a Port Corporation
- Forestry provides jobs and enables a living wage
- Squamish Terminals enables the movement of goods
- Mixed uses are part of the future in Squamish.
- There are important industrial and recreational values to acknowledge and protect; these can work together.
- Concern with loss of light industrial in MBC area to development
- Open up Cattermole Slough to MBC for ecosystem enhancement, to address flooding concerns, improve recreation opportunities and reduce need for dredging in MBC.
- Plan ahead and partner for developing facilities needed for recreation, commercial, transportation/industry and conservation activities which require water access.
- Plan for marine based businesses and employment

Recreation and Other Social Uses

- Enable management of multiple uses on the water
- Ensure safe public access to the water for all users
- Enable more recreational use; consider camp sites, blueways
- Develop partnerships to enable recreation and tourism to thrive
- Protect land to enable a continuous oceanfront walkway, working with all waterfront users/owners
- Boating and marine based land/ infrastructure needed for general public, visitors, and local boating community
- Improve water quality – concern with live-aboards
- Enable recreational fishing only in Squamish Estuary/ Howe Sound
- Develop and expand Squamish Marine identity – the more people identify with the marine environment and its activities, the more they will care about it and want to ensure it is protected/ managed well.
- Transportation opportunities exist with float planes and ferry services
- Need for more policing and enforcement

Environmental Protection and Stewardship Considerations

- Build in resiliency into foreshore and all marine planning - Ensure the estuary maintains proper ecosystem functioning for marine wildlife, for public safety value of flood protection.
- Resiliency is a key planning focus. Flood protection is important for all oceanfront areas, but the challenge is how to address required standards without hard armouring.
- Incorporate ecosystem based management into all planning and decision making.
- Maintain open lines of communications with stewardship groups; partnership helps conservation efforts.
- Ecosystem vibrancy has been seen in recent years. Keep moving forward with the goal to keep improving the ecosystem functions and obtain baseline data.
- Balance of uses is needed. Clarify what areas should be protected and what areas can be developed.
- Protect MBC ecosystem; study sedimentation sources and pollution issues; put regulations in place. Consider dredging MBC for the return of marine wildlife and improve pinch points

- Address pilings, design all docks using safe environmental standards, and prevent boat squatting – seek to keep the waterways clean

Vision and Values

Important features of a marine vision and values for MAST include:

- Marine governance framework
- Vibrant waterfront
- Diverse economy
- Acknowledge Squamish past industrial culture, history
- Investment in port facility; leave Site B for log handling
- Sustainable and balanced mix uses
- Protection of marine assets – conservation areas, recreation areas and working waterways for transportation/industrial use
- Uniqueness of Squamish waterfront; build awareness of our marine SWOT
- Accessible / walkable waterfront
- Protection of ecosystem functions and services through Conservation, protection, stewardship, thriving marine life
- Healthy functioning watersheds ensures a healthy marine environment and healthy community.
- Partnerships / collaborations for integrated resource management
- Safety planning including management, public dock for safe harbour and updated flood proofing in place

Big Achievements

- Adoption of SEMP and creation of WMA
- Seeing marine life back in Howe Sound and in the estuary
- Addressing derelict boats
- Dredging though ongoing need
- Boating environmental awareness education ongoing
- Increasing use of ocean for recreation

Suggestions for immediate actions (1-2 years)

- Develop a vision and obtain marine jurisdictional control
- Educate staff and incorporate ecosystem-based management into future planning decisions.
- Enable environmental protection in MBC (e.g., herring, salmon, Oolichan) and move forward on MBC rewatering project
- Advocate to obtain baseline data to evaluate impacts from new developments and industrial projects. Collect data to identify where development, industrial areas and recreation/public absolutely need water access then secure that access
- Develop the big picture for related marine-based facility needs; consider infrastructure needed to support population growth
- Address squatters and address point source pollution from boats/marinas
- Conduct community and stakeholder outreach to build awareness and inspire care about Squamish marine SWOT
- Establish safety lands for navigation
- Address resiliency including flood protection along the oceanfront

Suggestions for medium term actions (3-4 years)

- Governance – establish a marine planning framework
- Improve access in MBC via dredging and identify source of sedimentation issues
- Identify new protected areas in MBC
- Redirect, remove the Squamish spit; remove old piling from estuary and shoreline.
- Continue to address marine facilities needs; look for mutually beneficial partnerships with industry

Suggestions for longer term actions (5 years and beyond)

- Marine planning – enable a dynamic plan that can adjust with new changes; evaluate success every 5 years
- Work with various jurisdictions to establish marine protected areas
- Assess potential for ferry service and pocket cruise ship opportunities
- Improve recreation access along the oceanfront
- Build needed docks
- Revitalize the waterfront implementing economic development strategy in line with marine vision
- Protect light industry uses along waterfront
- Invest in flood protection measures

Key actions

- Develop recreational waterways and map them to make them safe and accessible
- Support industry, not restrict them
- Develop policies and rezoning to enable more development action with lower development charges
- Involve all players in the marine strategy
- Increase awareness and education about Squamish marine SWOT. Allocate funding to help increase awareness, education and the practice of stewardship (as per the OceanWatch)
- Address environmental pollution, stewardship needs and marine uses before any further development
- Play a leading role in protection and restoration of marine habitats and ecosystem functions
- Develop a protected area system/strategy
- Educate staff about ecosystem-based management and incorporate EBM for future planning decisions
- Enforce bylaws; increasing capacity of bylaw officers

Top overall priorities

- Enable access for all users including industry. Ensure the marine environment is user friendly
- Governance – broaden jurisdiction; enable a forum for advising, monitoring projects/ plans
- Celebrate Squamish logging and other past history and culture
- Address marine facilities needs and plan for future population growth
- Protect key environmental areas under designation. Remove the spit. Integrate flood protect with marine strategy foreshore protection
- Use an ecosystem-based management (EBM) planning approach. Use the marine environment / Howe Sound as a case study for how to manage an ecosystem/watershed using EBM approach

- Maintain recreation values for locals and visitors
- Increase Squamish marine identity

Other insights

- Concern MAST is too late given removal of industrial zoning to allow for residential development along waterfront
- Concern OCP is setting direction that does not include MAST or Employment Lands Strategy
- Ensure MAST is a guiding document for community planning along waterfront
- Mapping can show the foot print needed for industry and development
- Ensure public access; include interpretive signage along the oceanfront walkway
- Squamish has marine transportation competitiveness to consider
- Allow federal and provincial governments to focus on derelict boats.
- Concern with noise from WLNG on marine life; protect the foreshore which affects functioning of upstream ecosystems
- Incorporate the recommendations from the online OceanWatch report.

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APPENDIX 1: INTERVIEW QUESTIONS

Broad Focus Areas

1. There are a breadth of issues/areas to address in the marine realm, with many jurisdictions and interests at play. We recognize you have specific experience and understanding in the marine environment, so can we ask you to think broadly about the marine realm in answering is question:

1a. What do you feel are the areas, issues or needs that require attention in the marine environment in our community? (e.g., Things that may need to be protected, restored, managed or addressed in some way?) 1b. What needs to be managed or addressed in some way?

1c. What is your perspective on how the marine environment / Howe Sound should be used for income or economic development?

1d. What is your perspective on how the marine environment/Howe Sound should be used for recreation and other social uses?

1e. What needs to be protected or restored?

Vision/Values

2a. Thinking 10 years from now into the future: What are some of the key marine values that should be highlighted in the marine strategy?

2b. What do you see are the big achievements; the big wins in the marine environment for the District/for Howe Sound?

Short to Long Term Outcomes

3. Thinking of the focus areas you mention in question #1, consider the desired **outcomes** and the **timing** of those outcomes in the marine realm: For any focus area:

- a. What is important to achieve **immediately**; say in the next 1- 2 years?
- b. What is important to achieve in the **medium term**, say, in the next 3-4 years?
- c. What is important to achieve in the **longer term**, say beyond 5/6 years?

Actions/ Initiatives

4. Thinking more specifically about actions, initiatives, projects: What specific actions will help us get to these suggested outcomes and what is the ideal timeline to start and end them?

Top Overall Priorities

5. What should be the **top 3 priorities** to consider in the Marine Strategy? (e.g., issues, desired outcomes, or key actions?)

Other Insights

6. Do you have any other insights/suggestions that could inform marine planning or the marine strategy?

APPENDIX 2: THEMES ARISING FROM INTERVIEWS

The following sets out the detailed responses from interviewees. Responses have been synthesized into specific comments, sub themes, and organized by broader theme areas. The order of themes is based on the number of similar comments made by the different interviewees.

Issues to be Managed

Interview Question 1a. What do you feel are the areas, issues or needs that require attention in the marine environment in our community? 1b. What needs to be managed or addressed in some way?

Marine Governance

We need a leader and marine governance framework

District may be overwhelmed; there is great intent but need a leader; huge issue; concern to develop a Marine Strategy and no framework for execution. We know as an industry we cannot work in isolation; we engage where we need to but cannot also be leading marine governance. We need a leader and marine governance/regulatory framework.

