



BOARD REPORT

TO: Chair and Directors

File No: BL900-25 PL20180000043

SUBJECT: Electoral Areas C, E & F: Lakes Zoning Amendment (CSR) Bylaw No. 900-25

DESCRIPTION: Report from Christine LeFloch, Development Services Assistant, dated February 8, 2019.
Electoral Areas C, E & F

RECOMMENDATION #1: THAT: Lakes Zoning Amendment (CSR) Bylaw No. 900 be read a second time, as amended, this 21st day of February 2019.

RECOMMENDATION #2: THAT: a public hearing to hear representations on "Lakes Zoning Amendment (CSR) Bylaw No. 900" be held;

AND THAT: notice of the public hearing be given by staff of the Regional District on behalf of the Board in accordance with Section 466 of the Local Government Act;

AND FURTHER THAT: the holding of the public hearing be delegated to Director Rhona Martin, as Chair of the CSR Board, or Director Paul Demenok if Director Martin is absent, and the Director as the case may be give a report of the public hearing to the Board.

RECOMMENDATION #3: THAT: the Board direct staff to amend Electoral Area C Official Community Plan Bylaw No 725, Electoral Area F Official Community Plan Bylaw No. 830, and Electoral Area E Official Community Plan Bylaw No. 840 to include policies which support public access along the foreshore in the Foreshore and Water Development Permit Area guidelines.

SHORT SUMMARY:

Development Services staff is proposing to amend the Lakes Zoning Bylaw No. 900 (Bylaw No. 900) by:

1. Increasing the total upward facing surface area of a floating or fixed dock in foreshore residential zones from 24 m² to 30 m²,
2. Increasing the width of a floating or fixed dock surface in all zones from 3 m to 3.05 m, and
3. Increasing the width of a permanent or removable walkway surface in all zones from 1.5 m to 1.52 m.

Following first reading of Bylaw 900-25 referrals were sent to a number of agencies, First Nations, community groups, and dock construction/installation companies and a public comment form was made available on the CSR website to allow members of the public to provide comments regarding the proposed amendments. Information received from these referral processes has been compiled and included in this board report. As a result of this consultation, staff is proposing to further amend Bylaw No. 900 by:

4. Increasing the total upward facing surface area of a floating or fixed dock in the Foreshore Park Zone from 24 m² to 40 m².

It is now appropriate for the Board to consider Bylaw No. 900-25 for second reading, as amended and referral to a public hearing.

VOTING:Unweighted
Corporate☐LGA Part 14
(Unweighted)☒Weighted
Corporate☐Stakeholder
(Weighted)☐**BACKGROUND:**

See Board report 2018-08-16_Board_SD_BL900-25_CSRD.pdf., attached.

POLICY:

See Board report 2018-08-16_Board_DS_BL900-25.pdf, attached.

FINANCIAL:

There may be minor financial implications to the CSRSD with regard to this proposed amendment. With the increase in the total upward facing dock surface area, staff expect to see fewer applications requiring Board approval, which could result in a reduction in revenue from application fees. Generally, Board approval (permit) application fees are a minimum of \$650, plus \$150 Land Title Office (LTO) registration fee. A delegated approval permit application fee is \$200, plus the LTO registration fee. This reduction in revenue would be offset by reduced application expenses, including allocation of staff time. In addition, DS staff expect to receive fewer bylaw enforcement complaints regarding oversized docks, which may allow bylaw enforcement resources to be reallocated to other bylaw enforcement issues.

KEY ISSUES/CONCEPTS:

Currently, Bylaw No. 900 allows residential docks with a maximum platform size of 24 m². Staff are recommending that this be increased to 30 m². Staff are also recommending minor amendments to the maximum width of dock platform and walkway to compensate for imperial to metric conversion.

