



EARLY ENGAGEMENT SUMMARY

OCTOBER 2020

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Introduction – Marine Zoning Update 2020

This summary presents the public participation process for the District’s Marine Zoning Update, and summarizes engagement activities, results and shared learnings to date. The Marine Zoning review is part of the municipality’s overall Zoning Bylaw Update occurring in 2020.

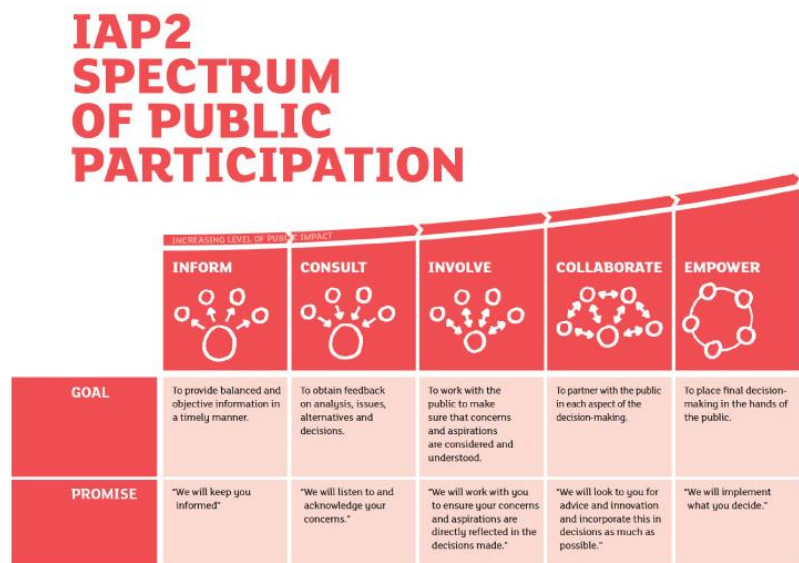
What is proposed?

New marine-specific zones and regulations are being developed and proposed for Squamish. The intent of these municipal marine regulations is to provide for and enhance the coordination, shared use and protection of marine coastal areas within the District of Squamish. Updating and refining the District’s zoning tools is one of a number of immediate priority actions identified within the Squamish Marine Action Strategy (endorsed in 2018).

Marine zoning aims to better align and harmonize local land and water use regulations with stewardship objectives for coastal areas set out in the Squamish2040 Official Community Plan. Zoning also aims to address and reconcile long-standing historic uses and water lot tenures along with future planned uses while recognizing and protecting sensitive habitats and conservation areas. The overall intent is to sustain the ecological health and productivity of marine areas and the Squamish Estuary while balancing shared interests and activities that support the socio-economic base of the community. To this end, the District is incrementally working towards integration of ecosystem-based approaches in land use planning, management and regulation.

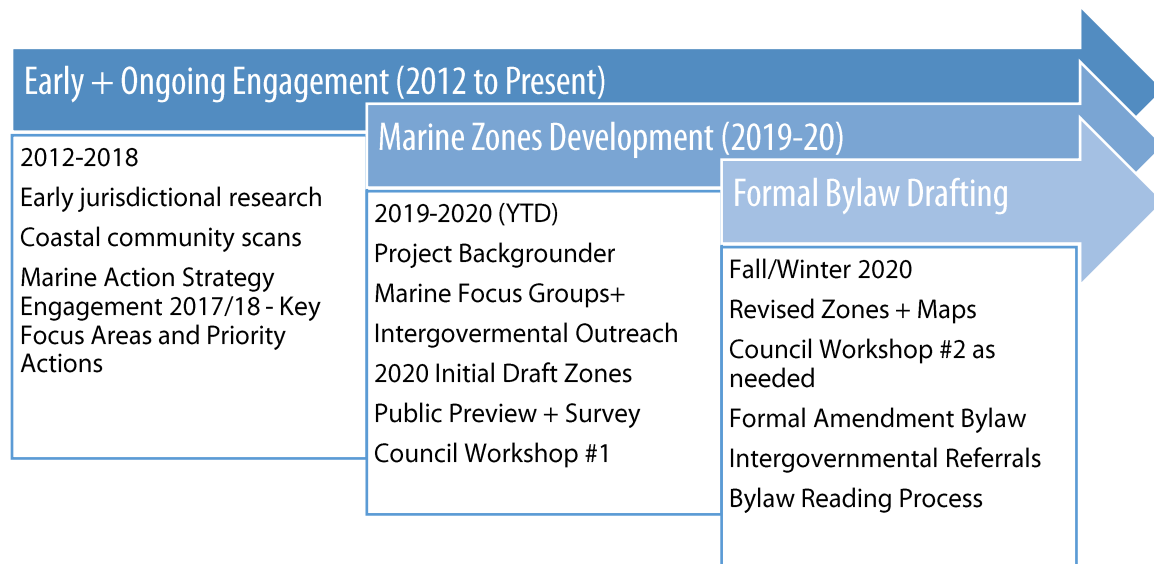
P2 Process + Engagement Timeline

The District’s public participation (P2) process for the Marine Zoning Update is situated at the *Consult* level on the IAP2 spectrum of public participation (pictured at right). The District has and continues to engage with the community to identify regulatory issues and needs, and seek feedback on marine use regulations and zoning approaches to build out and inform recommendations for Council consideration and decision-making. Intergovernmental engagement, involvement and coordination is also a priority to ensure that regulations at the local level



International Association for Public Participation (IAP2) www.iap2.org

align with plans, policies and enabling legislation of First Nations, Federal, and Provincial governments.



This graphic highlights the overall wave of work and building engagement program for the District's marine zoning review. Early background research began with the Marine Action Strategy (Phases 1, 2) which long preceded and has informed this marine zoning update. Focused engagement respecting marine zoning began in late 2019 in parallel with Stage 2 of the larger Squamish Zoning Bylaw 2020 Update. Initial activities involved outreach to all orders of government as well as local knowledge holders, key sectors and representatives across stewardship groups, industry, business, community and commercial recreation, water lot tenure holders and land owners. The District held initial focus groups in late 2019 and early 2020 to identify marine use considerations and issues, and collect data, information and perspectives and inputs on initial directions for proposed regulations. A [Marine Zoning Backgrounder](#) was prepared and shared prior to each engagement session to provide a shared understanding of the project goals, community engagement and regulatory objectives.

Based on initial research, engagement and learnings, new marine zones were drafted over the Summer of 2020, and presented for broader public preview online ([dedicated project page](#)). Public feedback was then solicited through a public survey, as summarized in this report. Engagement results will be brought to a Council workshop and touch-point to obtain direction on the initial proposed zones and regulations. Subject to Council direction to move forward, formal zoning amendment bylaws will be drafted and brought forward for consideration through the bylaw amendment process. Intergovernmental outreach and consultation with Squamish Nation as well as provincial and federal government agencies is ongoing. Intergovernmental referrals will be completed.

Engagement Activities + Participation to Date

Appendix 1 presents a detailed log of specific engagement activities and participation to date. Engagement has included early and ongoing intergovernmental outreach, hosting of 7 sector-based Focus Group sessions (with 63 participants total across all focus groups), conducting

additional outreach and making individual contact with community members (29+ individuals) and a public survey (77 responses).

Snapshot: What we Heard

Sector Focus Groups

Perspectives and key learnings from individual focus groups are summarized below. *See Appendix 1 for a detailed log of specific engagement activities and participation.*

Marine Industry Focus Group

- Importance of intergovernmental consultation with Squamish Nation.
- Industrial access to tidal water is critically important for Squamish but there is increasing pressure on these areas from competing uses that don't require access to water. Need to hold space and provide for water-dependent uses.
- Marine log storage areas – need to maintain marine industrial zoning for all current and historic water lots; noted incremental loss of marine storage area in central estuary and at Woodfibre site.
- Keep options open for a motorized boat launch; this is a key need but spot zoning now may not be best approach. Current location is reasonably good and a lot of users depend on this access. Need to consider upland requirements, wind exposure etc for locating this facility. Boat launch is ideally is a public amenity for community use. MSAR needs rescue station and facilities to be integrated as well.
- To be a true waterfront destination, Squamish needs a refueling station, otherwise boaters will not travel all the way north (closest fuel dock is West Vancouver).

