

Marine Strategy Update and Implementation Public Information Centre #2

October 2020



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Presentation Agenda

- Introductions
- Public Information Centre (PIC) #1 Feedback
- Project Update
- Marine Strategy Recommendations & Implementation Framework
- Opportunity to Provide Feedback Through Online Survey

Welcome & Land Acknowledgement

- **Recreational Uses**

- Congested Inner Harbour affects recreational users
- Need for balancing of marine uses, facilitating small watercraft (canoes /kayaks)

- **Marine Transportation**

- Need for additional marine transportation (ferries, seabus, water taxis)
- Water taxis may struggle to go out of the Inner Harbour area (beyond Western Channel and Eastern Gap)

- **Cruise Terminal Concerns**

- Additional vessels in already congested Inner Harbour
- Other waterfront cities around the globe seem to move their cruise terminals outside the busy city centers

- **Movement Management**

- Need for more regulation on Inner Harbour movements (personal watercraft as well as water taxis, tour / charter boats etc.)

How to get there?
How to access?
How to get over?

MOVEMENT

- **Mooring of Personal Watercraft (Short & Long Term)**

- Waiting lists for marina slip on waterfront
- Need for temporary mooring (short term | few hours)
- Need for space to pick up / drop off personal watercraft

- **Recreational Access**

- Need for improves transit to the waterfront
- Need for storage & launch facilities for small watercraft (canoes, kayaks) on waterfront
- Need for vehicle access on waterfront to drop off / pick up small watercraft

- **Cruise Terminal Concerns & Need for Consultation**

- Additional vessels in already congested Inner Harbour
- Need to service cruise vessels
- Noise for neighboring residents

- **Finger Piers**

- Idea of additional finger piers on waterfront was welcomed

- **Amenities**

- Increase of restaurants, cafes, parks, entertainment venues to further improve animation on waterfront
- Suggestion for enclosed swimming area in Inner Harbour

Where do boats go?
How to support growth?

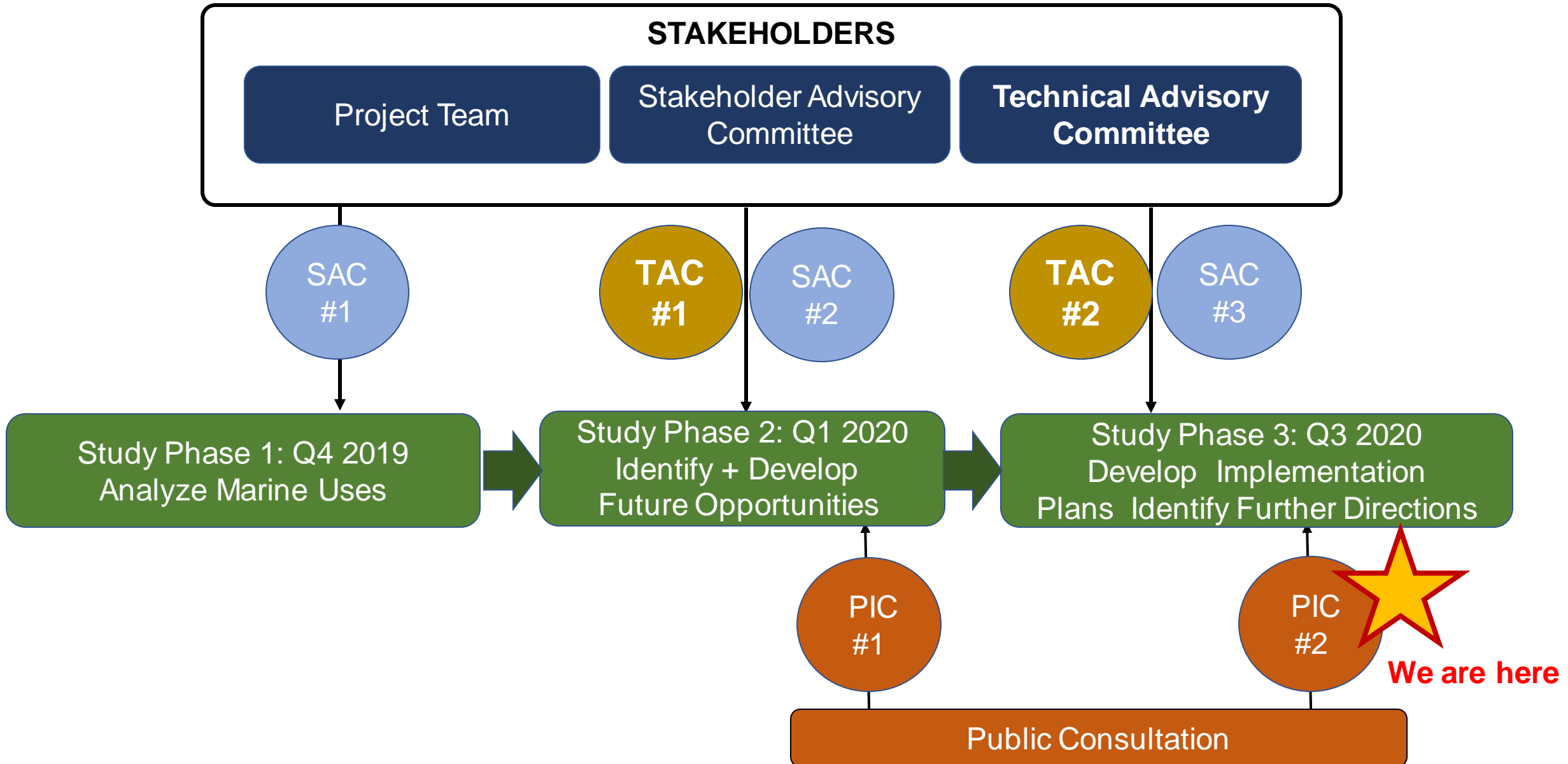
MOORING

- **Ownership & Responsibility**
 - Positive response towards simplify dockwall ownership and of determination of maintenance responsibility
 - Suggestion to create intergovernmental body to oversee dockwall ownership
 - Suggestion that City buys out provincial and federal ownership to ease the situation
- **Environmental Considerations**
 - Management section to pay increased attention towards water quality, run-off management and air quality
 - Need to mitigate impacts of high-water levels
 - Increase marine use require additional focus for preservation of wildlife and fish habitat
- **Noise Management**
 - Concerns about party boats (noise) and need to address within management section
- **Recreational Uses**
 - Kayaking, Canoeing, paddle boarding to be considered within management section
 - Consider signage at boat launches (similar to beaches), explaining rules and safety guidelines
- **Safety**
 - Need for increased safety measurers
- **Indigenous Involvement**
 - Greater inclusion in recognition of their status as keepers of water

