



Marine Action Strategy Development Focus Session Summary

Prepared by:



December 11, 2017

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INTRODUCTION

This report summarizes the input from the Marine Action Strategy Focus Session held December 6, 2017 in the District of Squamish Council Chambers. This invitational Focus Session sought to bring together a broad range of representatives from marine-related sectors with an interest in the foreshore and marine environment of Squamish. The purpose of the session was to obtain initial ideas on broad marine focus areas, goals, objectives and actions needed for planning and action in the marine environment. The ideas will inform the early development of a draft strategy.

The Marine Action Strategy (MASt) will be a framework to guide marine-based actions and decisions in Squamish and to bring together marine actions in progress under key focus areas. The strategy seeks to build upon marine accomplishments to date and to plan for future actions. The specific objectives of the strategy and its development process are to:

- Mobilize shared leadership within the local marine environment;
- Align municipal policies and decisions within marine issue areas; and,
- Identify focus areas 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.

MASt will affirm a shared marine vision and establish 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 and promoting a shared leadership approach, recognizing everyone in the community has a role to play. The Marine Strategy will therefore highlight partnerships and responsibilities by other governments and regulators, stakeholders and the community in caring for and managing different aspects of the marine environment.

Focus Session Objectives

The specific objectives of the session were to:

- Identify major issues, concerns / focus areas
- Begin to develop goals and objectives for those focus areas that inform key actions
- Highlight interests, experience and knowledge in marine realm
- Foster relationships/ partnerships for shared leadership in the marine realm to support people, the environment and a thriving local economy.

A second session forming part of Stage 3 will be held in March 2018, focusing on ideas towards action planning, partnerships and resources.

Meeting format

Following an opening welcome and explanation of the agenda by PacificaBlue Consulting, staff provided a presentation on the background and engagement process to develop MASt by April 2018.

Three rounds of discussions were held at 4 table topics:

- Governance/Shared Leadership;
- Thriving Economy;
- Waterfront Gateway;
- Stewardship/Coastal Ecosystems.

Participants could go to three topics of choice during those three rounds. The discussion questions were the same for each table topic:

1. What are the big **goals** regarding this table topic? Your goal answers the question: *What is important to me about this table topic?* “
2. For each of the goals: How can those goals be achieved? i.e., What are the short, medium, or long term desired outcomes / **objectives** that will address or achieve the goal?
3. For each of your objectives/ desired outcomes consider: a) How do we overcome barriers or leverage **opportunities**? b) Who needs to be involved: **Partnerships, collaborations**?

After the discussions, staff table facilitators summarized top highlights to share with the rest of attendees. The meeting closed with next steps where staff are planning a public forum and on-line survey in the new year followed by a second focus session.

Explanation of Discussion Topics

Four broad topics were chosen to drive the table discussions and may inform the creation of Focus Areas for MAST. The details of the table topics were noted as follows:

Governance/Shared Leadership

- Sharing ownership and responsibility in the marine realm
- Working within multi-jurisdictions – many roles and responsibilities
- Collaboration with First Nations; joint planning opportunities + exploring expanding jurisdiction under a Crown lease
- Enforcement and compliance, including derelict vessels
- SEMP/ SEMC/ SERC – What’s next?
- Leadership, collaborations/partnerships

Thriving Economy

- Downtown revitalization / Redevelopment of the waterfront
- Marine history/culture
- Marine industry
- Marine transportation access/logistics
- Marine infrastructure
- Pump outs, fuel docks
- Matters related to pilings, dredging
- Residential development
- Commercial and institutional features of the waterfront
- Coastal flood protection

Waterfront Gateway

- Social/recreational marine amenities/ infrastructure
- Marine recreational history/culture
- Resident / visitor access to marine environment (recreation/enjoyment)
- Greenways / blue ways
- Use of the surrounding waters
- Marina facilities
- Enlivening the waterfront
- Related upland water uses
- Related coastal flood protection measures
- Safe water quality

Stewardship/Coastal Ecosystems.

- Taking action to conserve coastal ecosystems
- Protect marine wildlife and habitat
- Prevent ecosystem damage
- Remediate contaminated sites
- Coastal flood protection
- Natural/green infrastructure
- Training berm (spit)
- Ensuring safe water quality for a thriving ecosystem and wildlife

Attendees

Of approximately 65 invitations, 26 representatives attended the workshop from: Industry, recreation, health agency, stewardship/environment, tourism, business and land development. See list of attendees in the Appendix 2.

WHAT WE HEARD

Participants provided ideas towards “Big Goals,” “Objectives” and “Opportunities” / “Collaborations.” These ideas will inform the development of the strategy. The following sets out a Summary of the Big Goals and a Synthesis of the Input received for the four table topics. Appendix 1 includes the details of each round of the discussions.

Summary

The Big Goals and some sub- goals from the table topics are summarized as follows. Repeated themes show the strength of similar view points on the ideas raised.

Topic 1: Governance/ Shared Leadership Round Table Discussion

- Create a specific marine organizing/ regulatory body

- Enable shared leadership with jurisdiction in the ocean with Squamish Nation
 - Develop clear roles, responsibilities for shared marine leadership
- Develop a clear, well-coordinated project review process
- Develop a public education and awareness program through collaborations/ partnerships about the foreshore and marine governance
 - Share marine-based information with the public and stakeholders
- Seek funding opportunities / partnerships / collaborations

Topic 2: Waterfront Gateway Round Table Discussion

- Establish singular authority/jurisdiction overlooking the marine environment/ estuary/ waterways
- Develop the marine realm “sense of place” – establish Squamish marine environment as a world class marine experience
- Ensure safe public access to/from waterfront for all user types
- Maintain / improve logging and terminal industry / marine-based transportation needs
- Continue to improve marine water quality