Stewardship Focus Groups (Parts 1 + 2)

- Priority to remove I-3 Zone from Cattermole Slough and protect environmental values. Close review of zoning boundary with Third Avenue and Terminals access is suggested.
- Acknowledge marine connectivity of specific areas: Cattermole Slough and Nature Trust lands and former dump site. Also UMBC through to Wilson Slough, Loggers Creek wetlands and Britannia Slough and important connections for P4 zoning.
- Recognize that recreational activities do have impacts on environmentally sensitive areas and need to be carefully considered and managed.
- Look to identified conservation priorities outlined by Squamish Environment Society (circa 2007); out-of-date and should be revisited.
- Concern for limited pump out facilities and need to regulate and enforce against Live-Aboards.
- Concern for M3 /recreation uses within UMBC due to environmental sensitivity of this area. Need to complete full assessment for this area.
- Stawamus River outlet noted for high ecological value with eel grass beds, also recreational fishing. In addition Shannon Creek estuary is highly sensitive and concern raised about adjacency to I-3/logging activities. Darrell Bay is also highlighted as priority conservation area, which conflicts with recreational and industrial/ferry terminal uses. This area has good potential for fish feeding areas.
- Log-storage areas in Howe Sound: different perspectives shared on degree of impacts. Bundled log dumping less impact than loose logs, but overall concern for woody debris and habitat impacts along sensitive foreshores, particularly beach areas used by forage fish and juvenile

salmonids. Beach areas are very limited and highly important in Howe Sound. Bio-inventories key to identify what values exist.

- How can zoning include setbacks and restrictions on this use to protect shallow areas for forage fish habitat? For example, explore shoreline setbacks for log booming activity, based on low tide level.
- Need better understanding of overall area required for log storage and forestry uses; question raised as to whether there is opportunity to limit this use through local regulations.
- Ecosystem based management approach is critical foundation for developing marine regulations – how can this be applied?
- Site A and Nature Trust lands should be rezoned to P4.

Upland Owners Focus Group

- Need more attention to specific area planning such as Cattermole Slough. What are long-term plans for these areas also as they relate to Oceanfront peninsula access and flood protection/sea dike strategy. Concern for any infill of the slough, also motorized uses in this area.
- For upland owners that wish to have future marina and/or waterfront uses, this should be accommodated and pre-zoned. Specific interest in marina at Klahanie site. Concern around adjacent log-storage activities and Site B expansion (noise and light impacts).
- Recreational water access interests exist for both Cattermole and Upper Mamquam Blind Channel (UMBC) specifically.
- Access to water dictated by FCLs and shoreline treatments for flood protection.

Recreation Focus Groups (Community and Commercial)

- Upland access and staging areas are key, as well as secure storage areas.
- Parking challenges continue downtown inhibiting marine access and boat drop offs.
- Limited interest in UMBC area for launching and take outs due to tidal and low-water conditions.
- Cattermole slough preference for dragonboat team due to quiet area with very little traffic.
- At Xwu'nekw Park site, unique opportunity and strong desire for future community paddle centre. Also to support beginner paddlers and accessibility for kids.
- Support for increasing public and visitor moorage.
- Importance of connections to Sea to Sky marine trail; also recognition of Tantalus Landing camp site (west side) that has increasing visitation. No interest in docks but would like marine recreation zoning applied to foreshore. Also note need for Oceanfront access, drop off and overnight parking availability for marine camping.
- Questions raised as to Transport Canada regulations. Does zoning improve ability to address derelict boats. Is recreation allowed where there is industrial zoning.
- In P4 Estuary, can it allow for marine recreation; greater awareness/education needed to highlight where allowed. No signage exists. Identified issue with jet skis and jetboats in the Squamish River.
- Concern about Site B infill over time for intensive industrial use.

Marina Focus Group

- In M1 Zone, there should be consideration for visitor moorage and areas suitable for mooring buoys (currently there are some mooring buoys off Watt's Point). Should find a way to manage so it doesn't get out of control; look to Bowen Island Municipality mooring buoy regulations.
- Dredging is a critical need.
- Live-aboards can provide security, 'eyes on the water'. SYC has rules and regulations for live-aboards within the marina.

- Lack of long-term security for number of marinas with upland redevelopment. Upland needs for parking which causes concern as limited area available (which will limit marina development). With value of waterfront upland properties owners don't want to provide for parking. Could look at parking elsewhere with shuttle service. Suggestion to create incentive for upland owners to support marine uses, provide access and infrastructure.
- Marinas specification of length of stay for berths – need to maintain visitor capacity for destination tourism. Also moorage for larger vessels.

Public Survey Results (September 2020)

To solicit broad community input on the initial draft zones and regulations, a Marine Zoning Survey was launched September 8. The survey was promoted through the District's communication channels (e-News blasts on September 11 and 18, 2020) and promoted by staff through direct email to Focus Group participants and contacts. The Squamish Chamber of Commerce cross-promoted the survey to its membership as well. The Survey was closed on September 29.

A total of 77 survey responses were received. Survey questions and detailed results are presented in full in Appendix 2.

Who Participated

- **Residency.** The majority of participants were residents of Squamish (77%); the remainder were non-resident (23%). Ten percent of participants noted they reside near or immediately adjacent to marine areas, and 2.6% (2 individuals) reside on the water itself.
- **Age.** Participants represented a range of age groups, with greater participation of people aged 35 and older. One youth/young adult participant (age 18-24) and 11 participants aged 25-34 responded to the survey.
- **Interests and Affiliations.** The greatest interest and affiliation category noted by participants was marine recreation (77%), followed by mariners (past or present) (46%). Other affiliations included tourism/destination management, coastal stewardship/conservation, local business, fisheries/food, and marine industry.

Verbatim affiliation details provided by respondents are presented in Appendix 2.

Regulatory Priorities

Survey participants shared a variety of comments and perspectives respecting regulatory priorities (open ended question).

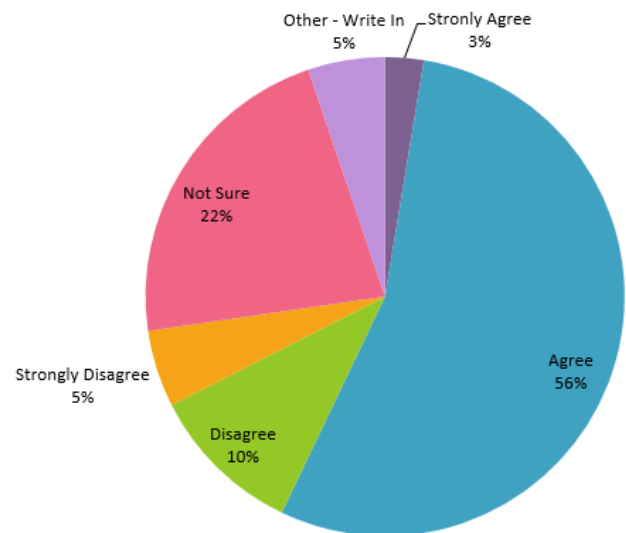
- Recreational Uses and Access
- Improving moorage and on-water dock space, boat storage
- Securing and improving boat launch facility and parking
- Density of use and development (on-water setbacks, restrictions on heights so as not to impede views; accessibility)
- Navigation and safety (speed and congestion of waterways; enforcement and encroachments on navigable channel, on-going dredging needs)
- Marine environment preservation; awareness of environmental regulations (and location of pump out facilities), regulation of motorized access in near shore areas;

windsports waterfront launch motorized channel development
marine recreational other
areas recreation water space
access parking
spit blind squamish public
dock boat beach community
moorage dredging

Verbatim comments are presented in full in Appendix 2.