Following first reading of Bylaw No. 900-25 staff sent out referrals at the direction of the Board to numerous agencies, First Nations, community groups, and dock construction/installation companies. Responses to this referral have been compiled and are attached to this Board report. A public comment form was also made available to allow members of the public to provide input on the proposed amendments. People were asked to provide information, including whether they live or own property in Electoral Area C, E, F or other; whether they are a waterfront owner, semi-waterfront owner or other; whether they own a dock and/or boat, or other; and whether they agree that the proposed dock size is too small, about right, or too big. They were also given the option to include a recommended size of dock and provide additional comments if they wished to do so.

The comment form was accessible on the CSRSD's website from September 12th to October 12th, 2018. The public was also advised that they could provide comments by email or mail. 134 submissions were received from Area C residents, with 48 and 111 submissions received from Areas E and F respectively. In all, a total of 311 comment forms were received via the web including 18 comment forms from people who do not reside in Area C, E or F. Staff also received 2 emails and one letter providing comment on this amendment. A summary of these comments is provided in the attachment Comment_form_results_summary_BL900-25.pdf. The full public comment report is also available in the attachment Public_Comment_Form_Report_BL900-25.pdf along with the letter and emails which are attached as Comments_submitted_by_email_BL900-25.pdf. Summaries of referral comments are included in the Communications section below.

83 waterfront owners indicated that the proposed 30 m² dock size is about right, while 113 respondents, including 94 waterfront owners felt that the proposed dock size is too small, and 76 respondents,

including 19 waterfront owners indicated that the proposed dock size is too big. (See [Comment_form_results_summary_PL900-25.pdf](#), attached.) It is noted that the Shuswap Waterfront Owners Association (SWOA) provided an opinion on the proposed amendments via their website which was echoed by a number of respondents in their comments provided to the CSRD through the online comment form.

A number of issues and themes emerged from the referral process and public comments received and these are outlined in the sections below.

Foreshore Park Zone

Through the referral process CSRD Parks staff suggested that an exemption for CSRD Parks related docks be explored with regard to a maximum upward facing surface area for docks within the Foreshore Parks Zone. Upon further consultation Parks staff established that an increase to 40 m² would be large enough to accommodate future park use docks. It was suggested that this increase would provide more flexibility where docks intended for the use of the general public are required at CSRD boat launches. There is an argument to be made that parks-related docks intended for use by non-waterfront residents and tourists should not have the same limits placed on them that would be required for docks associated with an individual residential waterfront property, e.g. Parks may wish to provide public docks that allow for multiple boats to load and unload at the same time, and therefore may require more than one berth. A platform size of 40 m² would provide enough room for up to 4 boats to load and unload passengers at the same time. It is noted that there are exemptions within the Foreshore and Water Development Permit Areas for Areas C and F for parks uses which means CSRD Parks does not need to apply for a Development Permit when constructing docks and other foreshore structures. Bylaw No. 900-25 has been amended to include this proposed change to permit CSRD Park related docks to be a maximum of 40 m².

Public Access along the Foreshore

The issue of public access and use of the Crown foreshore was raised by 18 of the respondents who submitted comment forms and has been raised in public hearing comments for dock rezoning applications 3 times over the past few years. Currently, the Provincial Private Moorage Policy requires that dock placement not "unduly obstruct public access along the foreshore or beach". In practice the Province allows this issue to be addressed by the owner providing a ramp or stairs to allow access over the dock. While this may meet the provincial requirements, commenters noted that it is not sufficient to allow access for persons of all levels of mobility, and also blocks access for winter activities such as cross country skiing and snowshoeing. It has been suggested by commenters that access on Crown land around the dock should be required since Provincial requirements are not adequately maintaining public access.

At the request of the Electoral Area Directors Committee, staff have been exploring options on how to respond to this access issue and if there is role for the CSRD. Lakes in the Shuswap have irregular shorelines including both beaches and rocky breaks. Due to these shoreline characteristics, some creativity is needed in crafting and applying guidelines and/or regulations. Staff suggest the following options for the consideration of the Board in addressing this issue:

1. Development Permit Guidelines: Include new Development Permit Guidelines for the Foreshore and Water Development Permit Area in the Electoral Area E Official Community Plan Bylaw No. 840 currently under preparation and amend the Foreshore and Water Development Permit Areas in the Electoral Area F Official Community Plan Bylaw No. 830 and Electoral Area C Official Community Plan Bylaw No. 725 to include language stating that docks shall not impede lateral pedestrian movement along the shoreline and that the shore end of a dock should be located a

required distance from the high water mark leaving an area of open beach between the dock and the high water mark.