Topic 3: Thriving Economy Round Table Discussion

- Develop marine based institutional / educational opportunities
- Build branding for marine / oceanfront into DoS “Hardwired for Adventure” and vice versa, build “Hardwired for Adventure” branding into the marine realm of Squamish
- Enable tourism, recreation, environment, business, local community and industry to thrive together
- Ensure more access for all - visitors, residence, business (improved/ more access “from road to sea”)
- Support diversity of land uses along the waterfront/land-sea interface
- Maintain and grow the marine industry - Maintain access to marine transportation corridor for industry - importance of “rail to sea highway”
- Ensure sustainable management of ecotourism
- Improve employment opportunities: Support recreation /tourism with local jobs in marine trades / businesses

Topic 4: Coastal Stewardship /Marine Ecosystem Services Round Table Discussion

- Create a District-led regulating / controlling body
- Engage Squamish First Nations at all levels of authority, planning, management
- Continue to honour SEMP (1999) in its entirety
- Develop a collaborative program of preservation, conservation and protection of natural marine environment
 - Include habitat improvement financial support through collaborations/ partnerships
 - Include clear habitat compensation, enhancement and remediation mechanisms through all development activities that change the waterfront
- Sustainable use is the foundation of coastal stewardship / marine ecosystem services
- Changes to the Spit are win win for stakeholders and the environment
- Manage MBC interface / potentially conflicting uses and issues
- Ensure continued improvements to water quality through development of collaborative programming and partnerships
- Support and enable stronger marine regulations and enforcement
- Develop marine-based education/ awareness/ communications programming

Synthesis of Input

The following synthesizes the Big Goals and Objectives for each of the three rounds for each table topic.

Topic 1: Governance/ Shared Leadership Round Table Discussion Synthesis

Big Goals

- Explore a specific marine organizing/ regulatory body
- Enable shared leadership and jurisdiction in the ocean with Squamish Nation
- Develop clear roles, responsibilities for shared marine leadership
- Need a clear project review process; Project Review coordination (all levels of government/jurisdiction)
- Need public education and awareness of marine governance program
- Share Information with the public and stakeholders
- Seek funding opportunities

Objectives

- 1. Explore the opportunity for a marine-based organizing body with jurisdiction to make decisions in the uplands, foreshore, marine interface**
 - Local Harbour Authority, or 'Port of Squamish' Authority with teeth that can issue permits and make decisions
 - Explore governance by involvement (not just policy setting but implementation / action)
 - Not another taxing layer
- 2. Mobilize shared leadership and involvement of all key interests, governments**
 - Develop Shared leadership model, working closely with Squamish Nation on governance
 - Enable a platform or forum for key stakeholders and governments to engage in
 - Incorporate existing groups, but not another tax layer/authority
 - Include Woodfibre, Watts Pt., Darrell Bay, MBC stakeholders, SQT
 - Enable coordination of diverse interests/activities – e.g., dredging and dredge spoil disposition, land use planning, industrial, emergency preparedness, stewardship, recreation
- 3. Define clear roles and responsibilities**
 - If not SEMC/SERC then revitalize / reactivate a new body. Develop a local coordinating body to manage/coordinate/address diversity of marine/waterfront issues /activities / proposals, etc.
 - Set appropriate policy and bylaws for enforcement
 - Careful not to over regulate/ duplicate; "We're not the port of Vancouver"
- 4. Develop a clear project review process**
 - Need clear process for development projects and their review/ approval; and for major investments including conservation or recreational initiatives

5. Ensure engagement with Squamish First Nation

- Engagement at all levels
- Squamish Nation commercial interests needs to be better recognized/ represented
- All government needs to engage with Squamish Nation lease holders and businesses

6. Identify needed amenities, services and facilities as the marine environment/ waterfront develops

- Land and water use / requirements for all marine users; what does each group need to succeed? Port of Nanaimo, seem to do it well.
- Enable shared understanding of wants/ needs of all stakeholders – infrastructure amenities services/ needs; costs must be in part covered by those who will “profit”

7. Enhance public education/ awareness of marine governance in Squamish

- Share information with the public
- Ensure education of the public marine users of rules and responsibilities

8. Seek funding opportunities

- Provincial, federal and municipal cooperation through community project funding
- Small waterways funding for specific projects

Topic 2: Waterfront Gateway Round Table Discussion Synthesis

Big Goals

- Establish singular authority/jurisdiction over looking marine environment/ estuary/ waterways
- Develop sense of place – a world class marine experience with positive Gateway Communications
- Ensure safe public access to/from waterfront for all user types
- Maintain / improve logging and terminal industry / transportation needs
- Improve marine water quality

Objectives

1. Establish singular authority/jurisdiction over looking marine environment/ estuary/ waterways

- Need a lead agency to coordinate activity in marine environment
- Obtain water lease by DOS to regulate all activities/ recreational traffic
- Need agency to function as channel coordinator. Squamish Harbour Authority can enforce speed.
- Need to consider the needs of marine economy in waterfront management
- Ensure safety of activities in the MBC and along entire waterfront through a coordinating body to manage industry transportation, moving log booms and other activities such as recreational boating, SUP, float homes, etc.
- Integrate flood protection and storm water run-off infrastructure

2. Develop Squamish 'marine' sense of place

- Enable a world class marine experience through destination development
- Enable positive, connected gateway communications throughout the waterfront / estuary
- Plan for greater recreational and industrial use; manage a large/growing group of people in a small environment
- Who facilitates the gateway?
- Celebrate historical, cultural, traditional, accessibility, connectivity assets/features
- Showcase the economy – historical to present
- Seawall / waterfront trail with interpretive signage regarding history, industry, First Nations, etc.
- Visual amenities: marine /wind-based public art such as whirling designs on light standards rather than the usual banners
- Tourism Infrastructure
- Destination development. Focus is on locals and tourists.