Level of Support or Non-Support for initial draft zones and regulations

- A majority of respondents generally supported the initial draft zones. Support included those that Strongly Agreed (3%) and Agreed (56%) with the draft marine zones and regulations.
- Twenty-two percent (22%) of respondents were not sure.
- Five percent (5%) of respondents Strongly Disagreed and another 10% Disagreed with the initial draft marine zones and regulations.
- Two other responses noted agreement with the overall direction for the zones but with some exceptions and concerns about specific details.
- Another response noted more consideration is needed for mooring, long-term live-aboards, recreational use and access.
- Respondents also quantified their level of support for each individual zone, respectively, using a 5-Star rating (1=low support; 5=high support). Where the draft zone did not make sense or was not supported, participants were asked not to assign any stars ('X – Not Applicable'). Feedback from one participant noted that the survey did not in fact allow a 'N/A' rating and that a minimum of 1 star was required for the response. In the test survey by staff prior to survey launch, this issue was not observed. Despite this potential



matter, per the recorded results: the highest scores were given to the M3 Zone (4.5/5), followed by the M1 Zone (4/5). The M2 and M5 Zones were rated 3.5/5, and the lowest rating was given to the M4 Zone (3/5).

		Level of Support
M1 Marine Navigation	4/5	★★★★☆ Count: 77 Not Applicable: 0
M2 Marine Mixed Use	3.5/5	★★★★☆ Count: 77 Not Applicable: 0
M3 Marine Recreation	4.5/5	★★★★☆ Count: 77 Not Applicable: 0
M4 Marine Log Storage	3/5	★★★☆☆ Count: 77 Not Applicable: 0
M5 Marine Transportation Facilities	3.5/5	★★★★☆ Count: 77 Not Applicable: 0

Noted Changes or Suggested Revisions

Survey participants shared a variety of comments and perspectives respecting changes or revisions to the draft marine zones and regulations, as well as specific concerns and questions.

Prominent themes included:

- **Recreation Access** – strong focus on maintaining existing access and also creating more overall access for recreation. Suggestions made to increase access through expanded M3 zoning in additional areas (Spit, Oceanfront Park, MBC, UMBC). Many participants noted concern for any potential for loss of access for Windsports activity (need to maintain Squamish Spit and beach access).
- **Marine Facilities** - Inadequacy of existing boat launch facility and need for dedicated motorized access in Squamish was repeatedly noted, with suggestion for associated infrastructure such as several designated launch lanes and a float and marine fueling, along with a focus on vehicle and trailer parking in M1 and M3 zones. A respondent also recommended a boat launch at Darrell Bay (alternatively in the community conversations, others have noted that Darrell Bay is not a suitable place for a boat launch due to exposure to high winds and waves). In addition to boat access/launch for larger



and motorized boats, respondents noted need to allocate space for non-motorized watercraft access and storage. Parking requirements were noted as too low with suggestion to increase minimum requirement.

- For existing marinas and facilities, questions were raised as to how the proposed M2 Zoning may impact existing marina facilities and maximizing water lot development opportunities (new setbacks, water lot coverage, height of buildings etc).
- Dredging was raised by a number of respondents as a vital requirement for navigational safety, access as well as economic development for tourism and expanded waterfront amenities.
- **Moorage** - Concern for temporary anchoring restrictions and limited existing capacity of marinas for temporary and long-term moorage – some suggested more focus on safe anchorage areas for visitors until additional marinas can be built out in Squamish.
- **Live-Aboards** - Concern for proposed restriction on Live-Aboards; suggestion that the District should *not* regulate this use specifically and let the Province of BC be the authority through provincial water lot leases.
- **Marine Use Compatibility** – concerns respecting compatibility and management of uses were raised, such as concern with seaplane activity at Oceanfront (safety and concern for interference with Windsports activities), as well as comments on ongoing forestry uses in the MBC (both concerns and support for protecting log storage areas under the M4 Zone). Specific suggestion was made to eliminate I-3 and I-5 from west side MBC altogether. Also interest was noted in integrating some commercial opportunities in the UMBC area.
- An overall concern was raised about increasing marine traffic and congestion, as well as suggestion for establishing a no sail zone (recreation) at the head of the MBC entrance.
- Respecting environmental protection areas under the P4 zoning, respondents noted both concerns and support. For the UMBC and Cattermole Slough areas, suggestion was made to add M2/M3 zoning for marina and recreation infrastructure.

Verbatim comments are presented in full in Appendix 2.

Next Steps

Following the Council workshop in October 2020, the marine zoning regulations will be refined based on received inputs. Further ongoing engagement will be completed, as well as intergovernmental referrals. Finally, in due course, staff will prepare a formal zoning bylaw amendment package (maps and bylaw text) subject to Council direction and inputs.

Appendix 1. Community Engagement Activity Log

This presents a log of early and ongoing engagement activities and participation in the District of Squamish Marine Zoning Review and Update process as of October 6, 2020.

Engagement Activity + Agency or Stakeholder Group	Date / Mode	Topics Covered/Notes
<i>Initial Intergovernmental Outreach</i>		
Squamish Nation (Staff, Counsellor)	December 2019 Meeting (2), Email	Introduction to marine zoning update: objectives, process, desired engagement with SFN. High-level overview respecting uses and marine areas.
Transport Canada, Navigation Protection Program	November 2019 In Person Meeting, Email	Introduction to marine zoning project, objectives, process, intergov engagement. Zoning considerations relative to federal Navigation Protection program.
BC Ministry of Forests, Lands and Natural Resource Operations and Rural Development (FLNRORD)	October 2019; March 2020 In Person Meeting, Emails	Introduction to marine zoning project, objectives, process, intergov engagement. Zoning considerations relative to crown water lot leases and operational policies for commercial marinas, log storage etc.
BC Ministry of Highways and Infrastructure (Darrell Bay)	January 2020, Telephone Meeting, Emails	Introduction to marine zoning project, objectives, process, intergov engagement. Focus on Darrell Bay marine area and Ministerial Order (restriction on uses).
<i>Focus Groups (7 FG Sessions Held)</i>		
<i>63 participants</i>		
Industry (representation from forestry, marine shipping and logistics, boat building and repair)	November 27 2019 Meeting (7)	Introduction to marine zoning project, objectives, process, engagement. Discussed industrial marine uses, key sites and sector priorities.
Stewardship/Conservation	December 4 2019 Meeting (8)	Introduction to marine zoning project, objectives, process, engagement. Discussed environmental values, priorities and sensitive areas, as well as importance of ecosystem-based management approaches.
Upland Land Owners/Development	December 5 2019 (8)	Introduction to marine zoning project, objectives, process, engagement. Discussed
Marine Recreation (Public)	December 12, 2019 Meeting (5)	Introduction to marine zoning project, objectives, process, engagement. Discussed recreational access issues and areas, as well as key infrastructure gaps for public recreation.
Commercial Marinas	December 12 2019 Meeting (7)	Introduction to marine zoning project, objectives, process, engagement. Discussed issues and considerations specific to marinas and navigation safety.