Pros: Development Permit guidelines are entrenched in an Official Community Plan which is a policy document rather than a regulatory one. The guidelines are used in reviewing applications for dock development permits and should be adhered to by applicants if they wish to have their application approved. The requirement for lateral public access along the shoreline could be stipulated within development permits as they are issued. Development Permit guidelines would include minimum expected standards for ensuring public access along the foreshore. In situations where it may be physically impossible to meet the guidelines due to topographical considerations staff would still have the discretion to recommend approval of the permit to the Manager of Development Services or the Board as applicable. Enforcement would still be complaint driven, and staff would be able to compare the issued Development Permits to what has been constructed to determine whether a contravention has occurred. As older docks are replaced with new ones which are subject to issuance of a Development Permit there should be a reduction in the number of obstructive docks along the shoreline.

Cons: Official Community Plan bylaws are not subject to municipal ticketing, and therefore must be enforced through the courts.

2. Zoning: Amend Lakes Zoning Bylaw No. 900 to include regulations stipulating a required distance which the shore end of all new docks must be sited from the high water mark of a lake. This could include amending the definitions of "Fixed Dock" and "Floating Dock" to include language stating that the dock shall not impede lateral pedestrian movement along the shoreline and could be modified to exempt areas where the topography is prohibitive.

Pros: Contraventions to Bylaw No. 900 may be subject to ticketing provisions of the CSRD Ticket Information Utilization Bylaw 5776, thereby giving Bylaw Enforcement staff the ability to issue tickets for violations.

Cons: Zoning regulations do not allow for flexibility. Thus, where an applicant cannot meet the bylaw requirements a Development Variance Permit would be required. A Development Permit is already required for new and replacement docks. A Development Variance Permit requires a second application and fee from the property owner, additional staff time for processing and also requires a decision of the Board. Issuance takes longer than a simple dock development permit and would result in delays for the applicant because they happen to own a property with an irregular shoreline.

3. Status quo: Continue to rely on the Province to regulate maintenance of public access along the foreshore. Enforcement of this provision would continue to be done by the Province at its discretion.

Pros: Complaints regarding public access issues related to obstructive docks would continue to be referred to the Province for enforcement follow up resulting in CSRD Bylaw Enforcement staff having more time to focus on other concerns.

Cons: This would not address the access concerns raised in the public comments submitted. These commenters are requesting more oversight than the Province currently provides.

Staff support Option 1 as a means to consider addressing this issue. This is reflected in staff recommendation #2 which suggests that the Board direct staff to amend Electoral Area C Official Community Plan Bylaw No 725, Electoral Area F Official Community Plan Bylaw No. 830, and Electoral

Area E Official Community Plan Bylaw No. 840 to include policies which support public access along the foreshore in the Foreshore and Water Development Permit Area guidelines. If the Board is agreeable to the staff recommendation, staff will need to undertake more research to confirm if effective development permit guidelines can be created to address this issue.

Enforcement of Regulations

18 respondents to the public comment form mentioned that the CSRD should be dealing with existing illegal docks before considering changes to the bylaw. Issues related to enforcement of Bylaw No. 900 were discussed at the Electoral Area Directors Committee meeting held on November 2, 2017. At that time staff reported to the Board regarding the challenges faced with enforcement of Bylaw No. 900. It was pointed out that while the enforcement of illegal mooring buoys is exceptionally difficult, the bylaw is fairly effective at regulating docks.