3. Ensure safe public access to/from waterfront for all user types

- Provide a variety of ways to access the water and facilitate new businesses that focus on the water
- Access through which properties?
- Dredging needed in MBC: Concern with navigability and width of MBC for moving log booms in and out of Channel.
- DOS to ensure developments have connected waterfront trail as part of all waterfront developments; with key access points to / from the water for variety of activity types/users.
- Relocation of spit to terminal side to bring 700 members through downtown and at the same time protect west side of terminal from silt build up
- Need marine-based facilities to make this a destination. Ensure integration of marine –based facilities with services downtown and along oceanfront/entire waterfront
- Public washrooms at key locations
- Enliven waterfront with restaurant / café overlooking the water
- Boat ramp, boat lift (light and heavy lifting), dry dock, on-water/floating fuel station, repair business, and supplies business
- Facilities for visiting boaters: slips/moorage, servicing: fueling, pump-out station; connection to on-land and / or water-based transportation
- Need long and short-term parking and turn-around for vehicles/trailers

4. Facilitate industry oceanfront requirements:

- Concern with pinch point at MBC (the marine highway)
- Industry interface needs to be considered in recreational and community development
- Maintain logging industry ability to sort and boom logs and handle related products on Site B
- To meet needs of the sustainable harvest practices now in place
- To provide tidal marine access for related forestry and transportation endeavors, unimpeded by neighbouring development activity
- Ensure the continued competitive deep-water port operation of Squamish Terminals, unimpeded by neighbouring development activity
- Dredging will help align tourism and industry needs
- Respect SEMP 1999 in its entirety
- Respect the right of Squamish Nation to conduct affairs on Site B as they see fit, in cooperation with their tenants and other governments

5. Continue to improve environmental functioning and marine water quality

- Clean water /high quality water
- Promote stewardship.
- Need to compensate for all marine improvements
- Keep Catermole Slough natural.
- Create environmental features as the MBC gets dredged and filled

Topic 3: Thriving Economy Round Table Discussion Synthesis

Big Goals

- Develop marine based institutional / educational opportunities
- Build branding for marine / oceanfront into DoS “Hardwired for Adventure” and vice versa, build “Hardwired for Adventure” branding into marine realm
- Enable tourism, recreation, environment, business, local community and industry to thrive together
- Maintain and grow marine industry - Maintain access to marine transportation corridor for industry - importance of “rail to sea highway”
- Ensure more access for all - visitors, residence, business (improved/more access “from road to sea”)
- Support diversity of land uses along the waterfront/land-sea interface
- Ensure sustainable management of ecotourism
- Improve employment opportunities: Support recreation /tourism with local jobs in marine business

Objectives

1. Provide institutional Opportunities

- Develop a campus with courses for marine trades and pilotage certification

2. Establish branding for marine realm / oceanfront related to main DoS “Hardwired for Adventure”

- Integration of all marine activities be it industrial, development, commercial or recreation into current branding and vice versa – build marine into current branding
- Celebrate Marine history - Marine history as a draw: not a cookie cutter architecture
- Marine centre (e.g. Ladysmith in collaboration with the First Nations)
- Recognize there are regional stakeholders; it is not just a local working harbour but regional as well

3. Enable tourism, recreation, environment, business, local community and industry to thrive together

- Manage the interface between residential/ recreational/ industrial development
- Manage potential user conflicts
 - o Support symbiotic relationship between residential, tourism, industry

- Manage non-compatible uses, consider zoning
- Ensure new residents are aware of pre-existing industrial uses.
- Notify residents of noise covenant
- Recognize industry operational circumstances: washing with tides, 24/7, when dealing with neighborhood interface

4. Maintain and grow marine industry - Maintain industrial access to marine transportation corridor – importance of real – sea highway

- Policy and OCP alignment to ensure protection of port and industrial lands
- Maintain industrial access to marine transportation corridor
- Maintain industrial lands and water lots, and road access for industry
- Need infrastructure and plans /zoning to accommodate industrial uses
- Protect Port lands and connectivity to ocean, road and rail
- Secure foreshore lands and water access for marine industry and transportation for the long-term future opportunities
- Traffic needs to be maintained through downtown to preserve viability of industry
- Squamish – Howe Sound marine transportation corridor needs recognition as “natural assets” and “a Value” to protect
- Strengthen forestry’s importance in the community
- Build and operate a new forestry center

5. Ensure access for all - residence, visitors, business (road to sea)

- Balance of lifestyle and economic development
- Tourism – transit: improvement needed and parking
- Cruise ship terminal
- Local ferry system

6. Support diversity of land uses in the waterfront:

- Find the sweet spot between visitors and residents and business for land use
- Develop appropriate policy, zoning to address the variety of land uses and avoid conflict
- Why not “lofts” above industrial space?
- Avoid “Whistler village” type projects
- Ensure maintenance of marine land uses and access – e.g., dredging
- Identify secure locations for current and future facility needs
- More marina options: houseboats, working waterfront cohabiting with pleasure craft
- Important to locate new marine facilities – e.g., fuel station, barge terminal, boat docks, ferry dock
- Must address location of the facilities in land-use planning (SEMP, OCP, subarea plans, zoning, covenants, Railway proximity guidelines, and good neighbour bylaw

7. Sustainable management of ecotourism

- Established protected areas and marine use zoning
- Balance demands of rail and exports with economy and environment
- Manage increasing use of estuary by humans and dogs and recreational activities

- Education in estuary: Land Trust proposal for interpretive Centre, boardwalks, trails, infrastructure in Bridge Pond area.
- Upgrades to designated routes to provide better opportunities to access estuary for seniors or persons with mobility challenges

8. Employment: Support recreation – tourism with jobs in marine business

- Concern with employee affordable housing and availability of employees
- Create a thriving waterfront community with a variety of employment and residential opportunities

Topic 4: Coastal Stewardship /Marine Ecosystem Services Round Table Discussion Synthesis

Big Goals

- District regulating / controlling body
- Honour SEMP (1999)
- Squamish First Nations
- Changes to the Spit are win win for stakeholders and the environment
- Habitat Improvement support
- Preservation, conservation and protection of natural marine environment
- Habitat compensation
- Habitat enhancement, remediation
- Sustainable use
- Manage MBC interface issues – manage potentially conflicting uses
- Ensure improvements to water quality
- Need stronger marine regulations and enforcement
- Need education/ awareness/ communications