Marine Recreation (Commercial)	January 6 2020 (8)	Follow up meeting with additional commercial marine recreation representatives as well as community marine rec groups that missed first session.
Cross Sector Focus Group	June 25 2020 WebEX Event (20)	Covenanted cross-sector focus group with all representatives for follow up discussion on what was heard and input on proposal for initial draft set of 5 new marine zones and key regulatory aspects.
Additional Contacts + Outreach		
	~29 contacts	
Squamish Harbour Authority (Catherine Lea-Smith)	January 2020 (1)	Overall marine context for small craft harbour; MBC considerations, Clean Marine initiatives; key marine infrastructure needs.
Klahanie Resort Development Group	January 2020 (3); September 2020 (1)	Klahanie site and adjacent water lot uses, proximity to log storage and concern for noise, light from activity; future upland and development considerations.
Squamish Terminals (E. Jarrett, Erin Yeo)	January 2020 (2)	Focus on Squamish Terminals lease and operational areas and adjacent zoning considerations.
BCRail Properties, Upland Owner (R. Myhill-Jones; R. Salmon)	February 8 2020 (2); In person meeting, emails	Focus on marine zoning context for areas adjacent to BCRP uplands, including Cattermole Slough.
Black Mount Logging Ltd (Dave Rollins)	June 2020; Telephone	Discussed operational context and considerations specific to Watt's Point, log storage water lot leases and provincial and federal regulations.
Nature Trust of BC (Carl McNaughton)	July 2020, Telephone	Discussed zoning considerations specific to Nature Trust lands in the Squamish Estuary. Support received for P4 zoning to ensure consistency with the broader estuary conservation and management goals. Also long-term management partnership examples and opportunities.
Peter Gordon, Cascadia Consulting	July 2 2020; Telephone (1)	Operational and regulatory considerations for logging industry, specific also to Site B log sort and on-water log storage tenures in Squamish.
Jeff Fisher, Sqomish Forestry	August 2020; Meeting Onsite (1)	Log-sort tour and operational considerations for upland log-sort, on-water log storage tenures and compatibility of uses and issues in Squamish Harbour.
Maria Sederholm, Upland Owner Darrell Bay	August 2020; Meeting Onsite (1)	Marine zoning context for Darrell Bay, private uplands and water access (North and South Bay); proximity to Ferry Terminal and BC Parks, Gondola connectivity.

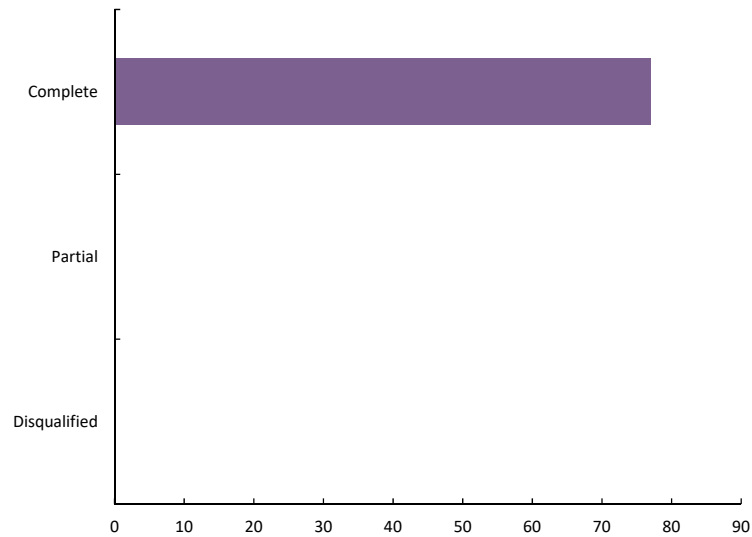
Tourism Squamish and Chamber of Commerce Boards	September 8 2020 Online meeting (~12)	Introduction to marine zoning project, objectives, process, engagement. Discussed issues and considerations specific to tourism+ destination management, public access priorities, and moorage.
Squamish Adventure Inn (Dave Williams)	September 2020, Telephone, Emails (1)	Future marine use(s) and foreshore area in UMBC; discussed commercial use aspirations and water lot tenures.
Douglas Day, Upland Owner Downtown Squamish	September 2020; Telephone (1)	Future marine use and foreshore area in Cattermole Slough, also connection to sea diking and future Oceanfront access.
Squamish Yacht Club (Linda Wood, Wayne Moffat)	October 2020 (2)	Review of M2 Zoning provisions specific to existing marina infrastructure and ongoing development plans.
<i>Project Page Views + Public Survey</i>		
Marine Zoning Update Project Page @ www.squamish.ca	Launched September 8 2020.	<i>As of October 5, this page had over 316 unique page views.</i>
Online Survey	77 completed Responses	Survey open September 8 to 29 2020. Preview of draft zones and zoning maps. Feedback solicited on initial draft zones and regulations.
Total Participants + Touchpoints (Approx)	169+	

Appendix 2. Marine Survey Summary Report (September 2020)

Report for Squamish Marine Zoning Survey

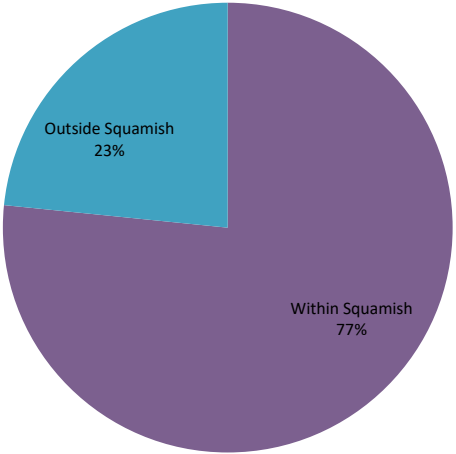
Squamish Marine Zoning September 2020

Response Statistics



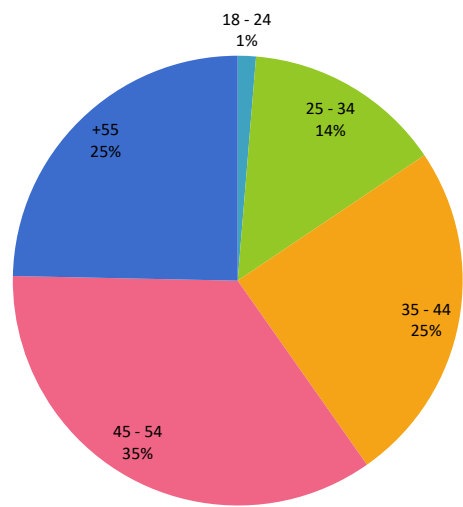
	Count	Percent
Complete	77	100
Partial	0	0
Disqualified	0	0
Totals	77	

1. Where do you live?



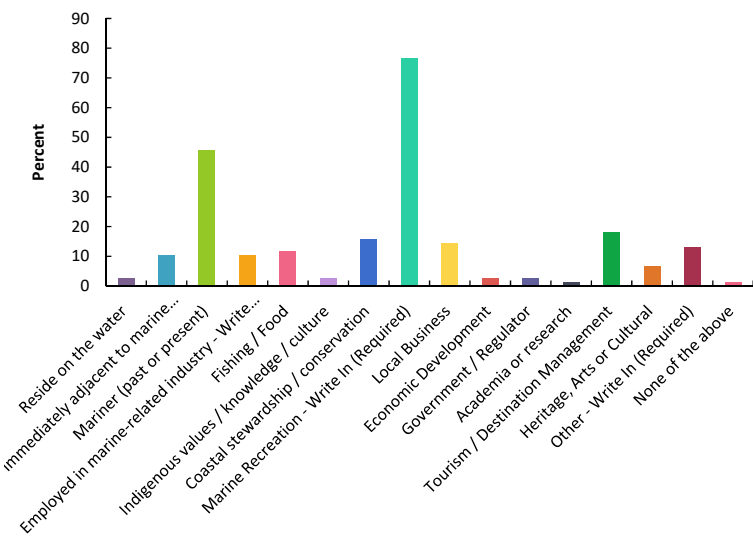
Value	Percent	Count
Within Squamish	76.6%	59
Outside Squamish	23.4%	18
	Totals	77

2. What is your age?



Value	Percent	Count
18 - 24	1.3%	1
25 - 34	14.3%	11
35 - 44	24.7%	19
45 - 54	35.1%	27
+55	24.7%	19
Totals		77

3. What are your primary interests and/or affiliation(s) in relation to local marine areas, if any?



Value	Percent	Count
Reside on the water	2.6%	2
Reside near / immediately adjacent to marine area	10.4%	8
Mariner (past or present)	45.5%	35
Employed in marine-related industry - Write In (Required)	10.4%	8
Fishing / Food	11.7%	9
Indigenous values / knowledge / culture	2.6%	2
Coastal stewardship / conservation	15.6%	12
Marine Recreation - Write In (Required)	76.6%	59