Who does what?
Who owns what?
MANAGEMENT

Project Update

Project Update - Schedule + Process



1. The project team developed recommendations (and considerations) for Movement, Mooring and Management, specifically:

- Focused on issues of water-based transportation and how it fits within the existing and future context
- Focused on mooring needs across the waterfront
- Focused on management challenges on the waterfront
- Updated the Water's Edge Ownership Map
- Conducted a survey amongst marinas and yacht clubs to understand capacity of marina slips on the waterfront
- Conducted a high-level financial analysis on finger pier and multi-use pier
- Clarified how the recommendations will be implemented through a phased approach

2. The project team produced a draft final report for the marine use strategy update, including:

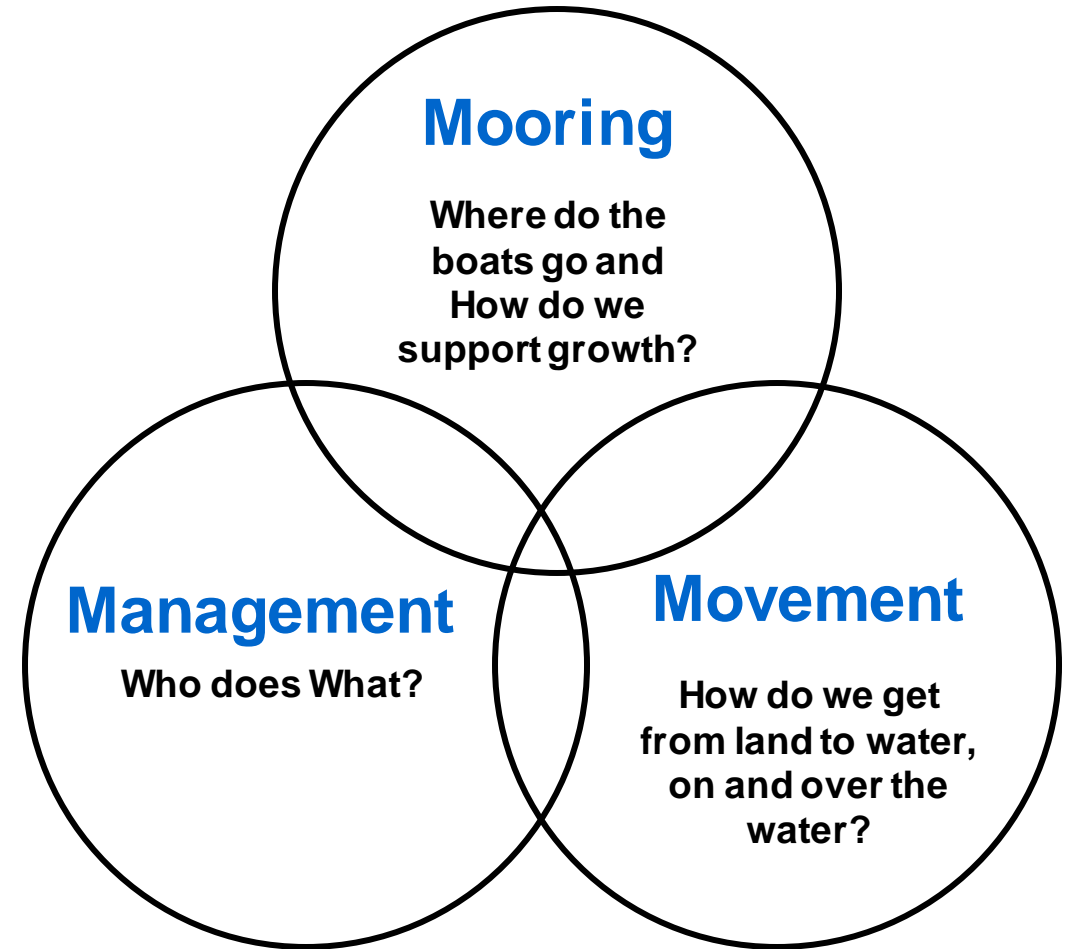
- Study background and objectives
- Description of our Waterfront Today
- Focus on Movement, Mooring and Management
- Roadmap for actions, projects and process improvements
- Resource Guide with background material

3. The project team met with Mississaugas of the Credit First Nation and local Indigenous groups to solicit feedback on the study to incorporate their feedback/suggestions into the report

Project Objective: A “Refresh” of the 2006 Marine Strategy

The objective of the marine strategy report is to:

- Confirm that the 2006 Vision for Marine Community as an exceptional asset to the City remains relevant
- Ensure that proper balance for all types of marine uses and user are maintained
- Provide an overview of major trends and current challenges for Marine Community
- Develop a list of “actionable” items for:
 - Near-term actions to address urgent needs and issues
 - Future work, including an action plan for studies and process improvements
 - Identify partnerships that will support successful implementation of key actions



The Marine Use Strategy Update is a **multi-faceted document**. It is meant to be aspirational – to provide a **roadmap** to creating a more animated and accessible waterfront city - but also practical, and remind us of the need to maintain what we have today. And whether dealing with our past, present, or future, the Marine Use Strategy is **meant to improve the ways in which we make decisions** - big and small - that shape and improve our relationship to Lake Ontario, and to **include diverse and representative stakeholder** voices in that decision-making process.