The changes proposed through Bylaw No. 900-25 are intended to improve the efficiency of the bylaw. There is no expectation that these changes would improve enforcement mechanisms. Enforcement of Bylaw No. 900 is primarily complaint driven. This puts the onus on the public to report foreshore structures that they believe do not meet the bylaw requirements. Staff are aware that there are a number of docks in the Shuswap lake system which were placed without obtaining provincial tenure or the requisite development permit, or do not meet the size or siting requirements of Bylaw No. 900. As these issues are made known to staff, enforcement follow up is done on a priority basis. Docks are considered a Class 2 violation as per Bylaw Enforcement Policy A-69. Further, CSRD Ticket Information Utilization Bylaw No. 5776 was amended in July 2018 to allow ticketing for contraventions of regulations under Lakes Zoning Bylaw No. 900. Limited Provincial enforcement of Provincial regulations continues to be an issue.

Consistency with Provincial Regulations

26 respondents to the public survey along with the SWOA remarked that the CSRD regulations should continue to be the same as the Provincial Private Moorage Guidelines. (Please see [Agency_referral_responses_BL900-25.pdf](#) or Communications section below.) The respondents were primarily waterfront owners. The argument includes the suggestion that having identical regulations would make the approval process simpler for dock owners. The main difference between the Provincial and CSRD regulations are that rather than regulating a maximum allowable size, the province limits the width of a dock to 3.05 m (the same width that is being proposed in this Bylaw No. 900-25 amendment) and the distance that it can extend into the lake which could be up to 42 m from the point where the walkway begins.

While it may be possible to streamline the approval processes by having the same regulations around dock size, staff are not convinced that other local residents concerns about dock size would be adequately addressed. The Provincial General Permission document was written to address docks across the province. Individual local governments have the ability to further regulate docks through zoning bylaws to address matters that the Provincial regulations do not.

Bylaw No. 900 was adopted in 2012 in response to public pressure on the CSRD to control the proliferation of docks and buoys in the Shuswap lake system. Docks have an effect on the environment, may impact public use of the foreshore, and can make navigation challenging when they are positioned close together. They also impact on the general aesthetics of an area. The zoning regulations regarding size, setbacks and type of dock (floating or fixed) contained in Bylaw No. 900 are intended to control these effects. Staff feel that if an owner requires or desires a dock that is larger than the maximum permitted size an application for Development Variance Permit or rezoning should be required. This

allows review by staff and feedback from the local neighbourhood before a decision is made by the Board. There likely are areas of the lake where the need for a larger dock may be demonstrated due to safety considerations or topography. Staff feel that these should be looked at on a case by case basis through an application process.

Maximum Width of Docks

The Shuswap Waterfront Owners Association (SWOA) provided a number of comments regarding the proposed amendments. (Please see [Agency_referral_responses_BL900-25.pdf](#) or Communications section below.) Included in these comments, which was also echoed by 26 individual public comment forms, was the request that the allowable maximum width of docks be increased from 10 feet (3.05 m) to 12 feet (3.65 m). The rationale behind this request is that the extra 2 feet results in a more stable dock. This was confirmed by Triton Docks in their referral comments, though they did note that it would conflict with the Province's General Permission requirements and may result in confusion on the part of applicants who are wishing to adhere to the Provincial and CSRD dock requirements.

The idea of including an amendment to BL900-25 to allow up to a 3.65 m wide dock for foreshore residential zones was referred to Provincial staff for comments. Referral comments from Jason Ladyman, Crown Land Section Head at the Ministry of Forests Lands and Natural Resource Operations and Rural Development, noted that there is no ability for them to make changes to the General Permission standards on a regional basis. He also noted that when the new General Permission standards were drafted a few years ago dock size was part of the discussion. He further noted that from an ecosystem and habitat perspective, "increased dock width/size, especially in the near shore environment has implications from a shading perspective which (they consider) a real concern as it allows predatory fish to eat out-migrating fish, results in wave energy and shoreline dynamics, and influences aquatic vegetation communities". (Please see [Agency_referral_responses_BL900-25.pdf](#).)