Local Business	14.3%	11
Economic Development	2.6%	2
Government / Regulator	2.6%	2
Academia or research	1.3%	1
Tourism / Destination Management	18.2%	14
Heritage, Arts or Cultural	6.5%	5
Other - Write In (Required)	13.0%	10
None of the above	1.3%	1

Employed in marine-related industry - Write In (Required)	Count
BCML/ transport ind	1
Boat manufacturing.	1
Eco-Tourism	1
Mariner	1
Sailing EcoTour Operator	1
Sailing instructor	1
Squamish Terminals Ltd.	1
kitesurfing instructor	1
Totals	8

Marine Recreation - Write In (Required)	Count
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Kiteboarding	6
Sailing	3
Kitesurfer	2
Windsports	2
Access camping and recreation on the water	1
All of them!	1
Boater	1
Boating-	1
Eco-Tourism	1
Family boat, fishing, camping, waterskiing, beaching etc.	1
I practice windsports recreation and I am a recreational boater.	1
Kite surfing	1
Kite, SUP, Kayak, Boat, Sail	1
Kiteboard	1
Kiteboarding	1
Kiteboarding - Paddle Boarding	1
Kiteboarding and Sailing	1
Kiteboarding, Kayaking, SUP, Canoeing	1
Kiteboarding, Sailing	1
Kitesurf, SUP, dive, boating	1
Kitesurfing	1

Kitesurfing	1
Member SYC	1
Motorized and non motorized water craft	1
Paddle boarding	1
Preserve access to kiteboarding and keep dedicated access for windsport users	1
Preserving Howe Sound for marine recreation, and in particular, for windsport	1
Recreational boating	1
SYC Member	1
Sailing	1
Sailing, keelboat racing	1
Sailing/kayaking	1
Sailor	1
Scuba diving, sailing	1
Wind & kitesurfing	1
Wind sports	1
Windsurfing, paddleboarding, kayaking	1
dinghy sailing	1
kayaking, SUPing, sailing, kiteboarding	1
kiteboarding	1
kiteboarding in Howe Sound	1
kitesurfing	1

kitesurfing, wingfoiling, wakeboarding	1
kiting	1
sailing / paddle board	1
sea kayaking	1
sea-kayaking	1
windsport society	1
windsports	1
windsports (kiteboarding), paddle boarding	1
Totals	59

Other - Write In (Required)	Count
Boat Launch User	1
Kiteboarder and member of Squamish win sport society	1
Kiting windsurfing and wing foiling	1
Member of Squamish Yacht Club	1
Preserve access to kiteboarding and keep dedicated access for windsport users	1
Preserving Howe Sound for marine recreation, in particular, for windsport	1
Squamish Yacht Club member and moorage	1
Wind Sports semiprofessional	1
need the Boat Launch	1

windsurfing and kiteboarding	1
Totals	10

4. What aspect(s) of municipal marine regulation should be prioritized within Squamish? [Specific marine uses or particular prohibitions? Conditions for marine uses? Density of uses or development? Siting, size or dimensions of structures? Other aspects that are important for regulating or not regulating?]

ResponseID	Response
8	all of the above
9	None stay out.. you have no authority on the sea
10	Density of uses and commercial development
11	Welcome visiting vessels by allowing them to anchor for up to 7 days, provide a dingy area at the future Xwu'nekw Park non-motorized dock. 48-72 at anchor is too restrictive for visitors, especially when transient moorage in Squamish is limited. Increase structure setbacks, considering most vessels that dock around the perimeter of a marina are more than 3.0m wide. Decrease setbacks for docks that serve non-motorized uses. Do not restrict live-aboard numbers.
12	Better motorized pleasure craft launch ramp area with a permanent dock and large area for vehicle and trailer parking. Better access point for non-motorized marine craft, e.g. SUP, kayak, etc.
14	Ensuring that Marine General M1 and Marine Recreation M3 are maintained and there is enough parking for the residents and tourists to be able to access and enjoy these areas. Building height should be controlled to maintain LOS to the Chief and other natural points of beauty
24	Kiting , sailing fishing
26	A collaboration of all interests, not one domination force or interest. Recreation access rates high for me. For example, Section 19-A Ecological Reserve P-4; What does 'limited' public access actually mean & what can be done to appease all parties.
28	Marinas
30	Recreational use of waterways
35	recreation, particularly human-powered (non-motor) recreation and access to waterfront
37	Recreation
50	there is a windsport beach that has been designed along with the other beaches.

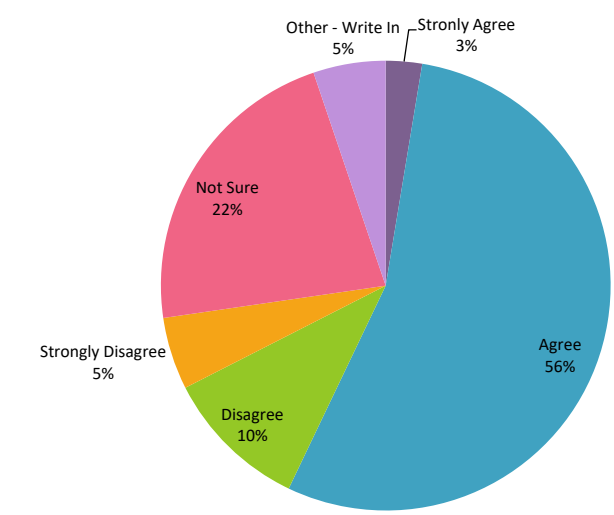
54	Watersports
55	Recreation, adequate space should be made to access the water for non-motorized recreation in safety without fear of being run over by a power boat
56	No floatplane landing zones
59	Windsports
62	no sea planes in front of nexan beach
66	Allowing kite boarders to have easy and guaranteed access to Squamish spit for years to come
69	maintaining recreation and tourism
72	Recreational Access should be a high priority
75	Recreational Use
78	Recreational waterfront, Ecological, and Marine recreational & longerterm moorage
82	Dredging
85	I am particularly concerned that the economic advantages of a public dock has been ignored in the planning of Mamquam Blind Channel. The opportunities for a vibrant downtown waterfront have been ignored.
87	I don't see any M3 zones on the draft map!!!!
89	public access to waterfront and water based recreation opportunities
91	Environmental
92	Recreational, conservation
93	Main concerns at this time: log sorts encroaching on navigable channel.
94	Access, walk ability, rental/retail/manufacture businesses.
96	Recreation
99	Recreation/Tourims should be prioritized over LNG, Float Plane access

105	Prioritize marine recreation and marina space for boats
107	not sure
108	I'm not in a position to know what's the best priority
112	Access to the water
114	Dredging the blind channel and decreasing logging operations in the channel to make howe sound more accessible to recreationalists!
116	access and protection for recreation - windsports, watersports, fishing, public beach areas
117	Dock space should be preserved. Additional amenities for dry storage of keelboats would be beneficial.
121	Recreational windsport access
124	Windsports recreation is very important in this community and I would like more access to windsports recreation.
128	In my humbled opinion the road access to The Spit is very important for wind sports community and further development of wind sports Tourism in Squamish.
134	To ensure that marine areas are zoned in an equitable manner, that truely considers usage and usage requirements. E.g. understanding the space required to fly a kite, relative to other kilters, boaters, natural and man made objects, how wind is impacted by structures as well as where wind is and is not and how zoning will affect this recreational activity
135	Recreation, fishing, environmental preservation
138	Preserve access to spit and nexen beach for wind sport users/kiteboarding
139	Please preserve access for windsport users to the spit, nexen beach and howe sound, it is a world class kiteboarding destination and it would be a shame to loose it
140	Allow wind sports to continue. It's an amazing form of recreation and why people come from all over to squamish
144	Windsports and kitesurfing especially
149	Recreational boating destination, liveaboard, float homes