Key streams: Movement, Mooring and Management.

- The **Movement** chapter is rooted in a principle of creating "**more connections to more destinations**". This means not only making it easier to get people to the water's edge, but also on, in and over the water.
- The **Mooring** chapter is quite simply about boats. **Where should boats** of different sizes, needs and functions **be located on our waterfront**? Are certain mooring locations better suited to certain types of boats? And how do we **support a growing interest** in using all types of watercraft
- The **Management** chapter explores the question "**Who Does What?**". Numerous – and sometimes overlapping - jurisdictions, ownerships and legacy agreements, can often create confusion and delay even for seemingly simple maintenance decisions.

1 INTRODUCTION

- 1.1 Waterfront Toronto
- 1.2 2006 Marine Use Strategy
- 1.3 Marine Use Strategy - Update

2 THE TORONTO WATERFRONT TODAY

- 2.1 Changes on the Waterfront
- 2.2 Trends in Marine Uses
- 2.3 Dock wall Inventory
- 2.4 Stakeholder Consultation
- 2.5 Indigenous Engagement
- 2.6 Movement, Mooring & Management

3 MOVEMENT

- 3.1 Movement: From Land to Water
- 3.2 Movement: Onto the Water
- 3.3 Movement: Over the Water
- 3.4 Movement: Considerations

4 MOORING

- 4.1 Current Mooring on the Waterfront
- 4.2 Near Term Mooring Needs & Options
- 4.3 Long Term Mooring Needs
- 4.4 Long Term Mooring Options
- 4.5 Mooring: Considerations

5 MANAGEMENT

- 5.1 Introduction
- 5.2 Ownership & Maintenance
- 5.3 Mooring Leasing Approvals
- 5.4 Dockwall Coordination
- 5.5 Safety
- 5.6 Stewardships and Leadership
- 5.7 Marine Coordination Committee

6 SUMMARY & NEXT STEPS

- 6.1 Summary of Recommendations & Implementation Phases
- 6.2 Recommendations
- 6.3 Considerations

RESOURCE GUIDE:

- A. 2006 IMPLEMENTATION IDEAS – STATUS UPDATE
- B. DEVELOPMENT PLANS AND IMPACT ON MARINE USES
 - A. MARINE USE TRENDS ANALYSIS
 - B. DOCK WALL INVENTORY
 - C. STAKEHOLDERS
 - D. ENGAGEMENT INDIGENOUS COMMUNITY

MAPS:

- MAP 1 - MARINE USE INVENTORY MAP
- MAP 2 - WATER'S EDGE OWNERSHIP MAP
- MAP 3 - EXISTING PUBLIC MARINE TRANSPORTATION
- MAP 4 - FUTURE POTENTIAL PUBLIC MARINE TRANSPORTATION

Movement – Recommendations & Considerations

Movement on the waterfront will be split into three connecting parts:

1. Movement from land to water: Summary of existing and future transportation network focused on moving people to the waterfront. Waterfront revitalization with connections to make waterfront accessible to Toronto residents and visitors



3. Movement over the water: Different modes of marine transport (industrial/commercial, tourist, recreational) and associated departure and arrival points on the waterfront



2. Movement onto the water: Infrastructure and amenities that connect people to the water. Including promenades, bridges, boardwalks, view corridors, naturalized shoreline, boat launches, as well as land uses which support and service marine community



Marine Strategy and the Waterfront Vision

Existing/Emerging Destinations (waterfront-wide)

The “Harbour Necklace” Concept – Current Waterfront

“Harbourfront Centre hub and disparate parks with limited connectivity to city neighbourhoods”