The Province's General Permission is only applicable to docks that are no more than 3.05 m (10 ft) in width. Therefore, even if the CSRD bylaw permitted a 3.65 m (12 foot) wide dock, owners would still need to make application to the Province for a Specific Permission. Increasing the permitted width would give owners who don't mind going through a waiting period to receive a Specific Permission the option to have a wider dock without requiring a Development Variance Permit from the CSRD, however it would not guarantee an approval from the Province. As a dock exceeding 3.05 m in width may only be required in certain circumstances staff feel that the regulations regarding dock width should remain consistent with the Provincial standard. In cases where a wider dock is required, owners may make an application for a Development Variance Permit. Applications would likely be processed within the same time frame as the required Specific Permission.

Safety Concerns

The Shuswap Waterfront Owners Association (SWOA) along with 28 members of the public noted that the proposed dock size is not large enough for safe mooring during stormy conditions or for accommodating the elderly or people with disabilities due to instability. There were also 4 commenters noting that the 40 foot rescue boat used by Search and Rescue would not be able to moor at a 30 m² dock. This was also noted by SWOA via a notice posted September 16, 2018 on the SWOA website regarding the proposed CSRD dock size amendments.

Many areas around the lake, including the more remote water access only areas are zoned Foreshore General (FG) which allows the option of a floating or fixed dock. Fixing a dock with pilings would help resolve issues related to wave action and instability. Also, staff note that some boats, are able to pull up onto a beach if necessary; Shuswap Search and Rescue has confirmed that all of their rescue vessels

are able to do this and that moorage or wharfs is not an issue for them. They further indicated that in many cases it is preferable to pull up onto a beach to perform a patient transfer. (While Shuswap Search and Rescue was not included in the initial referral of the bylaw they were consulted at a later date regarding this issue. Their comments have been included with the agency referral responses. Please see [Agency_referral_responses_BL900-25.pdf](#).)

Areas of the lake that are higher density residential are zoned Foreshore Residential (FR) and most of the properties in these areas are accessible by road. The FR zones permit only floating docks. The rationale for this is that floating docks with a removable walkway can be pulled onto the beach during the off-season and do not have fixed walkways which may impede lateral pedestrian movement along the shoreline. Floating docks, which are anchored to the shoreline and lakebed with cables, may not be as stable as fixed docks, however stability concerns may be mitigated by utilizing a wider platform (≥ 12 ft) as noted above under the 'Maximum Width of Docks' section. If people have concerns about dock stability in their particular area, they may apply for a Development Variance Permit from the CSRD and a Specific Permission from the Province to allow for a wider dock.

SUMMARY:

Through the referral and public comment process staff heard a variety of comments regarding the proposed changes to Bylaw No. 900 as well as additional comments on a range of related issues which have been explored in this report. To summarize, two thirds of those who submitted comment forms either agree with the proposed 30 m² dock size or feel that the proposed dock size is too large. Triton docks also agreed with the proposed size for residential docks. Only one third of those who submitted comment forms, and SWOA feel that the proposed dock size is too small. Staff also heard from CSRD Parks that they would like to see an increase in the permitted dock size in the Foreshore Park zone so that docks with multiple berths may be constructed for the use of non-waterfront residents and tourists without the need for a variance.

Based on this feedback staff are recommending that Bylaw No. 900-25 be amended at second reading to include the change to the Foreshore Park zone. If this proposed change is supported by the Board, the amendments which would go forward to a public hearing would include:

1. Increasing the total upward facing surface area of a floating or fixed dock in foreshore residential zones from 24 m² to 30 m²;
2. Increasing the width of a floating or fixed dock surface in all zones from 3 m to 3.05 m;
3. Increasing the width of a permanent or removable walkway surface in all zones from 1.5 m to 1.52 m; and
4. Increasing the total upward facing surface area of a floating or fixed dock in the Foreshore Park zone from 24 m² to 40 m².