150	Density and use of development, recreational and community users require access to the oceanfront. Heights of structures should not impede views, 1 story maximum around perimeter, speed and congestion along navigational waterways
154	Marine Recreation
155	Boat launch and public dock
156	Protecting existing industries, boat launch access to Howe Sound, Increasing marine use and access
157	Navigation channel, address Blind Channel dredging, identify enforcement of encroachment on access, such as log booms extending into only deep water channel. Increase awareness and access of marine pumpout
158	Squamish would benefit from having a working waterfront ie. mixed use similar to Vancouver and other major port cities around the world
163	recreation access for all and economic development
167	We are a water front community. With that the district should concentrate on getting their people down and onto the water. In a few years we will be loosing our boat launch. Has the district considered how they will get residents onto the water without making them go to Porteau?
168	Moorage, community ramp and park to allow access to the water
178	Keeping the Blind Channel navigable.
179	Ensuring the longevity of the Squamish Yacht Club and maintaining permanent access and parking.
180	accessibility, size of structures
183	Continued SYC Presence
185	Recreational use, parking, no prohibited areas
186	Grandfather in SYC
194	public access, marine related industries only on waterfront, low rise residential
198	Multiuser access/ use, limit motorized marine vessels in near shore areas, limit land based development the restricts access /use to water front (few access points already)

199	Multi use and full public access to all marine uses is important. Kiteboarding on the spit is an example of this, and is a very low-impact, healthy, active and inclusive example. Multi-use and a balance of environmental, recreational, economic, and public access are priorities in my opinion.
201	Recreational uses wherever possible are critical to the future of marine tourism in Squamish. Public boat launch way overdue and also critical to marine tourism. DOS owned day use moorage for motor/sail boats.
204	Allow public access for windsports, kiting, and boaters.
206	Ongoing dredging of blind Chanel. Open and uncluttered navigable waterway. Space for boaters to moor.
207	Development of day visitor access to the shoreline. Look at the possibility of Cattermole Slough and The Upper Blind Channel for non motorized access of paddle sports.

5. Do you generally support the draft marine zones and regulations?



Value	Percent	Count
Stronly Agree	2.6%	2
Agree	54.5%	42
Disagree	10.4%	8
Strongly Disagree	5.2%	4
Not Sure	22.1%	17
Other - Write In	5.2%	4
	Totals	77

Other - Write In	Count
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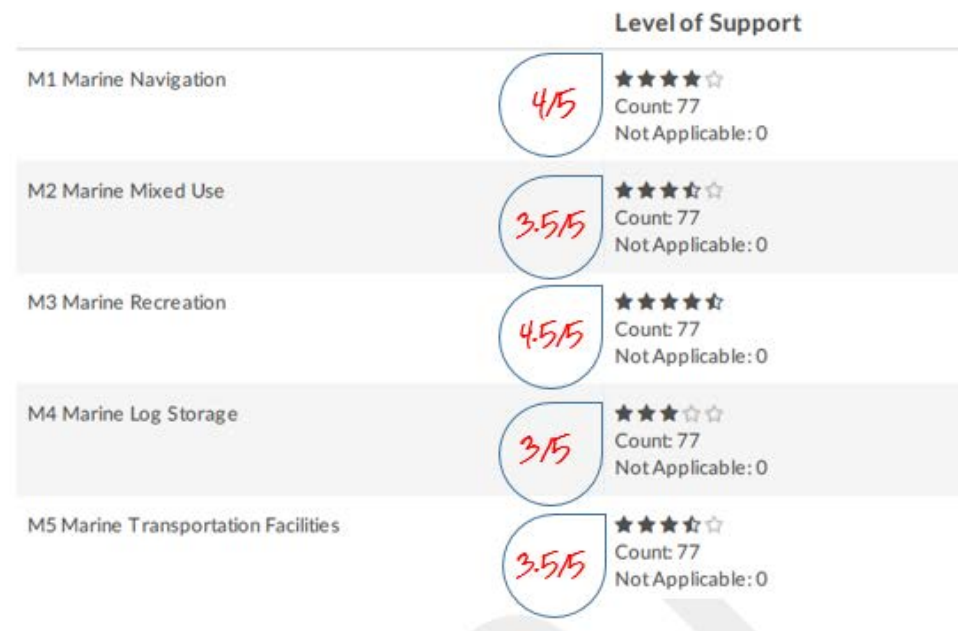
I agree but with some exceptions	1
I agree with the overall direction, but have concerns about some of the details in M2	1
I can't make sense out of your zoning maps, do you try to make it as hard to understand as possible?	1
More consideration needs to be put forward for mooring, longterm liveaboards, and recreational use/access	1
Totals	4

6. Please indicate your level of support for the 5 initial marine zones as proposed. Assign each individual zone between 1-5 stars (1=low support; 5=high support). In your view, if the draft zone does not make sense or you do not support, do not assign any stars ('X').

		Level of Support
M1 Marine Navigation	Count	77
	Not Applicable	0
M2 Marine Mixed Use	Count	77
	Not Applicable	0
M3 Marine Recreation	Count	77
	Not Applicable	0
M4 Marine Log Storage	Count	77
	Not Applicable	0
M5 Marine Transportation Facilities	Count	77
	Not Applicable	0

7. What would you change or revise about the draft marine zones and regulations?

ResponseID	Response
8	Include a beach area
9	You're itching for a supreme Court constitutional challenge. You'll be under the list of perpetrators of genocide when the time comes
10	Make sure there was commercial space along a board walk with a park area and a splash pad
11	Section 4 XX.1 (b) (i): I'm happy to see that you're open to anchoring! I would like to see visitors be welcome to stay for up 7 days with an official dingy dock area. Transient moorage at marina is limited in Squamish. Setbacks: increase setbacks for all areas, as vessels that tend to moor on the perimeter of marinas are often larger than 3m wide. Also consider that vessels require space to turn and transit between lots (ie. along the side setback line). M2, XX.6, (b): Limiting live-aboards to one per marina risks the homogenization of our community by restricting those who choose an alternative lifestyle. I suggest not having a limit to the amount of liveaboards, but conditions on waste management, blackwater, and the seaworthy state of the vessel. Note that some boaters use composting toilets, which do not require holding tanks.
12	It is difficult to see where the vehicle and trailer parking area(s) would be located with the proposed M1 and M3 zones. Compared to other ocean and waterfront communities (e.g. Campbell River, Harrison Lake), the existing public boat launch and parking area is pitiful. A permanent floating dock as well as ample parking is necessary.
14	The parking requirements seem low. I have concerns that people won't be able to access the water areas as there won't be enough parking for people.
21	Always concerned about derelict boats at anchor or moorage
24	More space for kites please
26	There is not enough information about access to the Squamish Spit for recreation. Once a 'label/zoning' gets applied to it, it becomes impossible to further look for solutions & possible changes.
27	X
28	The limit of 48 hours of anchoring is limiting for a sailing vessel that comes from afar, with the long sail up. I would like to stay for maybe 5 days, to enjoy the climbing and other activities in Squamish. Currently the Marinas do not have the capacity to accommodate guests. (The marinas are also difficult to figure