Holistic / Integrated Approach Needed

“Need a holistic approach to our marine environment. This includes economic priorities but with a recognition that we also have to look after our environment and social values. We need to protect environment and social values and resources so we can have economic benefits on the waterfront.” What it contributes to the social-economic and environmental fabric of the community is not fully understood yet. We are not yet an example of doing it right; we are 2 out of 10 because of lack of vision. Everyone is doing their own thing; marching to their own drum.” (KS)

Improve jurisdiction management

- Concern that SEMP was a marine planning structure in place that is being overlooked.
- With the many jurisdictions in the marine environment, SEMP was a foundational document and process to enable management of activities in the estuary.

All stakeholders paying into a fund

Consider a framework where all marine/waterfront stakeholders pay into a fund for initiatives such as the training berm. Currently a good example of stakeholders coming together to determine the future of the berm.

Squamish Nation

Be clear that Squamish Nation have cultural and private interests.

Squamish Nations have cultural as well as private interests. We need to be inclusive of each other's lands.

Engagement in MAST

Ensure all interests are represented

- Ensure all key interests are involved (informed/engaged) in the marine strategy development and implementation or other marine industry-related initiatives that affect them.
- Concern that some initiatives such as HS Forum or the Employment Lands Review are one-sided (more environmental focused than industry focused). Concern also arises that data used in Employment Lands Study, for example, did not relate to industry-known figures and industry was not contacted to affirm figures.

Bring the key players together

- A big crux for the Squamish marine environment is identifying who are the players that need to be at the table that help drive decisions. SEMP helped with this and included SFN.
- SEMP provided a way to discuss things; a protocol. It provided a structure for the estuary and harbour. Problematic now because no table exists for integrated resource management; a place for all key stakeholders to be at the table. Concern that it needs to be recognized. SEMP provided the only table where all players could all sit and discuss issues.

Engage industry in developing the marine strategy

Downtown Concept Plan began with a housing mindset; an industry rep was added who was not actually part of industry. Concern that end result was the DCP ignored industry and SEMP. This forms part of the reason the Squamish and District Forestry Association tries to find solutions and seek to have needs met and concerns brought to the table in all planning processes. With the marine strategy process, this is an opportunity to get engaged. For example, Squamish Oceanfront planning illustrations typically omit Site B and other industrial uses.

Squamish Estuary Management Plan

SEMP – provides a governance framework for planning in the marine realm

There is a lot of opportunity and we need to harness this; need a secure regulatory framework to be able to invest in marine industry infrastructure. ¹

SEMP – provides a mechanism to review and resolve issues

- Structure already exists for estuary/harbour – use it to capitalize on the opportunity of stakeholders wanting to be involved and work together to resolve issues and plan for the future.
- The plan enabled land use planning that was overseen by SEMC; it contained signatories but was not a legal structure; it enabled project review through SERC. Now the status of the plan and its review processes are uncertain. As the forestry industry requires the harbour to do its work, without a SEMP process/framework, this is a number one forestry industry concern for the marine strategy.

¹ SEMP was not a regulatory document; SERC was a project review process that included agencies governed by specific authority.

- SEMP enabled review of proposals and projects with all key players and enabled Squamish Terminals to be engaged. Concern that it appears defunct now because of Feds/Province pulling out of the process.
- Oceans Protection Plan can be used to address marine squatters and derelict vessels; should not be a municipal concern.

Marine strategy and process can replace SEMC

MBC needs a new group/ committee to discuss land management decisions and this area is outside the scope of SEMC as that is founded on the basis of SEMP. Most of what SEMC wanted to achieve has been achieved in the estuary. SEMC is done. Time now to move on. A new group is needed with a broader focus.

SEMP decisions were based on industrial view 20 years ago; what about 20 years from now?

Do we have the right mix along the marine foreshore? SEMP lays out some preservation and development areas but the development areas are out of date; were concentrating on industrial uses at that time; now decisions have been made to transition out of industrial waterfront to a more residential waterfront. Concern is that just as they did 20 years ago, they were looking at the atmosphere then, and developed SEMP based on that time - which was industrial focussed. Now, the transition is towards residential and commercial, but again this will change over time; what about in 20 years into the future? Technologies and desires change. Need to be careful to have the right mix to support Squamish into the future.

SEMP enabled tradeoffs to be made between industry and conservation

Millions were spent on investments in Squamish Terminals, in MBC industrial facilities at Site B, for conservation. All aspects were based on tradeoffs and all based on SEMP. "With unclear status of District support for SEMP due to lack of federal government participation, this is a problem."

Upper Mamquam Blind Channel was left out of past estuary planning

Protecting enviro values are big issues. This was the key focus in SEMP; setting aside estuary for protection. Couple of areas left unresolved in that study – Upper MBC – has never been incorporated into a mgmt. plan.

Estuary

Ensure no more net loss of habitat in the Squamish River Estuary.

Develop a policy for no more net loss of habitat here for any reason; and when the opportunity presents itself, reclamation of impacted areas is to be put back to fully functioning estuary status.

Remove the 3rd Avenue flood gate

This will help restore the bridge pond back to unobstructed tidal function.

Completely remove the training dike.

Industry

Industry has access to the most expensive property close to downtown

Critical to retain access to lands / water for industry but industry has lots of access to the most expensive property close to City. There is no more waterfront being created.

Licensees to FLNRO need access to the water for logging and other commercial and industrial uses

Made position clear from FLNRO: licensees need access for logs on water and other commercial and industrial uses are need in the water to balance economic sustainability. We don't step into details; this is more from licensees; they lead input on commercial interests.

OCP, Employment Lands, Economic Development Review are important reference documents for industry

- Employment Lands Strategy, OCP, Economic Dev Review have been very important reference documents that outline Industry issues and constraints.
- Concern that politics may site these plans but not accurate with what they stat. For example, industrial lands are what is needed, not commercial lands. Cost of industrial land is high and Squamish industrial land competes with Fraser Valley. Rents, lease, ownership is very high and increasing due to competition with light industrial and residential uses.

Industry data needs to be collected and understood

Obtain and understand land inventory data

- It is fundamental that the District fully inventory and understand the needs of the current and future users of the marine environment in order that the various land users secure the required access to the waterfront.
- Need an overview of the upland and marine land uses that need water access, and whether these uses can remain in the longer term. The District's Employment Strategy does not explicitly consider the need for certain employment uses to have water access, although it does recommend that the District work with the Squamish Nation as it considers the future uses of Site B and these uses in the proposed Marine Strategy.

Ensure data used is direct from the source not just statistics.

Concern that industry figures used in recent Employment Lands Review were not from industry representatives and there may have been bias in how the data was reported. .

Economic benefits and transportation data is not appropriately represented in forestry sector

For example, forestry, agriculture and fisheries are apparently lumped into one aggregate sector and this therefore affects interpretation of data. Needs to be separated. Transportation is separated and not included in forestry so that all logging trucks efforts are not counted such as in 'industry jobs'.

Mixed Uses – the “new reality” for a transitioning Squamish waterfront

Embrace mixed use changes to Squamish waterfront

The Squamish foreshore and marine environment is changing, while decades before it was dominated by industrial users, it now offers an array of uses: natural and protected areas (the Estuary); industrial

activities (e.g., Squamish Terminals, Squamish Forestry on the Oceanfront and Site B); flood protection infrastructure (seawall dike); and recreation (wind sports, sailing club, paddleboards, marinas/boating, passive leisure, trails, etc.) and mixed use developments (Mistral/Sirocco).

We can be both a coastal and mountain town

Squamish has a lot of waterfront and seems like other than special interest groups, the community as whole does not see itself as coastal community, and more as a mountain town; but we can be both. This issue derives from long history of no access to water by the general community because we were mainly occupied by industrial uses, but now that is changing.

Marine dis(connection) - Community disconnected with marine environment

Biggest short coming is the disconnect between community and the marine environment for recreational and industrial use. "We are coastal community without any real general connection to the marine environment – Example: Gibsons, Campbell River or other marine community, you can see the marine influence in the community and it drives the community; how they make decisions. Residents are involved in ensuring connections continue or grow."

Can traditional land and water uses complement the new recreational and residential changes on the waterfront?

It is unclear whether there is an approach to recognize important users of the waterfront, and the community's desire to continue these uses. What will happen to the port uses and forestry activities as the Squamish waterfront transitions towards recreational and residential activities? Can these traditional uses complement the new recreation and residential uses? North Vancouver has done this with their shipyards. Does the District know whether the current owners of these properties will want to continue their industrial and resource activities in the short, mid and/or long term?

Flood management

Integration of the Squamish IFHMP into the marine strategy

A portion of the IFHMP study deals with marine protection of Downtown. With that comes some armouring or dike protection to address predicted sea level rise; how is that accomplished? That is a question; goes into foreshore treatments in the marine environment and marine set back issues. These are important issues as it affects public access to the foreshore and foreshore treatment of the foreshore (soft vs hard approach). Also affects extent of upland development area. Language used in the past was "green shores." Yet, this is incompatible with what has been said in other District documents such as the IFHMP, so needs to be reconciled somehow; maybe different treatment and strategies for different areas depending on usage.