Objectives

1. Consider the District as leader/ regulating authority

- District maintains control to regulate activities (e.g., boat traffic and anchoring within the blind channel and the sound)
- Direct waterfront officer with authority to make recommendations and implementation
- Establish marine policies as a basic minimum standard for any new or existing development along the waterfront
- Collaborate with federal provincial and municipal governments and private industry
- A recognized leader, business support, ecosystem stewardship
- Federal fisheries need to have direct involvement with all groups

2. Honour SEMP (1999) and function of SERC/SEMC

- Honor SEMP especially in OCP
- Examples of advantage of SERC/ SEMC

- SERC/ SEMC would have enabled discussion of compensation for habitat loss of 2 fish bearing water courses
- Following sawmill site sale, squatters and fishing boats tied up to sawmill log pond dolphins. Could have been avoided by proper referral of land use change to SEMP review process.

3. Continue to engage Squamish Nation

- Respect values of ecosystem
- Need more involvement of SFN

4. Redevelop training berm to achieve environmental, recreational and industrial benefits

- Changes to the Spit are win-win for stakeholders and the environment
- High recreational/tourist traffic at the Spit; problems with speed, dust
- Large spit designed in the ocean could be a win-win for environments and protection of terminals boat basin. Spit could provide habitat features and improved access to central basin for salmonids

5. Develop and support habitat Improvement goals and objectives

- Develop overall habitat improvement objectives
- Establish a fund to enable larger projects to be achieved. Developers could pay into fund

6. Support preservation, conservation and protection of natural marine environment

- Identify protected areas and zoning for uses/conservation
- Clean up areas that are contaminated
- Promote conservation /stewardship education and action
- Facilitate incorporating local knowledge in habitat protection and restoration
- Historical information is important to fisheries restoration – salmon and herring – and this information is vulnerable and easy to lose forever.
- Ocean Protection Plan initiatives of federal government needs to link up with local grassroots interests and knowledge.
- Waterfront Landing to retain trees along North and West side for Park and use natural materials in construction of trails
- Access and land use for industry and recreation helps preserve the environment.

7. Support habitat compensation

- Ensure compensation with each development; e.g., more marine habitat on new shoreline with any development
- For Cattermole Slough, MBC: Ensure habitat enhancements or compensation is sustainable into the future
- Seizes opportunities for compensation during development project design and construction
- Strategic approach to compensation instead of project by project basis; eg. Pool resources from several developments (in reserve fund) to fund a big project; eg training dike realignment

8. Support habitat enhancement, remediation

- What mitigation or compensation is planned for the sheet pile project in MBC?
- When Site B mud flat infill is completed consider developing forage fish habitat on the ocean side
- What will be long term noise / dust issues considering SODC development across the water?
- Is there habitat compensation for loss of habitat / environmental impacts in the creation of 7.5 acre infill for a park?
- Encourage advanced remediation of sites
- Selective dredging of Upper MBC could bring improvements to aquatic habitat and recreational use

9. Adopt a sustainable use model

- Sustainable use includes industrial use, recreation, habitat, water quality and environment conservation
- Zoning will help clarify land/water use & will help to increase /improve opportunities

10. MBC interface issues – Manage potential conflicting uses

- Safely manage and plan for all users in a narrow space with clear interface challenges (yacht club, Windsports, Site B, houseboats etc.
- How to address interface issues with activities in MBC: Site B, SODC residential, industry. Marine strategy facilitates better interface relationships
- Mamquam blind channel dredging is important to address conflict and being the entry into marine gateway

11. Ensure continued improvements in water quality

- Support and expand the Mamquam reunion project - improves habitat and flood conveyance in a way that's safe for residents
- Assess marine water quality and sources of contamination

12. Support stronger marine regulation and enforcement

- Concern for sewage from boats and fuel leaks when refueling with gas cans
- Concern with live-aboards and sewage compliance
- Develop a marine health bylaw that addresses waste, water, sewage –fFor tourists visitors, live-aboards, recreational users
- Enforcement of derelict boats through collaboration with Coast Guard/ Transport Canada
- Evolving procedures for dealing with and eliminating derelict vessels. Be proactive before vessels sink

13. Develop marine realm education, awareness, communications

- Maintain strong communication with all stakeholders
- Education for recreational and commercial boaters with regards to environmental stewardship, awareness and respect for marine life
- Education for recreation users about safe fueling and management of sewage
- Standards need to be raised and education efforts improved regarding recreational boat marina and water pollution

Appendix 1: Roundtable Discussions

The following sets out the digitized written feedback from each round at each table topic.

Topic 1: Governance / Shared Leadership Round Table

ROUND 1: Big Goals	Objectives	Opportunities/ Collaborations
- Need clear process for development projects and their review, for major investments including conservation initiatives	- Planning and project review within SEMP was important	- SEMC + SERC → revitalize, re-activate
- Create some type of local organizing/ regulatory body that can address issues – Proper Harbour Authority that has complete authority over the water lots and foreshore of Squamish for industrial, recreational use	- Coordination of diverse interests – e.g., dredging and dredge spoil disposition, land use planning, emergency preparedness	- Local harbour / Port Authority with teeth; able to issue permits, make decisions. - Incorporate existing groups, not another tax layer
- A platform or forum for all interests to participate in, for sharing information, offering advice to different levels of gov't.	- More active local presence of federal agencies – Fisheries, Coast Guard, Transport Canada	- Federal government (Fisheries) coordination with local and provincial government including First Nations
- Include Harbour Authority and/or Chamber of Commerce, and/or Tourism Squamish in SEMC to represent small marine-related businesses, and tourism/ recreational/ boating businesses	- Squamish Nation commercial interests should be better recognized/ represented alongside Environment Coordinator department.	- All levels of government in their liaison consultation with Squamish Nation needs to be aware of need to engage also with Squamish Nation lease holders and businesses
		- District and other governments (First Nations, Federal, etc.) to oversee and manage but private industry must be able to profit enough to make it attractive
- Find options for Port of Squamish	- Include Woodfibre, Watts Pt., Darrell Bay, MBC, SQT; but not another taxing authority	- Ensure proper working industrial & waterway
- Public awareness/education	- Ensure education of the public marine users of rules and responsibilities	- Enable shared understanding of wants/ needs of other stakeholders – infrastructure amenities services