	out, the information available online is very limited). I'd love to see more focus on a safe area for anchorage for visitors until the marinas can catch up.
30	It's not clear where the M3 zoning is for access for the wind sports community and how that is incorporated into the staffs vision of Nexen and the Spit. With so many people coming to Squamish for recreation, and many local jobs depending on this as their industry, water recreation needs to be part of the planning. For an outdoor recreational capital of Canada, not sure how this plan is addressing these stakeholders.
35	N/A
37	Despite being a waterfront community there is almost no public access to the waterfront for recreation. In my view commercial/industrial and conservation seem to have an oversized voice. Of the two current locations for public access: Spit & Nexen. The spit is threatened with removal and Nexen development seems stalled and is insufficient in size for the demand. I would greatly increase the focus and size of marine zones targeted for recreation and access for the public. In particular wind sports which attract thousands of visitors, employ locals and is aligned with Squamish focus on expanding outdoor recreation tourism seems to be an after thought. However wind sport require specific conditions to be suitable. Squamish also has the only location for this activity within a day trip from Vancouver and has a responsibility to accomodate.
50	the windsport beach looks like it is I-3....?
54	n/a
55	No mention of windsports? Either I'm missing something or this is a huge omission. Include specific rules for non-motorized water access and use, separate from power boats that can severely injure the hundreds of non-motorized water users. No tall buildings near Nexan beach, these have killed the wind in other parts of the world. Aruba, Brazil (Jeri) are examples where this has happened with a negative affect on windsports and tourism. There is not nearly enough parking specified. Go and look at Nexan beach and the Marina on a busy day on the weekend in summer. Allocate space for non-motorized craft storage on the beach, paddleboards, Kayaks, windsurfers. Do not encourage motorised boating, Jet skis etc. I've seen too many near misses and the occasional crashes, boat vs Windsurfer etc. this will end very badly one day with any increase in recreational powerboating.
56	No floatplane or commercial aircraft landing zones
59	Development that actually encourages access to the water for private citizens be they kayakers, kiteboarders windsurfers, SUPers wingfoilers, and any other non-motorized personal watercraft
62	the proposed takeoff and landing zones for the new seaplane dock is in the worst possible place you can imagine, its the roughest water, the biggest swell

	on the whole bay and right in front of nexan beach.. major conflict with windsports, they need to move their takeoff/landing zones to down towards shannon falls and then taxi to dock to avoid conflict, death and disaster
66	Had a hard time fully understanding the outline as long as there's a designated permanent place to have Wind sport access around the squamous but I am happy
69	It is difficult to give an opinion on something that is currently still very nebulous. It is impossible to determine how the zoning will affect the kiteboarding community's ability to function.
72	I don't feel float plane access is important. For the few planes that will come in I feel there will be many negative impacts to the vast majority. As a user of Harbour Air myself having a terminal in Squamish won't provide any benefit due to poor schedules.
75	Add beach access and launch and landing zones for Kiteboarding and Paddle board setup.
78	You have taken out all opportunities for longer term mooring and liveaboards. This is terrible, and does not take into consideration the diversity of the community. We are a MARINE community, on the ocean yet there are no opportunities for mooring or recreational use. There is also not nearly enough recreational waterfront access - for instance for scuba diving/kayaking.
82	Dredging and more information about the future of the Spit. Can expansion of terminal be viable?
85	We are a seaside community with very little public access to the sheltered waterways on the Mamquam Channel, the only safe area for docking of small craft. The economic opportunities for downtown Squamish with day visitors of motorized craft has been greatly ignored. We could need berths for a fleet of small ferries soon, where are they to go even on a temporary basis?
87	There needs to be more M3 - Mixed use/Marine recreation. I do not see any on the map. This is a tourist town to. People come here to access the water. I kayak and SUP and see no access to the water on this new map whatsoever which is extremely concerning.
89	I am not sure if the Sailing center location shows as M2 or actually is located just inside the CD-69, That boundary appears to be on the edge of that site
91	Keep access to the spit.
92	More emphasis on conservation and recreation.
93	I recognize the need for industrial use, ie log sort. It seems that the log floats are growing and the channel is narrowing as a result. Would like to see all log

	sorts moved to east side of the channel or outside of the channel, into the harbour closer to watts point.
94	Rental / retail?
96	Support kiteboarding
99	Do not allow the spit road to be decommissioned. There is now such a variety of mixed use groups using the spit. This is so short sighted, surely there is a way to improve salmon habitat while not destroying everything else.
105	Have more waterfront dedicated to kitesurfing launch areas and marina space for sailboats!
107	The M1 zone should be assigned as M3 in the 2nd page of the insert map.
108	I fully support the protection of our marine environment but if that protection is going to negatively affect businesses and landowners then I believe they should be compensated for that. They would have purchased the land with certain expectations, and changing those affects directly.
112	Dredge the channel, you cant have a marine area if boats cant get in or out at low tide. It's currently a navigational hazard.
114	I found it difficult to understand in many areas but feel strongly we need to focus on recreational and environmental protection of the blind channel!
116	-
117	Not sure
121	I do not understand the draft well enough to weigh heavily. Only emphasize that the vast majority of water front is not accessible to recreational users and the few areas there are do not make access easy because they were commercial/industrial at one time and are no longer used that way. Also, the single boat ramp has no facilities and at low tides the ramp drops off to rocks. The single lane of the boat ramp limits capacity to one vehicle at a time.
124	Make sure to include an area for windsports marine recreation.
128	Unsure about details
134	I just want to ensure that kiteboarding (recreational marine usage) will still be possible moving forward. Keeping in mind the volume of kiteboarders that are in or visit Squamish water areas on a regular basis and the space required to accomodate all of these kiteboarders on the water and on land. Land uses include adequate and unobstructed space for launching and landing kites (kite lines are 22 meters long, any nearby structures including trees have an impact

	on wind stability and can also be a safety hazzard when attempting to launch and land kites) as well as vehicle parking. Water usage includes a large enough space to safely fly kites unobstructed by buildings or ships and without risk of colliding with other kites, boats, sailboats, or planes.
135	I'm looking to ensure that Kiteboarding and aspects related to kiteboarding remain a key consideration in any zoning changes. Keeping in mind factors such as: - Adequate launch/land space (must be unobstructed by trees, buildings, large structures, etc.) - Adequate parking space - Adequate operational space (space on the water large enough to not collide with other kites, boats, ships, structures, fishermen, etc.)
138	Preserve access to kiteboarding and keep dedicated access for windsport users
139	Why is there no Marine recreation usage around the spit? Preserving access to Howe Sound for windsports is a must
140	Keep the wind sports!
144	Guarantee the windsports will be supported in the area since it is the only place in BC suitable.
149	Increase setbacks between water lots if adjacent navigation is required (i.e. lots that include or are adjacent to marinas, recreation, etc). On water construction should consider marine ecosystem, such as light-penetrating docks and non-toxic pilings. Increase anchorage limits to encourage marine-focused tourism. Do not include any language on liveaboards. Let the provincial water lot leases be the authority. Sewage discharge within the limits of the marine zoning areas is a federal offence, so is not a zoning concern, but could potentially be included in a separate bylaw.
150	The community requires access to the Oceanfront, for example the government wharf and the yacht club, as well as the boat launch are very congested, parking is difficult, as is Nexon and the kite boarding launch. The District must protect all of this access and use as there continues to be growing demand for Ocean access and opportunities. Consider limiting or grouping commercial ventures, to avoid over-crowding.
154	I do not have enough local knowledge to suggest any changes.
155	no
156	In general these marine zones look good. It appears to protect the industrial uses that are historical in Squamish.
157	My interest is in the M2 and how the zoning will impact existing entities. Specifically how some of the setback provisions, minimum sizes of docks and fingers, ratios for short and long term moorage, parking requirements and how

	that will be accommodated in the upland planning, and public access will be mandated. I also have questions about the controls on liveaboards and whether that is based on marine pollution concerns, safety and security, or just 'not paying taxes' and how that fits with overall 'van life' issues.
158	No changes to report.
163	We need a public dock for motorized boats - a ramp and parking. Also, a day access dock so people can visit our community and use our services.
167	The channel is often plugged with log booms. With a 6ft depth at low tide. Will there be dredging considered? If you allow for additional log booms will vessels even get through at low tide?
168	Dedicated boat ramp is essential. Future boat houses with suites above Float homes with ability to tie up boat beside
171	Driver safety
174	Make sure the chanal is maintained
178	I would eliminate them.
179	Not sure what "I" Industrial means in terms of development but I would like assurances that the shore area along the SYC will never be developed. Also I don't see anything to do with boat ramp. Presently the only boat ramp is on private property and the ramp and and parking area is completely inadequate.
180	All draft marine zones are appropriate and required
183	Clear indication of where the Yacht Club is included.....Private Moorage Facility
184	All good.
185	No floatplanes, Kiteboarding area, general public docks for SUP and Kayak.
186	Stricter regulations regarding Seaplane movements to protect the safe passage of small craft within the entrance area of the Channel or areas to be shared by seaplane operationsmap
194	Regulation - All marina's with Live-a-boards must provide a direct connection to municipal sewage at the assigned slip.
198	Stronger focus on multi-use and community access, explore alternatives for uses that would restrict / limit access to water front areas