Contamination

Concern for mercury toxins disturbance by dredging

Concern that Canadian standards for mercury poison in dredging activity is not sensitive enough for the natural health and protection of marine life and humans.

Address and improve our waste water discharge

Currently we discharge "treated" waste water into the Squamish River. A drainage system was installed at the current landfill and directed via new underground pipe into the waste water system and now passes

through the treatment plant. Concern that the treatment plant was never designed for this type of contaminant and that this new change disrupts the treatment process. Concern that the contaminants from the landfill may pass through the treatment center untreated and into the Squamish river.

Economic Development

1c. What is your perspective on how the marine environment / Howe Sound should be used for income or economic development?

Industrial foreshore lands and access to ocean

Assess opportunities with input from all authorities and stakeholders

Each opportunity should be studied and understood fully particularly with input from the local authorities and stakeholders. Includes a lot of people.

Protect industry lands and maintain industrial access to the ocean

- Definition and maintenance of industrial access zones: dredging; funds; partnerships.
- Concern with loss of available lands/areas needed for industry. Need to protect suitable lands for industry. Concern with new OCP naming Site B as environment review area (designated Intensive Industrial) when view is that the land was already land traded for conservation land elsewhere in the river estuary; part of habitat compensation in SEMP.
- Allow waterfront and potential industrial lands to be used by businesses that need water access. For example, Squamish Forestry has regional significance, not only local; access to the water for forestry is important for the whole corridor and some parts of the interior. "Don't preclude industry by putting a use near the water that does not need water access"

Why is Nexan not all industrial? We are losing industrial lands

What is the future for the log sorts in MBC? What is the future for them? Hope the marine plan has a strategy for making the logging industry an attractive feature in Squamish.

Support Industry

Recognize existing industrial use in Squamish in the deep-water areas; very valuable industrial use area; precautionary principle applies if looking at new industrial applications, ensure checks are in place to avoid impacts to the marine or upland environment.

Is housing/ residential development economic development? Leave opportunities for industry

Depends on how you define it. Leave opportunities for industrial/commercial development as well; right now, residential development is taking precedence over industrial/commercial. Is that in best interest of Squamish in the long term? That is my Question. Yes, it is in the best interest, if you want it a bedroom community. If you want an economy and jobs in Squamish – then probably not. With heavy increase in residential development, problems escalate because affordability of industrial lands become an issue. Example - Squamish Industrial Park – now a Business Park; now with a mixed use commercial use in the park, the land price escalated so it has become unaffordable for industries; same can happen along the Squamish Foreshore.

Industry vs Development Voice

Concern that District is not hearing industry; concern that development is the only voice being heard.

Noise Complaints from Industrial uses

- Concern that the noise covenant placed on the Condo's is one-sided; people will complain.
- Putting float homes across from the dry land sort will lead to conflict with industrial uses on the east side, for example at Site B.

Maintain and celebrate logging history and culture

MBC was used for log booming, and sorting; over 30 years ago there were cranes that lifted logs onto trains; would have been valuable to retain some of that infrastructure as historic industrial activity; could be part of tourism as well; as this work does not happen anymore, some historical retention of features being lost would be desirable.

Marine Transportation Corridor

Waterfront - a transportation solution

Important now to determine where the community wants to see the waterfront – it can be a transportation solution for people.

Protect the "Transportation Corridor" – Vision & Leadership needed

- There are few industry users left on the waterfront. In the early 90s, tradeoffs were made which culminated in SEMP. Some industrial users such as A. Barr moved their log sort but are those tradeoffs being respected in perpetuity? Is the transportation corridor being protected? There is some mistrust because the SEMP framework is now missing. It's about leadership and concern is that no one is taking the lead. Need a vision. Hoping this is what comes out of the MAST exercise.
- OCP has done a good job to ensure marine/ industry and land based transportation access is embedded.

Squamish as an Industrial hub - Protect shipping, truck and rail connectivity to waterfront

- The community may not realize how unique Squamish is to have access to highway, rail and ocean for transportation of people, goods and industrial uses.
- Protect truck route and rail corridor; ensure safety and flow. Need connectivity to the waterfront.
- Howe Sound is a non-expendable commercial transportation corridor for both overseas shipping and coast-wide shipping including ferries. For goods movement, only three ways to access the ocean: Skeena to Prince Rupert and Kit mat; Squamish/Cheakamus; and Fraser Valley to Port of Vancouver .

Continue and improve marine transportation industry

We have 1st class deep sea terminal facility which has great importance not only for local but provincial and western Canada and Canada for that matter due to its location. Squamish was essentially created on the fact that we have an ice-free deep-water port with potential for any size ship. This meant that in 1900s Squamish needed BC Rail service to bring goods here. There was no road connection to Vancouver up until 1956. Up to that point all things pertaining to Squamish was by ship. With this history and current unique status, ensure all related industries, jobs and economics are maintained.

Squamish has unique port functions - deep sea port and short sea shipping

- Squamish could be a deep-sea port; this could make the town boom if that is the direction it wants to go. Exploit this opportunity to move goods through deep sea and reduce truck traffic;

help Squamish Terminals expand, not restrict them. Need somewhere for shipping, transportation and forestry industry marine traffic to go.

- Highway, deep sea and rail all converge into a hub in Squamish. Concern that through development, this opportunity is being prohibited from flourishing. District seems developer-focused. Need opportunity to let industry flourish.

If WLNG fails, this area is a ready to go brownfield site ideal for dry dock ship repair / construction

Concern for lost economic opportunities in Squamish on our waterfront. View the shoulder to shoulder residential development that is going on. While probably too late to turn this around, if the WLNG export proposal fails, this area being a brownfield area already is ideal for dry dock ship repair / construction to happen. As land becomes increasingly scarce in Vancouver for this type of industry Woodfibre could be set up nicely for this purpose.

Concern re: Port Corporation as another bureaucratic layer

Port Corporations own the land and make their money by collecting fees; becomes a regulatory body. Adds another layer of review and adds cost. Investments may not be made to avoid these costs.

Forestry industry

Forestry industry pays living wage

- It should be factored into Squamish economic story that industry employees are paid well, living wages and patronize the restaurants and shops versus some of the new “technology/ knowledge based industry” jobs which support fewer employees and are paid at a lower wage.
- Industry uses all technical and professionals including lawyers, architects, engineers; not only labourers; key skills are also needed to run machinery. Finding skilled workers is hard and we need to keep attracting labour force.
- AAC is science driven; jobs should not decline; forestry industry is a sustainable employer.

Squamish Terminals

Squamish Terminals enables the movement of goods

On BC's coast port property is scarce and costly. Terminals receives two inquiries/month to repurpose its land or change its business model (e.g., moving more products, adding cruise ships). We need to identify what is important to us in our community regarding the movement of goods and people.

Mixed uses

We have important industrial and recreational resources to acknowledge and manage

Balance is needed; we have a very important industrial resource; recreation value is also ramping up; these features need to be acknowledged and can work together; they are not mutually exclusive.

Need a mix of uses

- Need a mix of uses; industry was history but from 20 000-foot level there is more opportunity for economic development with real estate and non-industrial uses.
- Excited about a False Creek vision/sea wall activity along waterfront, with store fronts /restaurants; activities; beautification; are all very exciting. “Hope I’m still here in 10 years to see it.” Squamish oceanfront is such a destination. Keep the green space amongst that.

Light industry is ok – makes it interesting.

Do not let the waterfront become all residential development

Concern that with the changes happening (reduced industrial access), government should not swing way over to the other end. The marine waterfront cannot be used only for residential development. Keep it for various industrial and social / recreational purposes.

Development will add a lot to Squamish

Between Marina and Mistral – these developments will add a lot of value to Squamish.

Bedroom community concern

Concern that harvesting is a negative activity but compare this with thousands of cars driving to the city and back every day; concern we are creating a bedroom community if not enabling the community industry to thrive.

Certain commercial uses are key to the vitality of a sense of place

Certain commercial uses are key to the vitality of a sense of place and therefore a positive consideration. For example, marinas or float homes provide activity at all hours of the day (particularly important given the size of the sea walls proposed resulting in a disconnect between the upland and shoreline). The District may want to consider commercial activities that fall outside the existing municipal approval process.

MBC and Upper MBC Planning

Concern that development is leading Upper MBC sub area planning changes

What are the next steps following the 2012 UMBC Land Use Study for the Upper MBC? Concern is we are reacting to developers rather than leading them.

Loss of light industrial uses on the waterfront

Concern that the marine strategy is including the issue of industry when Council has already made decisions with lasting effect. In the last OCP, critical lands in MBC were identified as important light industrial with access to the channel; and then those lands were rezoned for the Waterfront Landing. Light industrial zoning will never come back. A critical elimination. All that is left is Site B. Some zoning designated in Cattermole Slough but Newport is trying to change this with a university campus.