ROUND 1: Big Goals	Objectives	Opportunities/ Collaborations
		<ul style="list-style-type: none"> - i.e., costs must be in part covered by those who will “profit”
<ul style="list-style-type: none"> - Important to have recreation uses: marinas, gas dock, restaurants, visitors’ dock 	<ul style="list-style-type: none"> - Need good mix of land/water uses: industry, commercial, park, marine. 	<ul style="list-style-type: none"> - Public information and opportunity for affected stakeholders can be improved for Crown water lot applications
<ul style="list-style-type: none"> - Seek funding opportunities 		<ul style="list-style-type: none"> - Provincial, federal and municipal cooperation through community project funding through primary beneficiary
ROUND 2: Big Goals	Objectives	Opportunities/ Collaborations
<ul style="list-style-type: none"> - Clarify jurisdictional role/responsibilities 	<ul style="list-style-type: none"> - Clear jurisdictional responsibilities 	<ul style="list-style-type: none"> - Barrier: declining resources and involvement of senior governments
<ul style="list-style-type: none"> - Definition and recognition of jurisdictional regulatory roles 	<ul style="list-style-type: none"> - Careful not to over regulate/ duplicate - “We’re not the port of Vancouver” 	
	<ul style="list-style-type: none"> - Set appropriate policy and bylaws for enforcement 	
<ul style="list-style-type: none"> - Coordination of project review 	<ul style="list-style-type: none"> - Coordination of planning to project review 	
	<ul style="list-style-type: none"> - Coordinated and clear path for approvals 	
<ul style="list-style-type: none"> - Squamish Nation engagement 	<ul style="list-style-type: none"> - Clarity around Squamish Nation engagement / duty to consult 	
<ul style="list-style-type: none"> - Information sharing 		<ul style="list-style-type: none"> - Share AGM meetings with other group’s AGM meetings to share information; eg., Squamish Windsports Society and Yacht club attend each other’s AGM
<ul style="list-style-type: none"> - Funding opportunities 		<ul style="list-style-type: none"> - Example: small waterways funding (port of Vancouver) for specific projects

ROUND 3: Big Goals	Objectives	Opportunities/ Collaborations
- Develop shared leadership model	- Clear leads under a shared governance model	
	- Explore governance by involvement (not just policy setting but implementation / action)	
	- Work closely with SFN on governance	
- Marine management	- Land and water use and land requirements for all marine users; what does each group need to succeed?	- Barriers: federal and provincial authority not dealing with enforcement
	- SEMP – review, rewrite; SEMC – simplify; SERC – remove	
	- Port of Nanaimo, seem to do it well.	
	- Well managed waterfront / marine realm	

Topic 2: Waterfront Gateway Round Table

ROUND 1: Big Goals	Objectives	Opportunities/ Collaborations
- Tourism/ recreation and industry thriving together	- Restaurant or café overlooking the water	
- Establish singular jurisdiction over looking marine environment/ estuary/ waterways		
- Ensure safe beach access for all user types - Need public access to waterfront	Consider local marine / weather conditions in the interface	- Access through which properties?
- Need marine facilities/ destination development	- Need boat ramp/ boat lift for access - For example, facilities such as public washrooms is important - Need marine facilities, fuel, repair, lift, supplies - Need designated boat launch with parking	
- Need a vision for marine economy and land economy needs		

ROUND 1: Big Goals	Objectives	Opportunities/ Collaborations
- Develop positive Gateway Communications	- Turn around the thought that we are the destination at the end of Howe Sound <u>to</u> being the gateway to Howe Sound -	- Who provides / facilitates the gateway?
- Define sense of place for Squamish	- Define historical, cultural, traditional, accessibility, connectivity assets/features	
- Showcase the economy – historical to present		
- Interpretive signage	- Seawall trail with interpretive signage regarding history, industry, First Nations, etc.	
- Concern for conflict potential with residential development		
- Maintain water quality	- Ensure clean water; address liveboards runoff - Address sewage from municipality and from moored/docked boats	
- In order to assist the District with ongoing waterfront planning review, the Waterfront Marine employers wish to ensure the maintenance of five basic clearly defined objectives going forward: - This will ensure Squamish maintains a thriving marine economy with a healthy environment and respectful relationships with other stakeholders for many years to come. (Allan Barr, West-Barr Contracting)	- Maintain logging industry ability to sort and boom logs and handle related products on Site B to a) meet needs of the sustainable harvest practices now in place; and b) provide tidal marine access for related forestry and transportation endeavors, unimpeded by neighbouring development activity	
	- Ensure the continued competitive deep water port operation of Squamish Terminals, again unimpeded by neighbouring development activity	
	- Respect SEMP 1999 in its entirety.	- Respect the right of Squamish Nation to conduct affairs on Site B as they see fit, in cooperation with their tenants and other governments.
	- Continue to build on positive courteous relationships with neighbouring stakeholders	