199	Sorry, not sure, but I support recreational and multi-use as an important consideration in current and future use.
201	- woud like to ensure that Darrell Bay zoning can allow for a public boat launch. M2 along with M5. - would like see mid mamquam blind channel (to bridge and including Squamish adventure inn zone) with M2 or M3 zoning to ensure exisiting private marinas are allowed and can make upgrades, additions etc. As well some marine commercial opportunities along the upper blind - Upper blind channel zoned P-4, very concerning, this is a great recreation opportunity and water access point. Perfect for launching non motorized boats and intro lessons etc. (once dredged of course). So much potential here.
204	Further define activities defined as M1 vs M2 so I can better understand usage within these areas.
206	Height restrictions. Live aboard. Set backs
207	I don't approve of the "Reserve" zoning for The Upper Blind Channel or Cattermole Slough. That zoning would not allow for the development of facilities for non motorized water sports. The possibilities of motorized craft access on the Mamquam Blind Channel has not been properly explored either. Squamish is "missing the boat" in the area of clean Tourism development.

8. Do you have specific inputs on the Draft Marine Zone Maps? Please be as specific as possible in recommending changes [Refer to locations for proposed zones or specific areas].

ResponseID	Response
9	Stop now
12	Where will vehicle and trailer parking be located? Where will the public boat launch be located in relation to the parking area? Also, the survey is flawed in that you cannot assign an 'x' in question 6 if the draft zone doesn't make sense. You are forced to select one star.
14	No, there is very little assigned to M3 zone but it seems like M2 is similar but with more options on it so that should work well.
26	No, I am not qualified to do that. I have voiced my personal concerns.
27	X
28	You have a very small m3 listed area, which doesn't anchor super well, and there are no nearby support for dingy tie or shore lines for securing boat. The area could be developed to be more friendly to visiting boaters.
30	With the materials provided, it's clear the district is not thinking about incorporating recreational use of the water for the wind sports community. The recreational water community is concerned that there will not be any space left for us on the water (float plane traffic, Nexen beach redevelopment, Spit access at risk). Greatly concerning for those of us who have built businesses and our lives around the time we spend on the water in Squamish.
35	I would prefer marine zones to be M1 where possible, to keep things clear and avoid manmade obstructions/modifications to the natural environment
37	In general more constraints on marine log sort and storage. More focus on increasing this size of marine recreation areas substantially.
50	Again there is a proposed windsport beach and engineered plans have been done. I do not see that on this plan.
54	Keep the Spit and kitesurfing possible
55	The maps do not currently show any details on the zones discussed, just the existing zones, eg. Industrial for the blind channel.
56	No floatplane or commercial landing zones

62	I'm only 99% against the proposed sea plane dock .. it is possible i guess, but not with the current takeoff and landing zones... you can have the vancouver side half of the bay, the wind is crap there so no windsports users go there... you've got the whole bay to land your planes on, stay away from nexen beach and the spit side of the bay
66	Having clear access in and around the spit for win sport users to safely Land and launch
72	I feel access to recreation and general public access is off the highest priority. Of course as a kiteboarder I feel access is paramount. However general access to the waterfront for the general public (tourists, dog walkers, residents) is severely limited already and efforts to incorporate more access points and a proper park near the beach at Newport is of very high importance.
75	M1 - maintain shoreline, and grassy land and launch areas.
78	The industrial zone in 1-3 & 1-5 leak way too far into the blind channel M-5 zone. Already sailors run aground consistently as they are pushed over by logs. You are limiting marine use massively by this.
85	I'm disappointed in the proposed diking and development plan of Xw'nekw Park. It does not make the best use of the area. With a design change it could accommodate some boat flips for day visitors, and non motorized craft as well as ferries and smaller charter vessels. Squamish needs these economic opportunities, especially now.
87	There needs to be 3 M3 zones at minimum. One in the Blind Channel and one at the new Nexen development with associated parking and bike lock ups.
89	The sailing center location is not clearly identified on the detailed map.
91	Keep access to the spit.
94	Unsure
105	No
107	Nexen beach and Spit should be kept as it is as primary for watersport activities, except when a freighter berthing/unberthing, they should yield the way.
108	My Business (the Squamish Adventure Inn) is just down the water from businesses that have a different zoning than mine is intended to be. If we are not going to be assisted financially for the damage this does to the value of our land and businesses then we should not have different zoning. It should also be made very clear how much time we have to apply and build something under the old rules so that we have an opportunity to be grandfathered in.

121	Yes, please expand and improve recreational access to the ocean in Squamish.
128	Please do your best to keep The Spit accessible you wind sports athletes. It's essential for the community.
134	I'm sorry, I don't understand the proposal. I just want to ensure that, as a stakeholder, my input and recreational marine usage is being considered properly.
135	I don't understand the proposal but I want to ensure that, as a Squamish marine stakeholder, my usage is being considered (recreational marine sports - kiteboarding & fishing)
139	Why is there no Marine recreation usage around the spit? Preserving access to Howe Sound for windsports is a must
140	No
144	Extending the beach for kite launching to the east, parallel to the bank. It will also create a lagoon behind this beach for marine life.
149	Great work and thanks for taking action on Squamish's waterfront assets!
150	No it seems comprehensive.
154	Squamish has become a recreation destination for both water sports and land sports. I feel that needs to be kept in mind when designating new zoning.
156	I would like to see current industrial shipping and log sorting/storage locations be protected for their economic value and keeping with Squamish's rich logging background and closest marine access to considerable forest resources in the Sea to Sky Corridor. This is important to keep logging trucks off of the Sea to Sky highway. A boat launch similar to Porteau Cove with several launch lanes and short term (< 30 minute) moorage for launching and loading of boats is much needed in Squamish.
158	No changes to report.
163	As a waterfront community that used to have no access to the water, this is our opportunity to get this right. We should have first class access to our beautiful waters and community. That means motorized boat access so people can visit and spend money in Squamish. Improved recreation access is good for our community's health. New businesses will be created, such as marine auto shops and gas stations. We need to be flexible and consider how we all work together. Can SUP/kayak access be in the Cattermole Slough or Blind Channel. Dredging of the blind channel is absolutely necessary. This is a very complex topic that needs more than a survey.

179	See previous comment
180	Would like the log storage/handling site on west side of lower MBC to be changed to Commercial. Possibly allow current user to be grandfathered. Ultimate goal to remove log truck traffic from downtown and create a waterfront area accessible to the public.
183	1. Take a closer look at how a Seaplane Terminal would impact small water craft accessing the Mamquam Blind Channel. 2. NO SAIL Zone across the entrance area to the Mamquam Blind Channel ie Kite Surfers
184	Eliminate I-3, I-5 from west side of MBC. Replace with expanded M-2 & M-3.
186	map was too obscured to be specific enough
198	See comments to prior question
199	Driving access to kiting from the spot is an important feature and consideration for me, and I believe this can and should be balanced with other uses.
201	- what is the zoning for Cattermole slough? there is marine recreation opportunity here - upper blind, should not be P4, needs to be M2/M3 so we can develop along the waterway. Boat launch for SUP, kayak, canoe etc. at Adv Centre and Squamish Adv Inn, lessons, etc. - Darrell Bay - opportunity for public dock, need M3 zoning to allow for it.
206	No
207	Upper Mamquam Blind Channel and the Cattermole Slough need to be zoned for recreation - tourist and local. The opportunities for paddle sports have not been explored. Where are the public day docks on the Mamquam? Where is the public boat launch area? Where can a small day tour boat dock? I think there is room for everyone with more flexible zoning. Squamish is missing a huge economic opportunity by not considering all the possibilities with regards to zoning on the Mamquam.