Open up Cattermole to MBC

MBC requires a high cost both financially and environmentally to maintain as a navigable channel. Concern that it does not make sense for taxpayers of Squamish to foot the bill for millions of dollars for continuous dredging of MBC. Suggest Chanel be opened up into Cattermole slough. This idea was floated during the first Oceanfront engagement process. From a boaters' point of view it makes sense . Open this channel and not one penny would have to be spent on dredging again as the Squamish terminals would take care of this maintenance issue to have ships enter the East berth. Win Win. Also, with a new channel to navigate to and from the Mamquam blind channel, a permeant land bridge can be installed across it. Another economic win.

Facilities

Planning for location of future waterfront facilities

The following is a list of water-dependent facilities needed for recreation, commercial transportation/industry and conservation activities that cannot be located anywhere else and which form part of an integrated, holistic waterfront experience:

- Small boat launches and related parking
- Marine vessel repair and maintenance facilities
- Marine vessel manufacturing
- Dry dock
- Heavy lift barge facilities
- Rail barge facility
- Waterfront primary processing of timber or wood residuals
- Float plane base in outer harbour
- Marine Search and Rescue station
- Emergency response supplies depots
- Barges tie-up
- Fast ferry dock
- Small cruise ships dock
- Large cruise ship dock(?)
- Float home community
- Fishing boats dock
- Net sheds/ fishing equipment storage
- New log bundle de-watering facilities
- Barge load-out for logs
- Barge load-out for chips and/ or hog fuel
- Stawamus River gravel control system
- Safe highway truck access to/ from harbour
- Access over future dikes for small boat harbours, fuel trucks, other transport.

Through the oceanfront processes, these discussions were not at the forefront. Ensure MAST paints a more complete picture of all planning needs and challenges. Consider the above facilities in the marine environment. “Replace vessel facilities we used to have. We had the MB Britannia at the foot of Maine. Rebuild the maritime interface that Squamish had 20 years ago. Barge tie ups and ferry docks are needed for all sorts of uses and activities – be it for tourism, recreation or industry.”

Fueling station needed

Squamish Nation discussed this somewhere around government dock.

Consider a place for boat building school

A ship yard or boat building school can add to the local marine-based economy.

Employment

Plan for employment uses

Certain employment uses, as noted previously, should be acknowledged and planned for. Marine activities on Crown land will be regulated by the province with referral input from the District, while private water lots are subject to the municipal planning process and therefore should be considered in the Official Community Plan.

Allow for marine based business that supports recreational and commercial boaters: need boat ramp, boat lift, marine yard and marine school

There needs to be a discussion about utilizing some of the waterfront lands to develop marine based businesses that support recreational and commercial boaters in Squamish. The number of vessels located in Squamish is only going to grow as each additional marina is added/expanded. In order to support this growth there should be an easily accessible boat ramp, boat lift and marine yard that includes marine mechanics and a chandlery. It would also be great to see a marine school that offers courses in marine mechanics and marine pilotage certification.

Enforcement

Address squatters

Concern for increasing numbers of people living in campers or in the bushes in the estuary.

Recreation and Other Social Uses

Interview Question 1d. What is your perspective on how the marine environment/Howe Sound should be used for recreation and other social uses?

Managing multiple uses

User conflicts can be managed

- Our waters can be used for recreation and working harbor.
- Limited space so need to share.
- Don't need to have only tourism or recreation; industry can work well with all uses; that is what community is all about; all the facets are needed in a community. For example, the forestry industry works well with SORCA.
- Keep the marine transportation corridor clear and free of user conflicts.
- Collaborations with windsports has been going on for years; with proper planning, it can continue. .
- In the past there was a lot of water activity in the MBC amounting to 15 movements/day at its maximum. "we may not return to the marine traffic we had in the 60s as vessels are larger now and there is less activity going on; we may have 3 terminals at best in the future. User conflict potential can be managed.

Consider sensitive environmental areas

I think it's important for people to recreate outside and enjoy our environment, but we need to limit access to sensitive areas (for example, the estuary, or the foreshore during key lifecycle stages such as forage fish spawning period, and etc.)

Safe public access to the water

The community's access to the water is extremely important

- Yet it is also important that such access be safe for all users of Howe Sound. Potential conflicts need to be understood and managed.
- Being a coastal town – surprising to have very little opportunity for general public to access the foreshore.
- Obviously don't want public access in/around log sort areas but the opportunity to access the foreshore should be addressed/high on the list. Estuary area has reasonable access/ trails; but on MBC side – only 2 or 3 spots and not easy access.

Access to general public not just extreme users.

Mistral cut off walkway along the MBC; will they open this up eventually? Would be nice to have a public walkway from one end to other.

Industry needs to be focussed in a key area

Our waterfront areas are not a friendly place for recreation. The log sorts have been around for so long; a shame they come through downtown which is prime residential real estate. Site B will be good. Don't have industry everywhere, focus it.

Visitation and recreational uses

Need to enable more recreational use than is possible now.

"Unless you are a paddle boarder or kiter you don't use it." Ideal to have more marina space in the community.

Continue to promote windsurfing, as it will have a new home once the Training dike is moved as well.

Rock climbing and camp sites are a big need here.

Enhancing recreational blueways/waterways:

This is such a great idea for recreation; at Cattermole Slough, you can potentially go in a pass that is culverted off but this can lead to an array of tributaries and endless network; could be mapped; and would be safe; could start at Adventure Centre; open these up and have reasonable places to play. Creates a functional loop. Even a small boat – hard to get anywhere other than in Howe Sound and dealing with serious wind and waves and it is scary and potentially dangerous; so, if could go into the Estuary safely and not impact the ecosystem, it would be fantastic. Need to talk to all the land owners and stewardship to agree to this; would also clean up the water as it would flush the water and would allow fresh water in and out.

Concern with logging causing navigation issues in the channel

Logging has encroached in the channel and is causing navigation issues for recreational boaters.

Recreation and Tourism

Tourism and recreation is underutilized in the marine environment – Partner with Industry

- For recreation and tourism partnerships will be key. Opportunity to partner with education institutions and with other businesses that need docks/boats such as WLNG and build up the marine tourism sector in Howe Sound. Need facilities and promotion; partnership can help deliver on these needs.
- There is great opportunity for marine based tourism/recreation and the main issue is lack of facilities and promotion. “With economic down turn, there were underused taxis from industry realm and we took some tourists out. That is how Squamish Harbour Eco Tours began.” Tourism cannot pay for dock infrastructure and roads which is where industry can help. WLNG for example, also needs such facilities/infrastructure. Need partnerships to make this happen. WLNG has spent millions to remediate their site. Can use their deep pockets. Darrel Bay partnerships also possible. May need different scale of infrastructure for passengers; important to develop infrastructure that all can use.

Viewscape is an asset

The gondola is an extension of the marine environment due to viewscape over the marine realm.

Waterfront Walkway

Protect and enable a continuous oceanfront walkway

Don't let businesses or residences cut off public access or walkways. Like at False Creek, enable continuous walkways and have these out front along water's edge. It just makes sense. What do our Design guidelines say?

Continue historic walkway

The District has done extensive work with the community on protecting valuable environmental features. There needs to be the continuation of the historic walk that will begin with the Sirocco development along the Mamquam Blind Channel.

Pedestrian bridge over MBC

- Waterfront Landing is proposing a pedestrian bridge. This bridge should not impede existing and marine uses in the channel.
- Concern not wide enough for maintenance barges.

Pier attraction

Think about Santa Monica fishing pier, Huntington Beach pier, or Davis Bay pier; these are functional interesting attractions and become iconic, a magnet and gathering spot.

Parking will be an important asset

As sites are redeveloped “parking” for recreational users will be increasingly in need, competing with the already tight downtown parking situation. The proposed waterfront trail and active transportation initiatives will help, but many of the users are transporting sporting equipment whether it be motorized boats, paddleboards or kites.

Boating and marine infrastructure

Prevent illegal mooring and docking

Concern with boaters docking without permission on private marina; despite police being called, they leave and then return.

Boating Infrastructure needed for local and visiting boaters

- Squamish is missing an attractive place for boaters; no place to get gas – no fuel dock or a decent public dock.
- Docking, fuel and Moorage for local transient and visiting boaters are important amenities for the economy. There is not a lot of fuel supply areas; Sunset Beach or Gibsons. Ensure this infrastructure is designed to suit all key boat sizes. Without these in Squamish, it will be very difficult to attract boating business here.
- Recognize community needs for certain recreation activities, whether it be for a public boat launch (larger boats than the Oceanfront launches will accommodate) and fueling.
- On water fuel would be important; permitted use but is it best use? Perhaps have it as part of current industrial places – like Squamish Terminal due to infrastructure. Maybe SFN of interest in this kind of use.
- Boat launch is not to be addressed at the Oceanfront; more for kayaks; this is more non-motorized.

Need a public boat launch

Where is land available for boat launch/access?