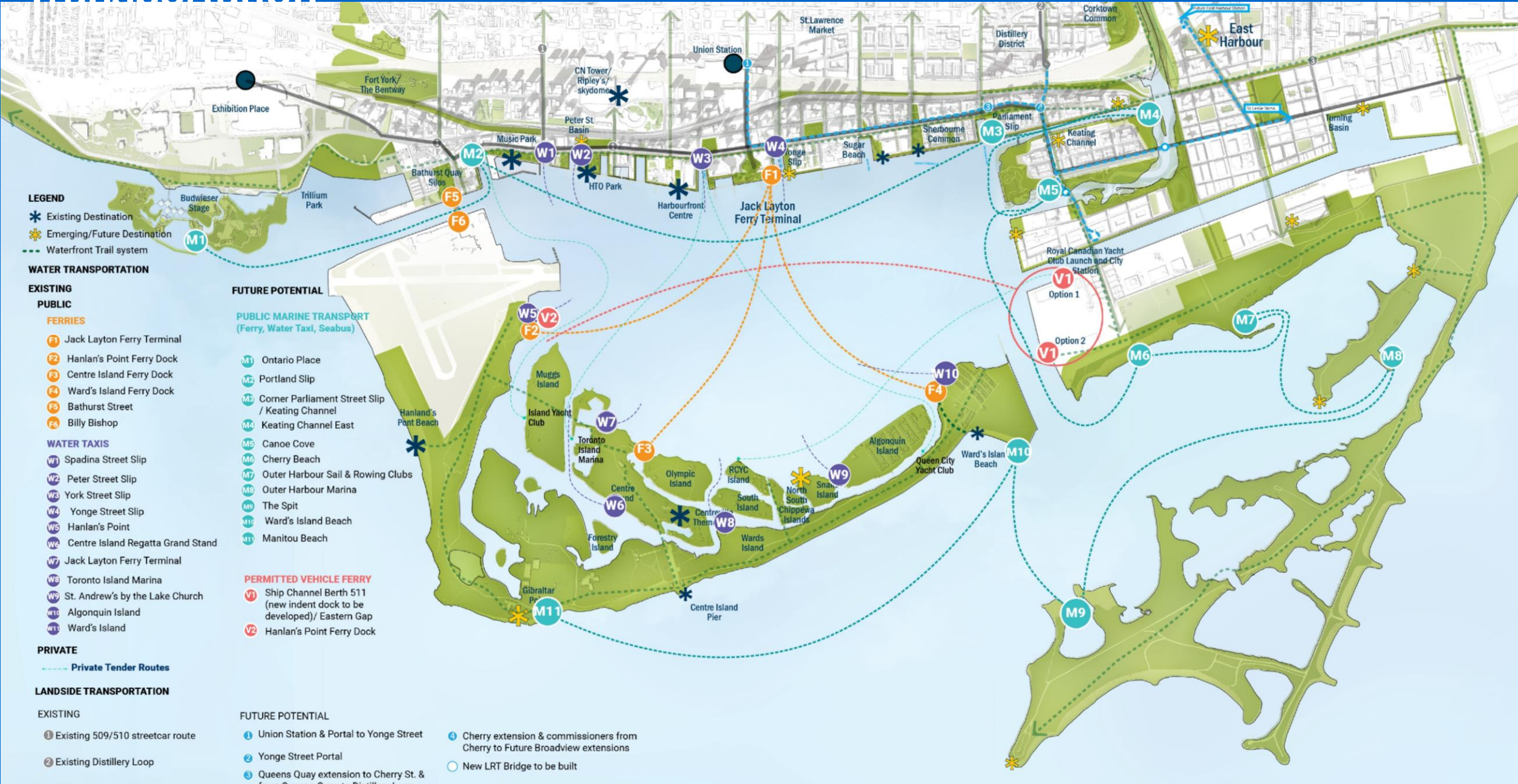
Movement – Recommendations

	Recommendation	Description	Responsible Parties	Implementation Phase	Process Improvement / Potential Policy Changes Action (Pilot, Study) / Continued Consultation	Report Reference
Movement	Permitted Vehicular Ferry	Consider introducing a consolidated and dedicated permitted vehicular ferry service.	City, PT, WT	Phase 1	Continued Consultation	3.3.2
	Common Water Taxi Dock System	Carry out a review of the ongoing WT pilot & complete a feasibility study and comprehensive management strategy for a system of common user docks for water taxis across the waterfront	WT, City, PT, Police Marine Unit	Phase 1	Action (Pilot)	3.3.3
	Sea Bus System	Launch a feasibility study for the introduction of a seabus system on the waterfront	WT, City, PT	Phase 2/3	Action (Study)	3.3.3
	Marine Nodes	Based on outcome of studies into <i>Common Water Taxi Dock System</i> and <i>Sea Bus System</i> , start developing Marine Nodes and routes as well as infrastructure requirements for landing system	WT, City, PT	Phase 2/3	Action (Study)	3.3.4

Movement – Existing Water-based Transportation



Movement – Future Potential Water-based Public Transportation



LEGEND

- Existing Destination
- Emerging/Future Destination
- Waterfront Trail system

WATER TRANSPORTATION

EXISTING PUBLIC

FERRIES

- F1 Jack Layton Ferry Terminal
- F2 Hanlan's Point Ferry Dock
- F3 Centre Island Ferry Dock
- F4 Ward's Island Ferry Dock
- F5 Bathurst Street
- F6 Billy Bishop

WATER TAXIS

- W1 Spadina Street Slip
- W2 Peter Street Slip
- W3 York Street Slip
- W4 Yonge Street Slip
- W5 Hanlan's Point
- W6 Centre Island Regatta Grand Stand
- W7 Jack Layton Ferry Terminal
- W8 Toronto Island Marina
- W9 St. Andrew's by the Lake Church
- W10 Algonquin Island
- W11 Ward's Island

PRIVATE

- Private Tender Routes

FUTURE POTENTIAL

PUBLIC MARINE TRANSPORT (Ferry, Water Taxi, Seabus)

- M1 Ontario Place
- M2 Portland Slip
- M3 Corner Parliament Street Slip / Keating Channel
- M4 Keating Channel East
- M5 Canoe Cove
- M6 Cherry Beach
- M7 Outer Harbour Sail & Rowing Clubs
- M8 Outer Harbour Marina
- M9 The Spit
- M10 Ward's Island Beach
- M11 Manitou Beach

PERMITTED VEHICLE FERRY

- V1 Ship Channel Berth 511 (new indent dock to be developed)/ Eastern Gap
- V2 Hanlan's Point Ferry Dock

LANDSIDE TRANSPORTATION

EXISTING

- 1 Existing 509/510 streetcar route
- 2 Existing Distillery Loop

FUTURE POTENTIAL

- 1 Union Station & Portal to Yonge Street
- 2 Yonge Street Portal
- 3 Queens Quay extension to Cherry St. & from Queens Quay to Distillery Loop
- 4 Cherry extension & commissions from Cherry to Future Broadview extensions
- New LRT Bridge to be built