ROUND 2: Big Goals	Objectives	Opportunities/ Collaborations
- Ensure safety in the MBC; it is narrow and silting up	<ul style="list-style-type: none"> - Need agency to function as channel coordinator. Harbour Authority, enforces speeds - Public safety: log booms and other uses (rec boating, float homes, etc.) 	- Squamish Harbour Authority with increased responsibilities
- Allow environment to keep functioning	<ul style="list-style-type: none"> - For example, the Slough – keep natural - Create environmental features as the MBC gets dredged and filled 	
- Enable a world class marine experience	<ul style="list-style-type: none"> - Add on-water restaurant facilities. - Create the oceanfront park 	
- Ensure accessibility to the water	- Provide a variety of ways to access the water and facilitate new businesses that focus on the water	
	- Need for long term and short term parking including trailers	
- MBC filling in/need to dredge for navigability	<ul style="list-style-type: none"> - Dredging needed! - Concern about width of MBC for moving log booms in and out; - Concern with navigability; need to dredge 	
	- Concern over infill from Squamish River for MBC depth and log industry.	
	- Sediment from Stawamis filling in Channel depth and infill of log sort pockets (hard to read this sticky)	
- Need key marine based facilities and services	- Integration of needed facilities, accessory and services downtown	
- Enable servicing small boat craft along waterfront	- Visiting small craft: slips and service	
- Facilities needs improves tourism and appreciation of community historic culture	<ul style="list-style-type: none"> - Facilities for visiting boaters: moorage, fueling, transportation); helps improve tourism - Need on-water fuel facility Need fuel facilities - Need pump out stations - Floating fuel services 	

ROUND 2: Big Goals	Objectives	Opportunities/ Collaborations
	On land: <ul style="list-style-type: none"> - Lookout towers - Forest interpretation, education? 	
<ul style="list-style-type: none"> - Amenities for windsports 	<ul style="list-style-type: none"> - What amenities will be available? Needs are similar to those for boaters/other users: toilet, showers, maybe equipment storage, parking, off-loading areas, rescue and monitoring of kiteboarders who are in trouble or who have drifted into no go areas. 	
<ul style="list-style-type: none"> - Management of multiple uses on waterfront to avoid conflict 	<ul style="list-style-type: none"> - Integration of cruise ship terminal along waterfront 	<ul style="list-style-type: none"> - How does it integrate with Terminal East berth and windsports activity?
	<ul style="list-style-type: none"> - Float planes? - Paddle boards, kayak tours. How do they fit into the plan to not cause multiple user conflicts? 	
<ul style="list-style-type: none"> - Manage public perception and conflict with industrial uses 	<ul style="list-style-type: none"> - Concern regarding impacts of industrial log sort activity at Site B across from recreation commercial and residential areas of oceanfront. How do we decrease conflicts anticipated regarding noise, dust or public perception of resource extraction? 	
<ul style="list-style-type: none"> - Manage MBC to avoid conflicting uses 	<ul style="list-style-type: none"> - Worried about potential conflicts with log booms coming in and out of channel and conflict with float homes 	
<ul style="list-style-type: none"> - Visual amenities: public art 	<ul style="list-style-type: none"> - Use wind energy designs as part of public art; instead of banners on light standards, use whirly wind designs; part of an overall design criterial; bright bold, and wind-driven? 	

ROUND 3: Big Goals	Objectives	Opportunities/ Collaborations
<ul style="list-style-type: none"> - Water lease by DOS to regulate recreational traffic 	<ul style="list-style-type: none"> - Marina and pleasure boating front and centre as you arrive in Squamish by the water 	<ul style="list-style-type: none"> - Need to consider the needs of marine economy in waterfront management

ROUND 3: Big Goals	Objectives	Opportunities/ Collaborations
- DOS to ensure developments have water front trails as part of all waterfront developments	- Destination for tourists in boats need a 24 hour or less mooring	- Flood protection and storm water run off infrastructure
- Access to attract boaters to come to Squamish (moorage, marina facilities, fuel dock, dry dock)	- Need fuel dock to create destination marine tourism	- Water/land boundaries. - Dyking/ berm costs? - Boat launch facilities?
- More trails, and access to marine areas and make waterfront access trails to allow walking trails (like West Van oceanfront)	- Access to water – boat launch and for non-boaters	- Proximity of residential water development to marine ways for log travel (Q: a concern/opportunity?)
- Nexan lands should facilitate the relocation of the Yacht Club	- Maintain access to water for water sports	- Facilitates that support heavy lifting activities.
- Relocation of spit to terminal side to bring 700 members through downtown (Squamish Windsports Society)	- Moving spit will protect west side of terminal from silt build up	

Topic 3: Thriving Economy Round Table

ROUND 1: Big Goals	Objectives	Opportunities/ Collaborations
- Establishing the branding of Squamish “Hardwired for adventure” - How does this branding work with economic development? - Marine perspective – “access oceanfront”	- Create supportive policy and planning - Policy for developers to create Beach development and access in a timely manner	- Shared vision - Tourism Squamish
- Visitors: More access to MBC waterfront for visitors	- Access to waterfront to articulate branding	- Policies around development to provide access
- Industry: Access to waterfront industry site; marine access/road access	- Access – shared vision with other stakeholders	
- Economic development supports healthy living / built environment	- Reconnecting Squamish to the water	- District Property ownership
- Employment: Create a thriving waterfront community with a variety of employment and residential opportunities	- Redeveloping the Squamish waterfront	- Environmental fuel services

ROUND 1: Big Goals	Objectives	Opportunities/ Collaborations
- Balance demands of rail and exports with economy and environment	- dredging	- Truck route logistics
- Balance economic development and preservation of natural environments	- Encourage water based recreation	- Money
- Resolve interface issues: West Cdn. BC + SLRD (Global trade services); Rail, Truck, Marine, Forestry, Tourism, Industrial	- Fuel services with marina - Public marina with slips that can be reserved	Open MBC for small craft visitors on the Marine highway providing slip and all services
- Goal: Strengthen and maintain Forestry importance - Build and operate a new forestry center - More value added		
- Cruise ship terminal		
- Goal: marine access maintenance - Dredging - issues with silting moved alone	- Objective: marine maintenance plan for dredging maintenance shared with environment aspects as well as industry	
- Conservation and protection of marine environment	- Established protected areas and marine use zoning	
- Tourism: alternate hardwired solution with Ferry to/from Vancouver Street	- Tourism – transit: improvement needed and parking	