Staff recommend that the Board consider Bylaw No. 900-23 as amended for 2nd reading and delegate a public hearing to Director Rhona Martin as Chair of the CSRD Board, or Director Paul Demenok if Director Martin is absent, and the Director as the case may be give a report of the public hearing to the Board.

Staff are also recommending that the Board direct staff to amend Proposed Electoral Area E Official Community Plan Bylaw No. 840, Electoral Area C Official Community Plan Bylaw No. 725, and Electoral Area F Official Community Plan Bylaw No. 830 to include provisions to support lateral public access along the shoreline in the Foreshore and Water Development Permit Area guidelines. If this recommendation is approved the Board will not see anything further regarding this recommendation

within the context of this bylaw amendment. Staff would work on amendments to the OCPs as separate projects or as part of larger OCP amendment processes.

IMPLEMENTATION:

If the Board gives Bylaw No. 900-25 second reading as amended and delegates a public hearing, staff will make arrangements for the public hearing and prepare notifications in accordance with the Local Government Act.

If the Board directs staff to make amendments to the Areas C, E and F Official Community Plans staff will initiate the necessary steps to make these changes.

COMMUNICATIONS:

If a public hearing is delegated, staff will set a date for the public hearing, and proceed with publication of notices as required by the Local Government Act. Section 466(7) of the Local Government Act specifies that individual notices are not required to be sent to individual property owners if 10 or more properties owned by 10 or more persons are affected by the bylaw amendment. In accordance with this section individual property owners will not receive notices in the mail regarding this public hearing. Advertising of the public hearing will be published in 2 consecutive newspapers in general circulation in the Shuswap area. The CSRD will also post a notice on social media about the public hearing which may result in further coverage in local publications.

Bylaw 900-25 was referred to the following agencies, community groups, dock construction/installation companies, and First Nations. Responses are attached to this Board report as Agency_referral_responses_BL900-25.pdf.

Area C Advisory Planning Commission	The Commission appreciates the complexity of the issues and the wide range of positions held by everyone involved in the discussions. We did note that smoothing out the conflicts in sizes between metric and imperial calculations and construction of docks is an improvement. The Commission was supportive of the changes outlined and moved to support the application as submitted.
Ministry of Forests, Lands, Natural Resource Operations and Rural Development – Lands Branch	Maximum dock and walkway widths – the proposed bylaw changes are very small. I have confirmed that Provincial guidance is only to 1 decimal place so adding 0.02 and 0.05 is not in contradiction to our policies. Surface area increase to 30 m ² – the increase from 24 to 30 m ² for upward facing surface is not so easy. That measurement for upward facing surface has been removed from Policy when changes were made for General Permission. However, the issue is that guidance within Shoreline Management Guidelines for Shuswap, Mara and Mabel references 24 m ² in the flow charts. As government we utilize those guidelines

	<p>that were jointly developed thru the SLIPP committee and were endorsed by DFO, Ecosystems, local government and other parties. I recognize that since that time, mandates have changed including your zoning bylaw 900 and the proposed CSRD modification from 24 m² to 30 m² is more restrictive than current Provincial Policy. Region has no ability to change the General Permission standards for dock width from 3 to 3.65 m. During the shift to enhanced General Permission requirements a few years ago dock size area was part of the discussion.</p> <p>It is understood from ecosystems and habitat over the years that increased width/size especially in the near shore environment has implications from a shading perspective which is a real concern from predatory fish eating out-migrating fish, results in changes in wave energy and shoreline dynamics, and influences on aquatic vegetation communities. As a Section 11 Water Sustainability Act notification or approval is required for works in and about riparian areas, those environmental concerns are going to remain valid especially on known spawning sites for sockeye, char and high habitat sensitivity zones. It is recognized that people desire to have a greater platform and are utilizing safety perspective to promote increased size. Go back to Policy and the intent of a dock is to access a boat. Many people want the increased width to have ancillary type activities (ie: chairs, mini bar, umbrellas). If individuals apply for a Specific Permission, they can expect questions on demonstrated need for enhanced dock width and information such as environmental assessment completed by a qualified professional etc.</p>
Ministry of Forests, Lands and Natural Resource Operations	No response.
Ministry of Environment	No response.
CSRD Operations Management	Following discussion with DS staff it is recommended that we explore exemptions for Parks use for public facilities. Opportunities may arise for a larger public dock or wharf than what is permitted under the proposed changes. After further discussion and consideration it is recommended that the permitted size of docks in Foreshore Parks zones be increased to 40 m ² .
Front Counter BC	No response.