Marina infrastructure needed

Concern with Mistral not putting in a marina; due to being an old log dump in the water area here, it is shallow and would need dredging.

Squamish Yacht Club needs secure land

Concern that current location of SYC is not secure.

Sailing is part of the waterfront

Once its future is secure, SYC redesign will connect well with the ideas for an oceanfront walkway.

Industry is a supporter of recreation amenities

Without Squamish Terminals, the community could not afford its amenities. Recent Economic Impact Study showed that a walking path around the waterfront will not necessarily lead to funding community contributions/ amenities; industry has played a large part here.

Live-aboards are an asset in the boating community

- Live-aboard space demand is increasing; hard to manage.
- SYC looking into making a decision on live-aboards. While a small percentage they provide security presence. Float homes developments may bring out policies that can help inform SYC regulation changes.

Water Quality

Improve water quality

- Keep the water clean.
- Water quality testing is important for SYC which runs a sailing school with kids and adults falling into the water often. Concern with the years of industrial uses in the channel.

Concern with some live-aboards dumping raw waste into the Mamquam.

Fishing in Howe Sound/the estuary

Fishing is an important recreational activity in the estuary

Estuary important for fisheries industry. Part of an overall plan by land owners that put in the railroad in the first place (BC Rail).

Ban fishing permanently in Howe Sound

A permanent ban on commercial fishery in Howe sound should be implemented and the focus should be on the recreation fishery which brings with it local economic growth.

Identity

Increase Squamish Marine environment identity: The more people identify with the marine economy of Squamish, the more they will respect it

- Make the marine realm play a bigger role in Squamish identity. The more people identify with it the more they will respect it and the uses the marine environment enables for the economy, recreation and the ecosystem.
- For example, Council quoted as saying that the footbridge was the best part of a proposal but this infrastructure comes with risk to navigation; to focus on walking path only, and not considering impacts to water-based marine uses is worrisome; there may be potential issues. While other checks and balances are in place it's the perspective. If this was a marine community like Campbell River, then Council would have known that a footbridge would affect marine-based industry/uses. This demonstrates the mindset of our Council, of our Community; the marine economy is not at the forefront.
- Another example: in a meeting with Newport Development reviewing community survey results as to what should be in the park. They were shocked that people wanted a boat launch. This shows the mindset of developers/our leaders.

Transportation

Float plane and small ferry service infrastructure

The marine environment has potential for float planes and perhaps small ferry service (similar to the Aquabus in False Creek).

Clarify where rail access is needed

Approach opportunities holistically taking into consideration the importance of services supplied by rail in particular and forest industry as the next issue of importance.

Policing and enforcement

Need for more policing - Concern with low water quality in MBC

Water quality continues to drop in the Mamquam blind channel area. Concern there have been numerous fuel spills over the past decade and continued unchecked discharge of live-aboards. There is opportunity for small boats to exist here on a long-term basis as long as the pollution issues are policed much better.

Environmental Protection / Stewardship Considerations

Interview Question: 1e. What needs to be protected or restored?

Estuary

Concern with lack of understanding of a healthy functioning estuary

For example, use of sheet piling in the MBC as they said they were not going to do but are doing so anyway.

Howe Sound current delivers up to \$4.7 billion in ecosystem benefits every year.² We need to ensure the continued health of our ecosystem which then benefits the health, well-being, and resilience of our communities, and these ecosystem benefits need to be recognized.

For protecting the environment - How far back do we want to go? So much has been lost in a little over a century of colonization. What is the ultimate goal?

Understanding what the WMA is all about

Balance of uses is needed with a shoreline environment. Designating the WMA is good but there is a lack of understanding of what that is; not there for public use, yet it's there for the benefit of the public (e.g., walking dogs).

Recreation in WMA conservation area

Concern with public use in general of the WMA/conservation area. How to coordinate with the public, with users when recreating in conservation areas to minimize impacts. Assessment if some uses are appropriate. Enable some areas to act as buffers for more sensitive habitats. Find balance with precautionary principle.

Concern for loss of ecosystem functioning with filling nexan into the water

Eel grass is going to be destroyed in places; need to strike a balance but should not do so by losing estuary functions. Work within existing brown fields.

Seek to change the status of the Squamish River Estuary into a National wildlife park reserve

It is also one of the Important Bird areas of Canada.

The estuary functions to mitigate storm impacts and predicted sea level rise

Need to raise attention of mitigation functioning of an estuary and soft shore approaches which helps manage severe storm surges and predicted sea level rise. Already there is over topping on Loggers Lane.

² DSF report – Sound Investment Measuring the Return on Howe Sound's Ecosystem Assets, 2015.

Staff know this; while they are focusing on one small area, this approach needs to be coast wide in Squamish.

Continue to protect the estuary for the ecosystem and public safety and use values

- Estuary needs to remain protected.
- Some people do not know about the trails in the estuary. Advertise this information. If people have emotional attachment to something, they'll care more about its conservation.
- Protect all the habitat values already designated – this is job #1!
- Protect habitat values that are not yet protected.
- Leave the estuary area protected.

No fishing in the estuary

Would like to see no fishing in the estuary but rather open it up for walks and tourism.

Mamquam Blind Channel

Protect the ecosystem of the MBC

The Mamquam Blind Channel and its ecosystem needs to be protected.

Study pollution issues and put regulations in place in the MBC

The Squamish Harbour Authority would like to see the Mamquam Blind Channel and its ecosystem protected and improved upon. The potential for pollution in the Channel needs to be studied and regulations put in place. Currently the Harbour Authority is enrolled in the Georgia Strait Alliance Clean Marine BC program. It is our hope to see all new developments on the Channel enrolled in this program and follow the policies as a minimum standard in stewardship.

Concern for fish bearing streams across MBC

Concern with two salmon streams and a fish bearing creek below rock bluff on East side of MBC that needed to be identified and managed.

Let's get the Oolichan back – dredge mud out of upper MBC

In the 1960s the Oolichan were found in gravel zones in parts of the estuary and now they are not; this is the next plan; dredging the upper MBC beyond the CN bridge. Oolichan used to spawn there in the gravel but now all mud; idea is to remove it; the fish may come back and this would also open the waterways up for recreation (canoeing, kayaking, SUP); could add a wharf near Adventure Centre to gain access.

Management of silting in MBC

The Mamquam Blind Channel is being silted up and a plan is needed to dredge the (soon to be designated) navigation channel.

Improve traffic pinch points at Stawamus River

The berm that existed at the mouth of the Stawamus river needs to be restored to prevent the constant buildup of silt that collects across the Channel at this point limiting traffic to specific tides.

Environment - protection, stewardship, policy

Maintain open lines of communications with stewardship groups

Concern that District is communicating with industry only on some projects and not with the main stewardship groups in the community. Need to make decisions that reflect community members' perspectives. (N)

Conservation has benefitted from key partnerships

Herring recovery would not have been possible without Squamish Terminals involvement. The 'herring factory' is under the East Dock. Very high survival rate now versus on shoreline where Eagles, weather and tides damage the eggs and habitat. Another example: WLGN noted to DFO that their data was out of date. Streamkeepers built a partnership with Squamish Terminal to address new challenges and phases for artificial spawning habitat. Beneficial industry partnerships can therefore help conservation and marine ecology.

Environmental protection protocols needed for recreational marinas

Water pollution in recreational boat marines is an underemphasized topic. Concern with lack of sufficient environmental safeguards at recreational marinas for such emergencies as oil spills. Recreational marinas do not have the same protocols for protection and preparedness as in other marine based sectors. Issue is many people involved; need education process.

How environmental preservation is achieved depends on zoning of adjacent lands.

Work with industry

Where possible, we need to work with existing industries (e.g., Squamish Terminals) to reduce impacts, for example vessel wake, air pollution, and underwater noise from ships and tug boats.

Work with tourism

Be aware that tourism also has impacts; need to plan now for ways to mitigate those impacts by improving trails (especially raised trails in sensitive habitats), limit access to sensitive habitats, and educate visitors on stewardship and best practices.

Ecosystem vibrancy

Marine life has improved

Saw the little life in the past because I lived on the water before. I see now how much life there is out there now and it would be sad to reverse that. Saw school dolphins and whales. People are attracted by a clean vibrant marine environment. Tragedy to go backwards.

Need ecosystem base line data

If contamination happens need baseline to be able to compare.

Training Dike Realignment is a win win win

- This is a win win win for recreation, the environment and industry.
- Moving the spit will mean less money spent by Squamish Terminals to dredge.
- With fish as primary area of focus for Streamkeepers, it is important to move ahead with removing the Spit and replacing it at the Pier. Windsports need something. Meanwhile the

salmon will have an appropriate rearing ground before heading out to sea. Chinook and Coho in particular will benefit.

Balance of uses needed

Clarify what is truly the estuary area for preservation and what areas can be modified?

Need balance; estuary incredibly important. The oceanfront development is going to be improve the land.

By protecting industrial areas this protects the environment and ensures public safety

No question that our environment needs protecting and by protecting truck route, rail and water access to carriers, this enables greater protection to the environment as well as creates safety and efficiency.