ROUND 2: Big Goals	Objectives	Opportunities/ Collaborations
- Goal: Maintain industrial access to marine transportation Corridor	- Squamish – Howe Sound marine transportation Corridor needs recognition as “natural assets” and “Value” to protect	-
	- Residential development pressures can be a barrier	- Partnerships between tourism and industry – Water taxis docs and other infrastructure – hand advance marine tourism
- Support recreation – tourism with jobs in marine business		- Concerned with employee affordable housing and employee availability
- Ensure access for all (residence, visitors, business)		- Fear of selling off piecemeal to private developers – Private condos

ROUND 2: Big Goals	Objectives	Opportunities/ Collaborations
- Support diversity of uses	- Develop policy - Develop a policy - zoning	- Secure foreshore lands and water access for marine industry and transportation for the long-term future opportunities
- Find the sweet spot between visitors and residents and business for land use	- Why not “lofts” above industrial space? - Avoid “Whistler village” type projects - Charm of working waterfront hub: a careful but “organic” mix. Not the fake overly-planned area	
- Identify secure locations for current and future facility needs	- Locating new marine facilities – example: fuel station, barge terminal, boat docks, ferry dock -	
	- Maintain access through facilities/infrastructure – Beach, boat ramp, waterfront, rivers, the spit	
- Recognize industry operational circumstances: washing with tides, 24/7, when dealing with neighborhood interface	- Must address location of the facilities in land-use planning (SEMP, OCP, subarea plans, zoning, covenants, Railway proximity guidelines, and good neighbour bylaw -	- Interface issue: Document provided of City of Penticton Good Neighbor Bylaw – Incorporate into DoS policy to take into account Industry operational circumstances
- Marine history as a draw; not a cookie cutter architecture	- Marine center (e.g., Ladysmith has great Marina with first Nations)	- More marina options: houseboats, working waterfront cohabiting with pleasure craft
- Local and regional harbor	- Recognize stakeholders in Squamish waterfront from outside the region – i.e., not just a local working harbor.	
- Similar comments from Allan Bar		

ROUND 3: Big Goals	Objectives	Opportunities / Collaborations
- Develop a campus with courses for marine trades and pilotage certification		- Target BCIT and other educational facilities to see if they would be interested in a satellite campus
- Showcase we are as Squamish community	- Encourage investment - Clarity and consistency of application of policy	
- Manage potential conflict of uses	- Exploit symbiotic relationship between residential, tourism, industry	- Ensure new residents are aware of pre-existing Industrial uses/activities

ROUND 3: Big Goals	Objectives	Opportunities / Collaborations
		<ul style="list-style-type: none"> - Don't punish Industry after development - Notify residents of noise covenant
	<ul style="list-style-type: none"> - Manage non-compatible issues, uses; maybe zoning? 	
<ul style="list-style-type: none"> - Sustainable management of ecotourism 	<ul style="list-style-type: none"> - Ecotourism needs management: Impacts on estuary of two main invasive species: humans and dogs. More and more pressure to access natural areas for walking, kayaking, standup paddling, gatherings. 	<ul style="list-style-type: none"> - Education uses of estuary – Land trusts proposal including interpretive Center, boardwalks, trails and educational infrastructure in Bridge Pond area
	<ul style="list-style-type: none"> - Responsible management of estuary environment to control users impacts i.e. dog walkers, hunters and gatherers, kayakers, paddle boarding in central basin and smaller sloughs 	
<ul style="list-style-type: none"> - Industry Accessibility 	<ul style="list-style-type: none"> - Maintain industrial land and water lots and road access for industry 	
	<ul style="list-style-type: none"> - Traffic needs to be maintained through downtown to preserve viability of industry - Need infrastructure and plans to accommodate 	
	<ul style="list-style-type: none"> - Protect Port lands and connectivity to ocean, road and rail 	
<ul style="list-style-type: none"> - Accessibility 	<ul style="list-style-type: none"> - Seniors, persons with mobility challenges Accessibility - Seniors, persons with mobility challenges 	
<ul style="list-style-type: none"> - Protection of port and industrial lands 	<ul style="list-style-type: none"> - Policy and OCP alignment to ensure protection of port and industrial lands 	

Topic 4: Coastal Stewardship / Marine Ecosystem Services Round Table

ROUND 1 Big Goals	Objectives	Opportunities/ Collaborations
- SEMP (1999)	- Keep Squamish Estuary Management Plan in place in its entirety Honor SEMP especially in OCP	
	Respect the Squamish Estuary Plan 1999 in its entirety	
- Berm changes	- High recreational/tourist traffic at the Spit	- Squamish Windsports Society having over 700 members - traffic is a problem at the spit - keeping a speed down for dust and rocks
	- Training Dyke changes? Large spit into the ocean could be a win-win for environments and protection of terminals boat basin. Large rock spit could provide habitat features and improved access to central basin for salmonids	- Moving the Spit - Realignment on terminal side
- Safety planning/management	- Safely manage and plan for all users in narrow space with safe interface (yacht club, Windsports, Site B, houseboats etc.	
- Habitat improvement support	- Have overall habitat improvement objectives	- Establish a fund to enable larger projects to be achieved - Developer could pay into fund rather than to possibly dubious smaller projects do you've a walk
- Habitat enhancements compensation	- For Cattermole Slough, MBC: How do you ensure that habitat enhancements or compensation is sustainable into the future?	
	- How do you integrate people into habitats? Relative to habitat compensation. Challenge particularly in oceanfront, to not just create waterfront dark parks	- Encourage more marine habitat on new shoreline - rip rap areas
- Compensation with development	- What mitigation is there for the great sheet pile wall in MBC?	- When Site B mud flat infill is completed why not include forage fish habitat on the ocean side?
	- Forestry: Logs are bundled so there is less bark and other wood debris contaminating the ocean	