Movement – Marine Nodes Rationale

PERMITTED VEHICLE FERRY	RATIONALE
V1 – Option1 = Ship Channel Berth 511	<ul style="list-style-type: none"> • Diverting traffic away from busy downtown streets such as Queens Quay and Eireann Quay • Location inside Ship Channel is well protected against incoming waves (as opposed to e.g. Berth 521) • Location inside Ship Channel west of Cherry Street bridge, to prevent bridge opening / closing
V1 – Option 2 = Eastern Gap Berth 521	<ul style="list-style-type: none"> • Location in Eastern Gap is former Rochester Ferry Berth
V2 = Hanlan’s Point Ferry Dock	<ul style="list-style-type: none"> • Berthing infrastructure already present (although modifications will be required) • Close to airport, preventing vehicular traffic over the Toronto Islands
PASSENGERS	RATIONALE
M1 = Ontario Place	<ul style="list-style-type: none"> • Transit to Ontario Place Marina • Potential tourist destination • Potential commuter transit
M2 = Portland Street Slip	<ul style="list-style-type: none"> • Transit to Billy Bishop Airport
M3 = Corner Parliament Street Slip / Keating Channel	<ul style="list-style-type: none"> • New upcoming neighborhood and tourist destination on the Toronto waterfront • Access to Promontory Park (via new walkway bridge over Keating Channel) • If not inside Parliament Street Slip, the mooring location will be exposed and present berthing challenges
M4 = Keating Channel East	<ul style="list-style-type: none"> • New upcoming neighborhood and tourist destination on the Toronto waterfront • Will present restrictions due to air draft limitations of new Cherry Street bridge
M5 = Canoe Cove	<ul style="list-style-type: none"> • Recreation destination • Access to Promontory Park
	<ul style="list-style-type: none"> •
M6 = Cherry Beach (recreation)	<ul style="list-style-type: none"> • Recreation destination • May present safety challenge due to presence of swimmers
M7 = Outer Harbour Sail & Rowing Clubs	<ul style="list-style-type: none"> • Transit for club members
M8 = Outer Harbour Marina	<ul style="list-style-type: none"> • Transit for club members
M9 = The Spit	<ul style="list-style-type: none"> • Recreation destination
M10 = Ward’s Island Beach	<ul style="list-style-type: none"> • Tourist and recreation destination • Will present navigable challenges as this is an exposed location, which will require significant infrastructure investment to make it a ‘receiving facility’
M11 = Manitou Beach	<ul style="list-style-type: none"> • Tourist and recreation destination • Will present navigable challenges as this is an exposed location, which will require significant infrastructure investment to make it a ‘receiving facility’

- **Navigation conditions** coming out of the Eastern Gap as well as out of the Western Channel can be challenging (incoming waves, choppy). Developing new Marine Nodes M1, M6-M11 should therefore be considered in conjunction with the type of vessel capable of safely sailing to these locations.
- For Marine Nodes M1-M5 it is important that they are in **close proximity of existing or future planned onshore transit**.
- In reviewing potential new Marine Nodes and different types of public marine transportation, the feasibility of year-round operations, and hence **ice-breaking in the inner harbour**, should be investigated.
- It is important for all involved with developing the Toronto Waterfront to recognize the **importance of industrial shipping** in the Port by:
 - Considering the growing demand for (lake) shipping (low carbon transportation).
 - Coordinating vessel movements to avoid conflict and minimize operational interruptions.
 - Considering limiting or restricting access to the ship channel for non-industrial uses;

Mooring – Recommendations & Considerations

Mooring Chapter – Overview

Mooring on the waterfront will be addressed in four main sections:

- 1. Current mooring on the waterfront:** Providing an overview of how congested the area already is.
- 2. Near term mooring needs and options:** Highlighting urgent needs for mooring accommodation for different marine uses
- 3. Long term mooring needs:** Highlighting mooring requirements for different marine uses that will arise on the longer term
- 4. Long term mooring options:** Looking at different stretches along the Toronto waterfront identifying mooring options for different marine uses



LEGEND

Vessel Type	Length	Status	Mooring Zone
Ferry	± 40m	Permanent	Ferry Terminal
Tour / Charter Boat	± 30m	Permanent	Finger Pier / Slip
Water Taxi's	± 10m	Permanent	Slip
Industrial Vessel	± 25 - 175m	Permanent	Dockwall
Private Vessel	± 10 - 30m	Permanent	Dockwall / Finger Pier / Slip
Tall Ship Tour / Charter	± 50m	Permanent	Dockwall / Finger Pier / Slip
Red Path Vessel	± 180 - 235m	Visiting	Dockwall / Slip
Navy Vessel	± 135m	Visiting	Dockwall / Slip

1 Central Waterfront

Ossington St (Tour)
 Challenge (Fishing Boat)
 Sensenbrenner Princess (Tour)
 St. Mark's (Tour)
 Kujawa (Fishing)
 Ontario (Tour)
 Showboat Royal Grace (Tour)
 Harbour Squid (Tour)
 Perfect Asia (Private)

3 Ferry Terminal

Yellow (Ferry)
 Thomas Remick (Ferry)
 William Light (Ferry)
 Digique (Ferry/WeekendFerry)
 Ned Harbin (Industry)

5 Jarvis Street Slip

Redpath (Liner (Industry))
 Redpath Self-Loading Vessels (Industry)
 Fingert (Key Vessel)

7 South Slip

Estimote 2500 (Tour)
 Toronto Drydock - Mooring (Industry)

2 York Street Slip

Alisa Bay Water Taxi
 Captain Matthew Flinders (Tour)
 Rosemary (Tour)
 New Beginnings (Tour)
 Shiploads (Tour)
 Empress of Canada (Tour)

4 Yonge Street Slip

Other Gay Water Taxi
 Intivity Water Taxi
 New Water Taxi
 Stone Free (Charter)