Keep it clean

Prevent boat squatting

Cleaning up Larsen's boats was a great achievement for the District.

Addressing pilings

- Pulling out old pilings.
- Covering creosote pilings.

Need a building code for boat docks

Where steel or concrete pilings are used and Styrofoam should be encased so as not to end up in our Marine environment.

Ensure Resiliency

Flood proofing and ecosystem recovery for Upper MBC

Culvert and flood control measures have been put in place so that all small waterways are connected; focus is on maintenance in those areas. Next steps are to focus connections along Loggers Lane to enable more water flow. (N)

Challenge how to accomplish flood protection without armoring

Environmental protection is going to be challenging with the flood protection strategy. 2 m of SLR? How is that accomplished without armoring of banks. A challenge!

Build in buffers to ensure resiliency

Need to increase buffers between development and riparian habitat, and protect sensitive shoreline and stream habitats.

Vision and Values

Interview Question 2a: Thinking 10 years from now into the future: What are some of the key marine values that should be highlighted in the marine strategy?

Diversity and Vibrancy

Vibrant waterfront

- I see a vibrant active waterfront with great examples of environmental stewardship and every stakeholder having a role in the waterfront; I see installation of new projects and continued rehabilitation for herring and other marine species.
- We should be walking around in something that looks like a Coal harbour or False creek; with activity to draw people in; buildings to see, boats/mastscapes, parks, trails and high/low rise mix. “Mistral was built and it is the first new building on the oceanfront in over 20 years since Marina Estates.”
- Waterfront revitalization and access to waterfront.
- Develop Economic development strategy in line with our vision and values for our waterfront; and promote sustainable investment.
- A sought-after destination. A False Creek vision with high sea wall activity, store fronts / restaurants; activities; beautification.

Diverse economy

Want to see a diverse economy.

Protect our waterfront / marine based assets

Identify and protect Squamish’s three main waterfront assets - conservation, recreation, water-dependent commercial transportation and industry. If we lose any of these, there is no “Plan B.” In the Oceanwatch document from the Coastal Ocean Research Institute, “commercial transportation” is considered a key value. Concern that if we lose transportation and industry, then expect more land to be paved to compensate with need for trucking and rail use. “We are all interconnected in a larger west coast port system, so if lose one, it will be compensated elsewhere.” Squamish harbour is part of a long – term idea for port facilities and transportation of goods.

Acknowledgement of Squamish past industrial culture, history, tradition

Investment in port facility is key; Site B for log handling.

Sustainable mixed use

Balanced and sustainable – Mixed Use approach

- We have a solid balance between the three sustainable legs on the stool. Everything works well together; no winners and losers.
- Balanced approach to marine planning will be needed.
- Maximized potential for mixed use – developed with a great marine strategy; for the most diverse user groups.
- Would like to see the corridor of MBC as mixed use; residential/industry/commercial.
- Community developed in an enviro-friendly way and not negatively impacting what is there. Continues to Clean up the place; for all to enjoy and use (industry, commercial, visitors alike).
- Light industrial and commercial use is key. Recreational uses.

A mix of uses all thriving

- Light to heavy industry, transportation, tourism/ recreational/ accommodation, residential, retail, transportation, education, industrial/commercial land, water lots, etc.
- Natural capital, estuarial, clean water, port lands (scarcity of), linkage to various modes of transportation and land use – ocean, road, rail, air, etc.).

Uniqueness

Uniqueness

Develop a vision that capitalizes on our marine SWOT and uniqueness; a vision that strikes the right balance between land use / protection for economic, environmental and social uses.

Develop a common understanding by all stakeholders of our marine SWOT.

Marine governance

Develop a framework for Governance

Develop a framework for stewardship and governance (e.g. policy, bylaws, zoning, habitat compensation, SEMP, safety, etc.); inclusive of the various stakeholders and regulatory bodies; as well as reconciliation and obligation to Squamish Nation. Beware of gaps, as well as unnecessary regulatory oversight seen in other jurisdictions.

Accessible waterfront

Make the waterfront accessible by the general public.

A Lot of the waterfront was held by a single landowner. Only until recently did BC hold most of the land along the MBC. Now is the time to take advantage of these available lands. For example, look at Granville Island, Vancouver, or Stevenson, Richmond.

Access for recreational use is important.

Sense of Place / Accessibility / Connectivity

Maintain local access to the water

A waterfront for the local community

Maintain accessibility for working people and not only for the wealthy. Concern with making MBC like Coal Harbour. Want to enable people who live here to be able to moor their boats.

Environment - Conservation, stewardship, thriving marine life

Fish populations are thriving.

Marine wildlife: Whales are coming back! The initiative of getting rid of the creosote piles – talking to fisheries rep (DFO), and shows increases in herring spawn coming back; been here since 2011 and the club members say the fishing was minimal to non-existent in 2011 versus now it is amazing. Fishing is off the charts in HS in last few years. I've seen killer whales regularly over the last few years as well. Phenomenal.

Healthy watersheds = healthy marine environment

Some key values should be environmental stewardship

Protection

Protection of species, habitat, research, parkland, etc.

Increased marine wildlife awareness

Awareness and respect for marine wildlife.

Partnerships

Integrated resource management

- Integrated resource management requires partnerships between industry and conservation. SEMP is an example of IRM. "Hold on to this forum as it worked, and if it can be made to work."
- For the Squamish Marine Environment to be seen as world-class in terms of stewardship, diversity of use and protection.

Safety planning

Management that coordinates all the various stakeholders versus reacting to emergencies.

Public dock

The ability to maintain a public dock is essential for Squamish to be seen as a safe harbour for recreational and commercial vessels.

Updated flood management in place.

Big Achievements

Interview Question: 2b. What do you see are the big achievements; the big wins in the marine environment for the District/for Howe Sound?

Adoption of SEMP and the WMA

Adoption of the SEMP in '99

huge victory. Preservation of the estuary environment and providing direction for Industry for where to site their activities.

Establishment of the Wildlife Management Area

WMA big achievement to acknowledge; fantastic natural resource. There could be more!

SEMP is an old document now, needs a refresh

Need some tweaks now as 20-year-old document; needs to be updated to look forward to next 20 years. SEMP was good for its day; but the way senior level of government work, the SEMC are no longer

functional and so something needs to take its place so maybe MAST can be that, or action that, to move things forward.

Bringing back marine life

Improvements are being seen

Since '92 we've been working on the foreshore. Seeing such amazing aquatic life now. The work with salmonids is succeeding/ seeing good numbers; Streamkeepers working on herring. Seeing our eelgrass, nudibranchs, crabs and other fish species coming back. It is all connected.

Cleaning up the Estuary and Howe Sound

- The fact that between Britannia and WF there has been a big clean up and marine life has returned.
- The biggest would be the cleaning up of the mine at Britannia Beach and that at Woodfibre.

Seeking to limit marine pollution

- Limiting pollution as much as possible.
- The Britannia treatment facility has been a huge asset in dealing with pollution leaching into the Sound.

Addressing derelict boats

- Dealing with derelict boats and S. Larsen junk boats.
- The ongoing and evolving procedures of dealing with and eliminating derelict vessels in Howe Sound will help to give teeth to the District and other interests that deal with them on a regular basis.
- Removal of the derelict boats and creosote piling. Streamkeepers instrumental.

Dredging - ongoing need

Dredging done a few years ago. Need to keep dredging. Suggestion: if those with an interest paid some money (clubs, marinas, industry), it would help fund on-going dredging.

Boating education

Education for recreational and commercial vessel owners/operators with regards to environmental stewardship.

Increased use of ocean for recreation

It is being used by the public now; visitors are going out there. Even in the way that it looks it is still beautiful.

Suggestions for Immediate Actions

Interview Question 3a: What is important to achieve immediately; say in the next 1- 2 years?

Governance

Obtain jurisdictional control

Obtain control in the water to address squatters.

Develop a framework for stewardship and governance

Engage in a comprehensive public consultation process; and evaluate the various options that will ultimately guide the District in the development of a viable and sustainable waterfront plan.

Develop a vision

Develop a vision that capitalizes on our marine SWOT and uniqueness

Take an ecosystem-based management approach to marine planning

Need for an ecosystem-based management approach (what happens on the land affects the marine environment too). EBM requires integrated, multi-sectoral planning approach. "EBM, is an approach that goes beyond examining single issues, species, or ecosystem functions in isolation. Instead it recognizes ecological systems for what they are: a rich mix of elements that interact with each other in important ways. This is particularly important for oceans and coasts."³

Enable more Enforcement of bylaws

Enforce regulations regarding illegal uses/activities. Public safety issue.

Reconciliation with First Nations

Reconciliation with First Nations is essential; concern with loss of traditional knowledge and how First Nations used to interact with Howe Sound because their traditional foods have been lost or become contaminated by industry for them to harvest safely."