ROUND 1 Big Goals	Objectives	Opportunities/ Collaborations
	floor. What will be long term noise / dust issues considering SODC development across the water?	
- SODC Park amenity / compensation	- Is there compensation package for loss of habitat for 7.5 acre infill for a park? - Great to create this park amenity but also should consider the environmental impacts?	
- MBC interface issues – concern with conflicting uses	- Interface issues with activities in MBC: Site B, SODC residential, industry. - Yacht club should be relocated to Nexan	- Marine strategy facilitates better interface relationships
	- Mamquam blind channel dredging - Entry into marine gateway	
- Water quality	- Mamquam Blind Channel water quality - for habitat and humans	
- Mamquam Reunion Project	- Supporting and expanding the Mamquam reunion project - improve habitat and flood conveyance in a way that's safe for residents	
- Communications with stakeholders	- Maintain strong communication with SWS and Squamish terminals	

ROUND 2: Big Goals	Objectives	Opportunities/ Collaborations
- District regulating / controlling body	- District maintains control to regulate boat traffic and anchoring within the blind channel and the sound	- Collaboration with federal provincial and municipal governments and private industry
	- Establish marine policies as a basic minimum standard for any new or existing development along the waterfront	
- Goal: Preservation, and protection of natural marine environments	- All new marine development should be herring friendly: support herring spawn	
- Goal: conservation / protection of marine environment	- Protected areas - Clean up areas that are contaminated - Education - Zoning	
- Remediation	- Remediation of waterfront with regards to developer policy	

ROUND 2: Big Goals	Objectives	Opportunities/ Collaborations
- Training Berm	- Redevelopment of training berm to achieve environmental, recreational and industrial needs	
- Sustainability goal: includes industrial use, recreation, habitat, water quality and environment conservation	- Objectives: zoning & increase /improve opportunities	
- Water quality	- Concern for sewage from boats and fuel leaks when refueling with gas cans	- Assessment of marine water quality sources of contamination
- Stronger marine regulation and enforcement	- Marine health bylaw that addresses waste, water, sewage – For tourists visitors, live aboards, recreational users	- Live aboard compliance with sewage
	- Sewage from boats and fuel dock leakage are a concern	- Enforcement of derelict boats through collaboration with Coast Guard/ Transport Canada
- Evolving procedures for dealing with and eliminating derelict vessels. Be proactive before vessels sink	- Continuing program to remove derelict boats to decrease thefts and address social issues	- Some of the issues require collaboration and multi jurisdictions (Fed, Prov, TC)
- Education for recreational and commercial boaters with regards to environmental stewardship, awareness and respect for marine life	- Education for recreation users about safe fueling and sewage	

ROUND 3: Big Goals	Objectives	Opportunities / Collaborations
- Recognized leader, business support, ecosystem stewardship	- Direct waterfront officer with authority to make recommendations and implementation	- Federal fisheries direct involvement with all groups
- Squamish Nation - respect values of ecosystem	- More involvement from Squamish Nation.	
- Waterfront Landing, had 2 fish bearing water courses. Habitat loss compensation should have been negotiated through SERC or SEMC, this issue could have been discussed	- Following sawmill site sale, squatters and fishing boats tied up to sawmill log pond dolphins. Could have been avoided by proper referral of land use change to SEMP review process.	
- Encourage advanced remediation of sites	- Selective dredging of Upper MBC could bring improvements to aquatic habitat and recreational use	

ROUND 3: Big Goals	Objectives	Opportunities / Collaborations
- Facilitate incorporating local knowledge in habitat protection and restoration	-	
	- Historical information is important to fisheries restoration – salmon and herring – and this information is vulnerable and easy to lose forever.	- Ocean Protection Plan initiatives of federal government needs to link up with local grassroots interests and knowledge.
	- Waterfront Landing to retain trees along North and West side for Park and use natural materials in construction of trails	- Access and land use for industry and rec preserves ecosystem.
- Seizes opportunities for compensation during development project design and construction	- Strategic approach to compensation instead of project by project basis; eg. Pool resources from several developments (in reserve fund) to fund a big project ; eg training dike realignment	
- Goal: discourage derelict boats in channel, Darrel Bay, Cattermole Slough	-	
- Boating	- Standards need to be raised and education efforts improved regarding recreational boat marina and water pollution	
	- Restrict live-aboards in marinas!	
	- Impact of Stawamis River sediment load on dry land log sort and navigable channel/ access	
	- Debris catching pocket along Stawamis River outlet area or between rail and Channel corridor	
- Goal: dock and wharves; built environment friendly; pilings; floats		
-	- Does the ecosystem need condos?	
- (Authentic) maintaining local species/ stop invasive species		

Appendix 2: Forum Attendees

Allan Barr	West-Barr
Art McGillvary	Squamish Marine
Bill McNeney	Squamish Yacht Club
Bryan Shier	Squomish Forestry
Carl Halvorson	Squamish Environment Society
Carlos Zavarce	Newport Beach Development
Catherine Lea-Smith	Squamish Harbour Authority
Chris Rollett	Squamish Windsports Society
Cindy Watson	Vancouver Coastal Health
Danna Wall	Tourism Squamish
Dave Richardson	Harbour Authority
Douglas Day	
Emma Jarrett	Squamish Terminals
Eric Anderson	Squamish District Forestry Association and Streamkeepers BC
Geoff Waterson	Squamish Windsports Society
Jaime Martin	Squamish Windsports Society
Jeff Fisher	Squamish Forestry
Jeff Levine	Bosa
John Lowe	Squamish Mills Ltd
Kim Stegeman	Squamish Terminals
Louise Walker	Squamish Chamber of Commerce
Mike Nelson	Cascade Environmental
Morgan Campbell	Squamish Yacht Club
Peter Gordon	Cascadia Consulting
Tom Bruusgaard	Squamish Forestry
Wayne Moffatt	Squamish Yacht Club