6 Parliament Street Slip

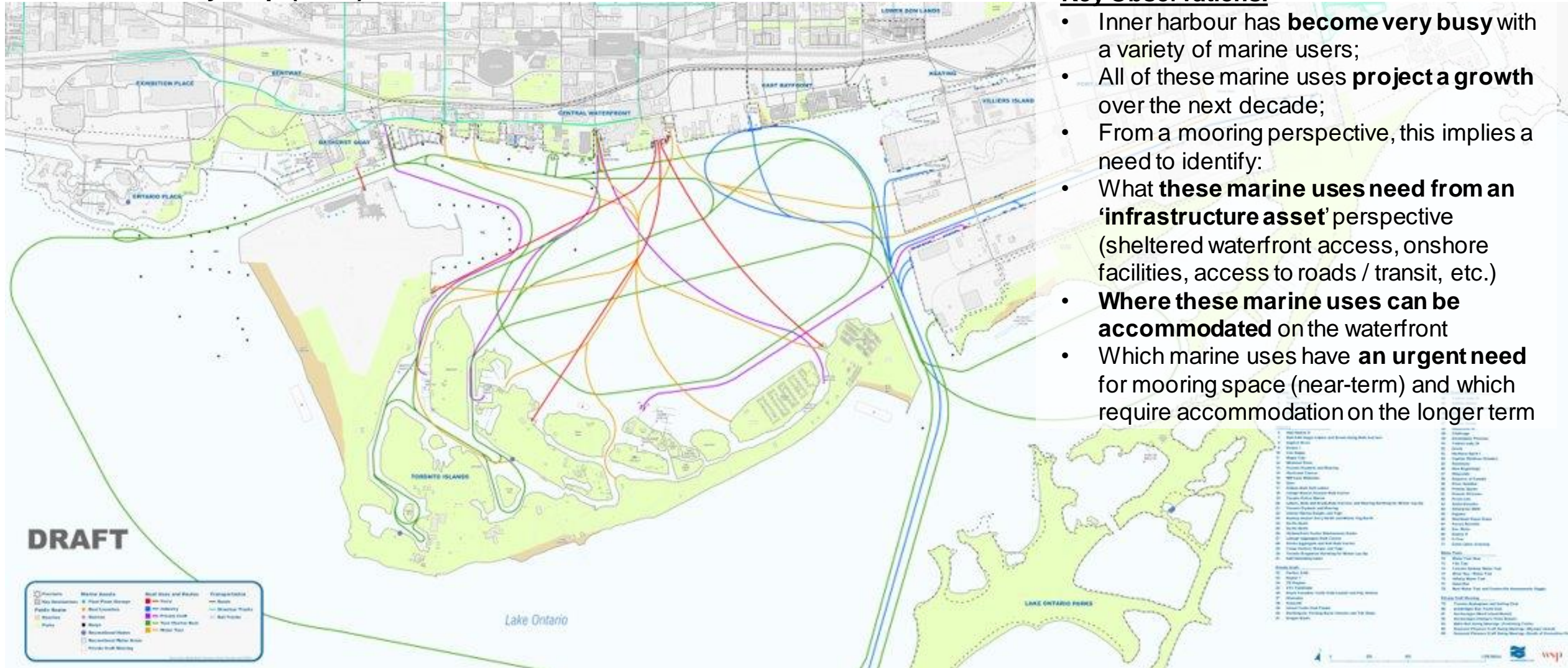
Pioneer Queen (Tour)
 Pioneer Princess (Tour)
 Stella Brankovic (Tour)
 River Gambler (Tour)
 Aurora Brankovic (Tour)

8 Ship Channel

Toronto Drydock - Mooring (Industry)
 Pelican Bulk Salt Lakes (Industry)
 Toronto Rigging - Winter Berthing (Tour)
 Hummel Canada (Industry)
 R/CV Laird & City Station (Private)
 Galton Marine Barges & Tugs (Industry)
 (Black) Bulk Carriers - Winter Berthing (Industry)
 Redpath Vessels - Winter Storage (Industry)

Mooring – Current Marine Uses in the Study Area

Marine Inventory Map (2019)



Mooring– Recommendations

	Recommendation	Description	Responsible Parties	Implementation Phase	Process Improvement / Potential Policy Changes Action (Pilot, Study) / Continued Consultation	Report Reference
Mooring	Coordinating Mooring on the Waterfront	Marine Coordination Committee will take leadership of coordinating mooring issues across the waterfront, of which the Parliament Street Slip is one (immediate) case	WT, City, PT, CreateTO, HFC, other potential agencies on the waterfront	Develop Committee Terms of Reference in Phase 1	Process Improvement	4.2.1
	Marina Slips	Launch a feasibility study to advise on the best option to increase marina slip capacity on the waterfront by identifying and comparing the following expansion options: (a) Parliament Street Slip, (b) Outer Harbour Marina, (c) Other Marina's & Yacht Clubs on the Waterfront, (d) Other	WT, City, PT	Phase 2/3	Action (Study)	4.3.2
	Transient Mooring Facility (Kiss & Sail)	Launch a pilot project to test a temporary mooring facility	WT, City, PT, CreateTO	Phase 1	Action (Pilot)	4.2.3
	Tour / Charter Boats	Determine how to deal with the tour / charter boat industry on the Toronto waterfront	WT, City, PT	Phase 1	Process Improvement	4.3.1
	Floating Structures & Art on Water	Develop a process how to deal with non-publicly accessible (e.g. art) and publicly accessible (e.g. restaurants) floating structures and art in the Inner Harbour	WT, City, PT, TRCA	Phase 2/3	Process Improvement	4.3.8
	New Don Mouth Boating Management Strategy	Develop safety, security and navigation guidelines for marine use in and near Polson Slip, including strategies how to communicate these to the public and how to enforce these	WT, PT, Lafarge Cement, Police Marine Unit, City	Phase 1	Process Improvement	4.4.6

- When **increasing mooring capacity** on the waterfront, consider:
 - Environmental factors East Bayfront (water levels, wind, waves)
 - Access for supply vehicles (finger piers)
 - Usefulness of common user intake (fuel yes, other no)
 - Need for increased (long term) dock wall space for passenger vessels
 - Current capacity of tour / charter boats
 - Existing leases
- When developing a **multi-use pier**, consider:
 - Yonge Street Slip (not York)
 - Added value ‘cruise component’ compared to current facility
 - Create better connections current facility
 - Need to enhance the public realm, not reduce limited parks and open space (cruise terminal building on pier)
 - Accommodations for tugboats and congestion with ferry traffic when cruise terminal in Inner Harbour
 - Incentivizing or encouraging cruise industry to go electric
- Facilities for **boat repairs, maintenance and storage**
- **Universal boat ramp** for emergency response