Environment – Protection and Stewardship

Herring reminds us that MBC is part of the estuary

Herring has returned to the MBC but they only go where the water is clean and MBC is silting up. If silt is present, they will go elsewhere. Need to address siltation in MBC. "Recovery of herring has brought back the realization that MBC is part of the estuary, with its own habitat, salmon, herring, otter. We forget this because it is not a designated Wildlife Management Area and is not seen as part of the estuary or having estuary functions."

Support water quality improvement efforts

- Enable fresh water work in MBC (rewatering project)
- There is an attempt to consider funneling fresh water around MBC which has many benefits: flood hazard management; recreational opportunities; habitat improvements for salmon (recall fishing at "Coho Rock" under highway bridge).
- Address point-source pollution from boats at the marina

³ UNEP (2011): Taking Steps toward Marine and Coastal Ecosystem-Based Management - An Introductory Guide.

Address dredging at mouth of Stawamus River

Need a solution to the dredging issue located at the mouth of the Stawamus river.

Restore the Squamish Estuary

- Remove the spit immediately
- Continue removing piles.

Manage development and shoreline modification to minimize impacts

Develop a standard for marine riparian setbacks.

Establish clear goals for marine and riparian foreshore protection

- Establish clearly what areas will be retained or improved? What areas will be used for development?
- Some standards could be developed to be consistent with the marine foreshore armouring/protection coupled with goals of IFHMP; integrate those better so there is better direction of what is expected of them; not clear now.
- Concern that sensitive ecosystems and habitats are not protected
- Consider cumulative effects when making planning decisions
- Waste from pets needs to be treated appropriately. Hundreds of dogs pooping in the woods every single day.

Development planning

Collect data for new areas of development

Collecting the data and setting out parameters to guide decisions versus opinion; create the knowns and go from there; look for deficiencies (what area is actually needed to keep log industry going?). Think outside the box, look at private owned water lot to be new areas of development.

Concern for lack of baseline data to evaluate impacts of proposed new development and industrial projects (maybe addressed at the Provincial/Federal level, but DoS can advocate for funding to be restored to collect this data).

Research waterfront revitalization planning best practices

Research other waterfront jurisdictions for revitalization and planning best practices.

Encourage developers to bring proposals forward

Encourage private sector, developers, to bring ideas forward and avoid more engagement, planning and discussions; it is time to act now.

Recreation and Industry Access

Secure recreation and Industrial water access

- Secure water access for recreation and for industry; plan for it and secure it.

- Oceanfront zoning and development planning is needed in immediate term. Be assertive on uses; don't allow zoning creep/short term gains. If light industrial property needs to sit empty for 10 years, don't pull it out of that zoning.

Secure SYC land

With the foreshore being sold to a new upland owner, negotiations have been very challenging and are ongoing. This is now affecting SYC land use longevity/sustainability. "SYC has been here 40 years and we appreciate our place there and would like another 40 years. This is a top priority for us."

Build a boat launch

Current situation is rouge style, being done across private land. Coordinate planning with SFN as major waterfront holder.

Marine facilities needs

Need the big picture for marine based facilities

- Squamish is seeing rapid population growth and concern is there is inadequate infrastructure to support that growth
- Ensure we have a well-informed picture of the needs for facilities.
- Develop a vision that capitalizes on our marina SWOT and uniqueness; a vision that strikes the right balance between land use / protection for economic, environmental and social uses.

Activate facilities needed for recreation, commercial transportation and conservation

- Industrial zoning such as Light Industry was removed to allow for Waterfront Landing with aim to rezone District Lands or other private lands. This enables an opportunity to consider the facilities needed for industry as well as recreation and conservation.
- A Fuel dock is essential in order to encourage water based tourism and visiting vessels.

Enable moorage

Develop moorage program. Many inquiries about liveboards.

Address squatting/ derelict vessels

Remove and discourage squatting and derelict vessels.

- Provide options for the owners of these vessels. Be proactive and work to remove the vessels from the water before they become an environmental hazard.
- Remove the derelict boats in Cattermole.
- Clean up pollutants and derelict vessels in the MBC

Communications/ Outreach

Conduct community and stakeholder outreach to build awareness of the socio-economic and environmental benefits marine realm

- Scope and define the marine environment. Develop a common understanding by all stakeholders of our marine SWOT.

- Educate the community about what is okay/not okay to put down the drain (dilution is not the solution to pollution...) and consider banning the sale of chemicals or toxins that threaten the marine environment

Transportation - Navigation

Establish safety lanes for navigation.

Clear jurisdiction in the marine environment. How to make it as safe as possible.

Address flood protection diking in Cattermole

Fix up diking in Cattermole area.

Shoddy diking in that area is, there is no rip rap and no real protection in Cattermole area; only on one side. This will be done with development but should plan ahead of the game. District had asked for rip rap years ago of all businesses. What is Doug Day being asked to do?

Suggestions for Medium Term Actions

Interview Question 3b: What is important to achieve in the medium term, say, in the next 3-4 years?

Governance

Establish marine use planning framework

Dredging in MBC and Upper MBC

Assess the source of sedimentation in the Stawamus River

Need to identify the source of sediments in the Stawamus River during storm events. It is felt that excessive sedimentation started after the first FortisBC pipeline was constructed

Improve access by dredging

- In MBC: During low tide access to transient visitor is treacherous without specific knowledge and experience. Increasing transient visitation in 2017 seeking moorage and anticipate this trend to increase as the waterfront develops. SYC could partner in a group effort??
- One of the docks is filling in. As waterfront develops we assume dredging would be part of the process but not sure about this; would like to know about plans and be involved.

Upper MBC should be dredged to help with return of Oolichan

Remove the mud and would have to seed Oolichan eggs as well. Won't happen on its own anymore.

Plan for what is needed and be ready for funding envelopes

- Financing for facilities and conservation needs to be planned for. Be ready for funding envelopes such as for docks and diking.
- For example, concern there is no plan for how to cover for diking needs.
- MAST can help the forestry industry apply for funding. "We need land or dock prepared and truck access ready. MAST could help with funding access regarding facilities upgrades and needs." .

Environment – Protection and Stewardship

Identify new protected areas

Strategize on protected area needs; are there other areas to secure over time?

Assess protected areas and development areas in Upper MBC

Areas that were left unassessed in the SEMP like Upper MBC should be integrated into the whole strategy. There was never any funding or desire in last 15 years to do anything about it from Senior levels of government.

Redirect/remove the Squamish spit /dike

Improve waste water treatment facilities

- Consider upgrading to a minimum of tertiary-level treatment for the sewage treatment plant, and incorporate a way to capture microplastics. As treatment technology improves, plan to remove hormones, anti-depressants, and other drugs that are part of our sewage
- The District should talk to Whistler and encourage them to upgrade their sewage treatment facilities as well

Remove old pilings from the estuary and shoreline

Marine facilities needs

Boat Launch

- Develop a community / accessible boat launch; Not many boat landing/launching sites.
- Nothing happens fast! Seems everything takes five years, like the OCP.
- Ensure a place to park truck/trailer for boat launch; can District lands be used for this kind of recreation access?

Marine yard and related industry

A boat lift would be a great asset to Squamish. The closest one is located at Race Rocks in Eagle Harbour. A marine yard and related industry.

SYC waterfront improvements if obtain security of land use into the future

If SYC secures its future, it can begin improving docks and building a “on the water club house”; would ensure in line with the upgrades going along the waterfront.

Partnerships

Look for mutually beneficial solutions – Identify partnerships and resources

“Capacities here are small; we don’t have tourism sector to build a small dock so partner with someone who needs one, and not full time. Example: dock workers from Port Mellon stay in Squamish and taxi down to do their dock works. Could partner with them.”

Industrial changes

Remove industry from downtown

Remove industry from downtown as that will help with revitalization; move them to appropriate place.

Utilize rail capacity

Service the hinterland activities.

Suggestions for Longer Term Actions

Interview Questions 3c: What is important to achieve in the longer term, say beyond 5/6 years?

Governance

Marine Planning

Plan needs to be dynamic so that in ten years there is a mechanism to check against measures of success; hold against whatever is actually happening then. Check measures every 5 years to determine progress/changes.

Environment – Protection and Stewardship

Marine Protection

- Identify and work with various jurisdictions to establish marine protected areas within the context of economic, environment, and social aspects.
- Implement the protected area strategy; there are acquisition opportunities beyond the WMA that make sense for connectivity across the landscape.
- Advocate for removal of IPPs and dams that affect wild salmon spawning habitat (more a provincial issue but DoS can advocate for this)

Marine Transportation

Assess potential for ferry service and pocket cruise ship opportunities

Consider pocket cruise ships (up to 300 passengers) and ferry services.

Improved access at Nexen Beach for recreation

Support for marinas

Risks exist to our marinas through no long-term security. If the marinas go away then boats could end up anchoring at random all over. Pressure exists to turn our marinas into house boats.

Marina shortage across south coast of BC: any losses would make this worse.

Marine facilities needs

- Build the needed docks.
- Create a marine station with access to fuel, dock and get provisions.

Waterfront revitalization

Initiate waterfront revitalization and access.

Implement economic development strategy in line with our vision and values for our waterfront; and promote sustainable investment.

Industry needs

Growing light industrial on the waterfront

Flood protection

Invest in flood protection

Ensure investment accommodates the marine use; cannot add a giant wall; needs to integrate with the waterfront uses.

Key Actions

Interview Question 4: Thinking more specifically about actions, initiatives, projects: What specific actions will help us get to these suggested outcomes and what is the ideal timeline to start and end them?

Recreational uses

Begin to build in ecosystem-based management approach

Educate staff and council about what EBM is. Need to start now, as I imagine this will be a lengthy process.

Develop recreational waterway that opens up the water flow

Map some waterway loops, 2 or 3; Clean up the little canals and enable enjoyment of the estuary; build appreciation; more likely to want to protect it. Great for tourism and to promote these waterways; unique; safer than ocean; will attract more users/visitors. A map would be great. There is a railway track to deal with; so, need to talk to Squamish Terminals and CNR This makes water access more user friendly. The waters around Sky are so ugly and stagnant; would be great to allow it to move.

Recreational water user education

Increasing recreational water use over the years. Needs to be managed and build in education so people know where the safety lanes are for the deep-sea ships; most don't know.

Industry – economy

Support not restrict industry

Create policies that support not restrict industry. Waterfront property is very valuable; stop pushing industry out; industry enables a sustainable community with living wage workers.

Desire for more affordable development charges

Bring in rezoning and policies to get to action and ensure the costs are affordable; “stop charging developers more money. Concern that municipalities are a drain on the development system”

Involve all the players in the marine strategy

Start by involving the Rail bed owners (BCR) and Squamish Terminals, the Squamish First Nations (who in effect control Site B) beside the various governments (SLRD, DoS, Britannia, Sunshine Coast, owners/operators of Howe Sound pulp and paper, Tug and Barge company for servicing). Look at past and present activities and where the future might lead us. Plan for doing the right thing with these opportunities; require solutions to service the forest industry, jobs including agriculture industry (Vancouver Port showing cannot meet demand globally).

Safety in shipping standards

We will likely see a fully technical supervised electronic system that calls any vessel out of the position immediately; similar to the Navy; used more and more in deep sea transportation industry because of growth globally in number of sizes of ships.

Environment – Protection and Stewardship

Address pollution, stewardship and marine use before development begins

Set policy regarding pollution, stewardship and marine use before any further development begins and ensure that it is included in any development plans.

Protect areas

Development of habitat securement plans/strategies.

Enforcement of bylaws

Enforcement of bylaws is key; increasing capacity for bylaw officers.

Top Overall Priorities

Interview Question 5: What should be the top 3 priorities to consider in the Marine Strategy? (e.g., issues, desired outcomes, or key actions?)

Access

Secure Industry Water Access

- Support industrial use of marine realm.
- Managing Industrial and mixed uses in the marine environment (industry/recreation/development).
- New technology can move around; forestry industry cannot. It is water based.
- Preserve land base to ensure enough land for industry to use but it may need to think further into the future and geographically than to date.
- Maintain light industrial and commercial use to the water.

Make the marine environment user friendly

Make the marine environment user friendly -- Continue to develop recreation and use for general people and that is why people come here; to go out to look at things; and come up by boat; then they will love it and move here or spend money here.

Water Access for All Users

- Access for regular citizens, by enabling affordable mooring and boat launch.
- Squamish residents can access the water; all residents. Bring community to the peninsula.

Governance

Goal: Play a leading role in protection and restoration of marine habitats and ecosystem functions

Jurisdiction and Enforcement

Having ownership of the water; extended jurisdiction. Exercise control in the Channel and enforce the rules.

Broadening the scope

MASt can broaden the scope geographically to include the harbour (MBC), Woodfibre, Watts Point, Darryl Bay.

Need a process/forum, multistakeholder table to advise, make and monitor plans

Who will lead/ manage MASt? Need a process/ forum for coordinating discussion, advising, creating and monitoring plans/ initiatives. This is still a number one issue for many stakeholders. Concern that DFO, Province, LNG, MOT, Transport Canada need to be at the table.

Mamquam Blind Channel marine activities needs management.

Safety

Make all concerned better aware of the dangers in the marine environment to ensure safety and alleviate environmental risk.

Celebrate Squamish logging history, culture

Protect logging culture

- Our community has it all; feature the log work as a tourism perspective; logging is an economic driver in the community and region. It is by default of AAC, a sustainable economy.
- Concern with turning Loggers Sports into Squamish Days. That day is the highest booking, not the mountain bike races. Concern to look to long term solutions and not fads.
- Looking forward, logging industry is relevant in Squamish; believe in diversity; forestry can be part of the picture of Squamish future.

Logging industry is part of the history and future of Squamish

It is an anchor industry; does not have to be the whole economy but a facet of the Squamish economy. It is not a transition sector; forestry is not in trouble here; as a full economy town, we don't need to transition away from forestry. Good to invite other economies such as new technologies but don't do it at the expense of our logging history, culture and real economy. All can thrive here.

Facilities Needs

Address key boating facility needs

- Need public accessible marinas and fuel dock.
- Establishing a fuel dock.
- Need public mooring.
- Need pier as focal point.
- Improving and/or adding a boat ramp.
- Identify facility needs on the map.

Identify facility needs on the map

Environment - protection

Protect key areas under a designated zoning

Protect current conservation lands. Protect ecological processes – ensure all tidal areas and drainage patterns as natural as possible. Strategize to increase protected areas.

Remove the spit as top priority

Flood protection integration with foreshore protection

Integration of flood protection standards with foreshore protection should be a high priority and incorporate setbacks and clear public access points.

Goal: Restore the Squamish estuary and improve wild salmon habitat

Goal: Incorporate an ecosystem-based management approach for future planning decisions

Use an ecosystem-based management (EBM) planning approach in future planning. Use Howe Sound as a case study for how to manage an ecosystem/watershed using this EBM approach.

Recreation/ visitation

Keep it clean

Clean up the foreshore to make it more attractive.

Connect the waterways.

Marine identity

Increase marine identity of Squamish.

Education/ Outreach

Goal: Allocate funding to help increase awareness, education and the practice of stewardship (as per the OceanWatch Executive Summary).⁴

⁴ http://oceanwatch.ca/wp-content/uploads/2016/11/CORI_OceanWatch_ExecutiveSummary-Online.pdf

Other Insights

Interview Question 6: Do you have any other insights/suggestions that could inform marine planning or the marine strategy?

Governance

Concern the marine strategy is too late

Seems like it is too late to do this marine strategy because we have already gone down the path on significant amount of our green waterfront; cannot create more shoreline.

Concern OCP is setting direction that does not include MAST or Employment Land Strategy

Think about how MAST will influence what is already put into the OCP – lots of work going on in tandem; Employment Land Strategy – lots of decisions being made with new data, but OCP is setting direction not based on this data.

Ensure flexibility with MAST

Use MAST as guide document; have MAST inform or take precedent over the OCP. That is, make OCP flexible to enable MAST to take priority or be the guiding document.

Past Community Harbour Authority opportunity

In 1998, we had the opportunity to apply to become a Community Harbour Authority. Council was not in favour of this. The opportunity still stands.

Development planning

Mapping can show what is needed – what is the footprint

- Useful to have a map showing all types of land holdings.
- Develop a chart to summarize total forestry acreage/ frontage along water; marinas/ port, all users.
- Figure out what is needed. Privately held water lots: Check cadastral map; many along the coast line down Howe Sound. These could be used in some way (logging sort) with compensation to DFO and supported by DoS.

Access

Public spaces and multiple waterfront access points should be top priority in the development plans.

Interpretive signage along seawall

A seawall or marine trail should include interpretive signage on the history of the Channel and Howe Sound regarding First Nations, industry, usage and local marine life.

Marine Transportation

Squamish is still competitive by rail

Squamish is the same distance to Prince Rupert as Prince George. So, we are competitive in the marine transportation/ shipping world.

Federal and provincial governments should develop a policy to address derelict boats

Take firm stand on derelict boats. A policy needs to be developed by federal, provincial governments in coordination with each other; municipal government cannot take care of this. Prevent sinking boats as that is what happening. There is one by Darrel Bay should be removed. The situation has been like this for couple of years; no excuse.

Environment – protection, stewardship

WLNG – noise in the water arising from large vessels

If it ever happens, means 40 huge vessels/year coming up Howe Sound. Cavitation noise by propellers (8 knots); have to go slow; all marine life requires a low sound level in the waters to communicate; am worried about skiff noise if this happens. Would be nice for freighters terminals to slow down but are not as big as what LGN ship would be. Government has to tell them to slow down.

Protect the foreshore and environmental values which affect upstream ecosystems

In assessing access to the marine environment and development activities in MBC, note that streams feed into it and are salmon bearing so protect the foreshore and environmental values as this will affect upstream ecosystems / habitats for salmon. Be aware of this with our development policies.

Incorporate the recommendations from the OceanWatch report