- When creating an **attractive waterfront**, consider:
 - Marine activation (recreational boating options, continuous boardwalks, public marine transportation)
 - More retail and dining opportunities to attract (and keep) visitors
 - Leverage adjacent existing public attractions (dining & retail cluster, destination parks)
 - Year-round destination
 - Animating the waterfront with a continuous walkway boardwalk, introduce points of interests
 - (Collective) marketing of available services on waterfront
- To encourage more **cultural** destinations on the waterfront, consider:
 - Year-round programming, siting of cultural spaces waterfront that celebrate history and cultural heritage of the city;
 - Connect both existing and emerging cultural uses on the waterfront to the city's public transit system
 - Planning interpretive signage to help visitors understand the significance and heritage of marine and Indigenous activity on the waterfront;
 - Use water's edge as venue to educate people about marine uses and maritime and Indigenous history on the waterfront;
 - A museum that can also serve as a starting point for a heritage marine walk (consider combining this with Indigenous history and combine the marine & Indigenous heritage into one)

Management - Recommendations

Management– Recommendations (1)

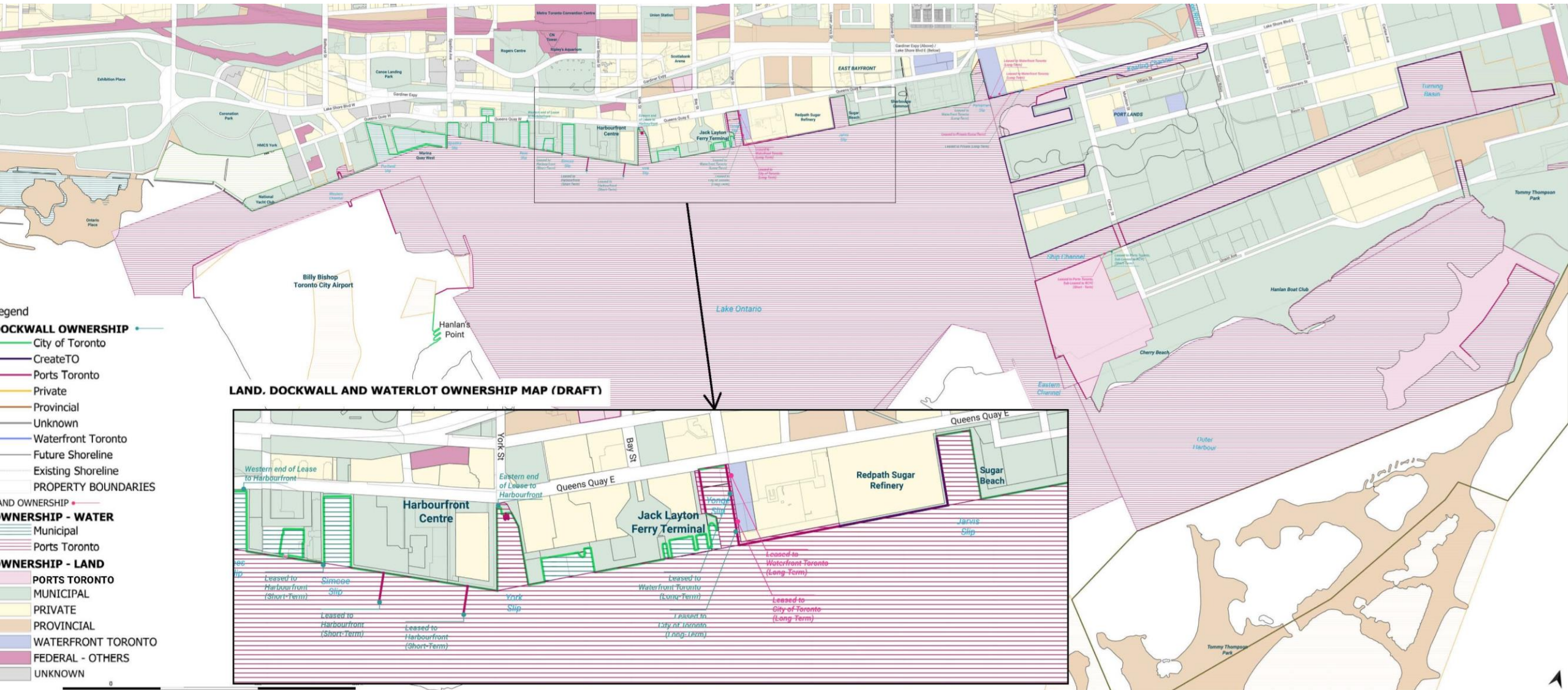
	Recommendation	Description	Responsible Parties	Implementation Phase	Process Improvement/ Potential Policy Changes Action (Pilot, Study) / Continued Consultation	Report Reference
Management	Marine Coordination Committee	Develop a co-chaired panel focused on review and constructive feedback on all manner of marine issues related to management	WT, City, PT	Phase 1	Process Improvement	5.7
	Ownership & Maintenance Responsibilities	Develop and Maintain a Waters' Edge Ownership Composite Map' Evaluate and Simplify Maintenance Agreements & Responsibilities	WT, City, PT, CreateTO	Phase 1	Process Improvement	5.2.1
	Mooring Agreement and Leasing Approvals Process	Establish a clear and consistent process for the submission and review of mooring and access proposals for the relocation, expansion and/or introduction of new water-based activities	WT, City, PT, CreateTO,	Phase 1	Process Improvement	5.3
	Co-ordinated state-of-good repair program for all shoreline infrastructure	Acknowledge the inter-connectedness of our shared and continuous shoreline in the protection of property, maintaining safe navigation routes, providing wildlife habitat, and supporting water and lakeside recreation and leisure; benefit from bulk procurement, greater access to infrastructure funding, standardized design, shared knowledge, etc.	WT, City, PT, CreateTO	Phase 1	Action (Pilot)	5.2.2
	Life safety program	Conduct an audit of all existing safety stations and development a standardized approach for all safety stations, signage, etc. throughout the study area	WT, City, PT, CreateTO	Phase 1	Action (Study)	5.5

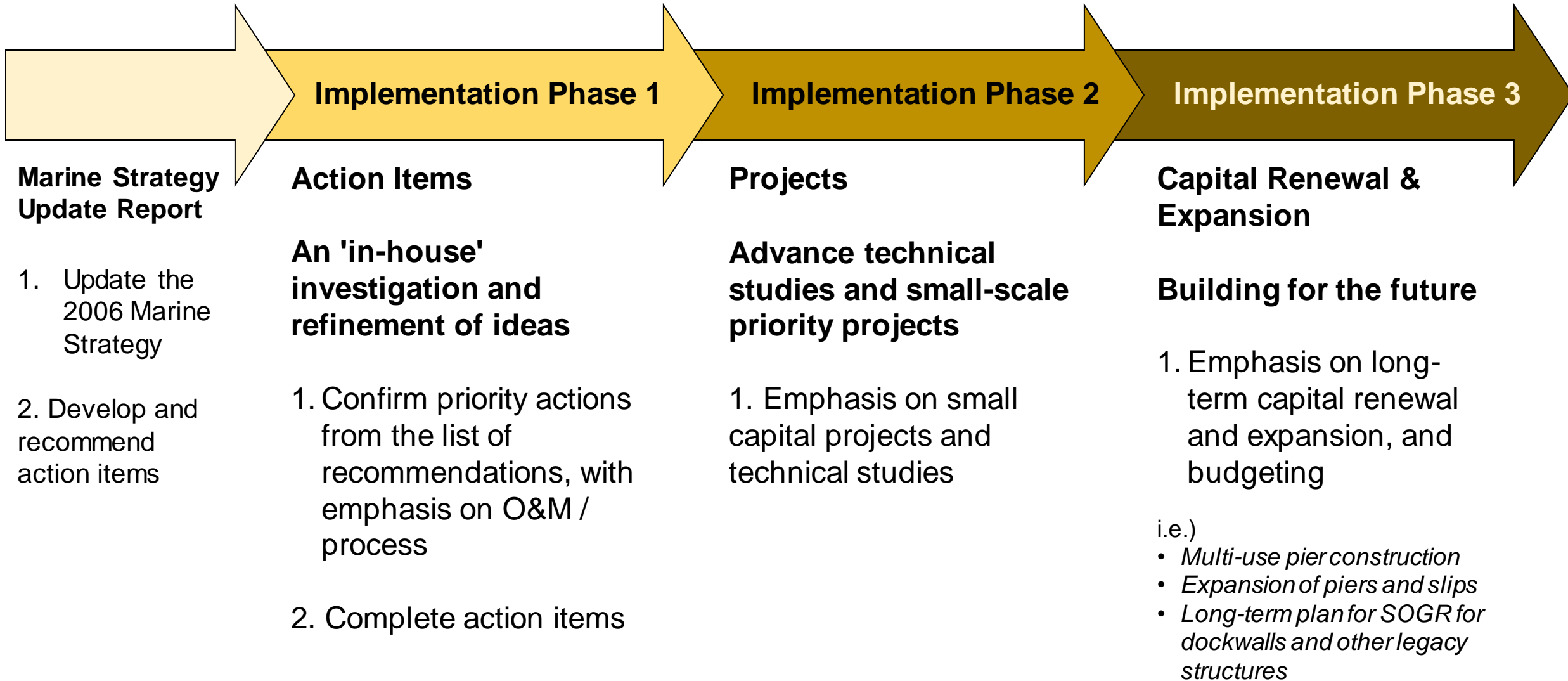
Management– Recommendations

	Recommendation	Description	Responsible Parties	Implementation Phase	Process Improvement / Potential Policy Changes Action (Pilot, Study) / Continued Consultation	Report Reference
Management	Stewardship and Leadership	Develop a coordinated approach to lake level management Engage First Nations as Stewards	City, PT	Phase 1	Continued Consultation	5.6
	Engagement with Indigenous Communities	<p>Future engagement with Indigenous Communities should take place through:</p> <ul style="list-style-type: none"> - MCFN (to engage with Sustainable Economic Development Office for the actions where business opportunities could be identified) - Urban Indigenous groups through Toronto Aboriginal Support Services Council - Waterfront Indigenous residents (e.g. West Don neighborhood residents) <p>The following three streams of work can be further refined through the implementation phases</p> <ul style="list-style-type: none"> - Economic development: employment and support for Indigenous businesses (COT: IAO, EDC, Office of Partnerships; BIA and waterfront institutions and non-profit organizations such as HFC, Artscape, George Brown) - Place making and programmable spaces, dedicated facilities (COT: Planning, UD, PF&R, WT and other partners) - Learning & education, youth programs (COT: PF&R, HFC and non-profits and institutions) 	City, WT	Phase 1	Continued Consultation	5.5.6

Water's Edge Ownership Map (updated April 2020)

A comprehensive ownership map which combines land ownership, dockwall ownership and water lot ownership





Next Steps

Participate in our online survey from October 26 - November 9

- Visit this page on our website to access the draft report and other background materials: <https://bit.ly/3ki4hgk>
- After reviewing these materials, we encourage you to share your feedback by completing this online survey: <https://luraconsulting.surveymonkey.ca/r/2020MarineUseStrategy>

Phone-In Option

To complete this survey by phone, please contact our third-party consultant, LURA Consulting, at 289-768-5561 and let them know you are interested in completing the 2020 Marine Use Strategy survey.

- Receive feedback through online survey (Oct 26 – Nov 9)
- Refine Draft Report – mid-November
- Final Marine Strategy Report – end of November
- Commence Implementation Phase 1 – December 2020

Thank You

Please take a moment to fill out our survey:

<https://luraconsulting.surveymonkey.ca/r/2020MarineUseStrategy>