Department of Fisheries and Oceans	No response.
Transport Canada	No response.
City of Salmon Arm	No response.
District of Sicamous	No objections.
Shuswap Waterfront Owners Association (SWOA)	<p>Recommends that the CSRD bylaw should adopt the Provincial regulations on dock size. Adopting these would eliminate the confusion of local property owners sorting out which set of rules to follow when installing a dock. Adopting these would honour the work done by the Ministry of FLNRORD staff and assist relationships between local government and the Province. The 2017 Provincial regulations are restrictive without being prescriptive:</p> <ol style="list-style-type: none"> 1. Dock size is not defined as length and width. 2. The dock and ramp must be floating except where it attaches to the shore. 3. At high water the total length of dock with ramp must not be more than 42 m. 4. At low water the dock and ramp cannot extend into the lake beyond 60 m. <p>This regulation does not restrict dock size and is much easier to regulate because from the water it is easy to measure how far out into the lake the dock extends. If the CSRD Directors still feel the bylaw must have a specified dock size then we suggest using the Provincial regulations for marine docks which does have a maximum dock size of 14m x 3.7 m (51.8 m²) and walkway width is 1.8 m.</p>
Swansea Point Community Association	No response.
South Shuswap Chamber of Commerce	No response.
North Shuswap Chamber of Commerce	No response.
Adams Lake Indian Band	No response.
Little Shuswap Indian Band	No response.
Lower Similkameen Band	No response.
Neskonlith Indian Band	No response.
Okanagan Indian Band	No response.
Okanagan Nation Alliance	No response.
Penticton Indian Band	No response.
Shuswap Indian Band	No response.
Splat'sin First Nation	No response.
Simpcw First Nation	No response.
Triton Docks	Fully supports the increase of the dock surface to 30 m ² . This increase would allow many dock owners to be able to meet the desired depth requirements needed to utilize the platform. Understands that there is a desire to increase the

	width to 12 feet as a maximum, and although additional width does increase stability, it would be prudent to recognize that the increase falls outside of the Provincial regulations and may cause confusion. Huge supporter of creating a simplified system which can expedite the process for the customer to encourage compliance and ultimately protect the ecosystem of our lake.
Sunbum Docks	No response.
Riverside Docks	No response.
Mara Docks	No response.
Okanagan Pile Driving	No response.
Copper Island Docks	No response.
Sun N Fun Cedar Docks	No response.
Paradise Dock and Lift	No response.
Burton Martine Pile Driving	No response.
Shoreline Pile Driving & Boat Lifts	No response.
Queensboro Marine Equipment	No response.
Boppre Diving	No response.

The public was also given an opportunity to comment on the proposed changes to the bylaw via a comment form which was available on the CSRD's website from September 12th to October 12th, 2018. A total of 311 comment forms were received and a summary of the comments is provided in the attachment [Public_Comment_Forms_Summary_BL900-25.pdf](#). The comment form is discussed in detail in the Key Issues/Concepts section above.

DESIRED OUTCOMES:

That the Board endorse the staff recommendations.

BOARD'S OPTIONS:

1. *Endorse the Recommendation(s).*
2. *Deny the Recommendation(s).*
3. *Defer.*
4. *Any other action deemed appropriate by the Board.*

LIST NAME OF REPORT(S) / DOCUMENT(S) AVAILABLE FROM STAFF:

1. Lakes Zoning Bylaw No. 900
2. Provincial Private Moorage Policy

Report Approval Details

Document Title:	2019-01-10_Board_DS_BL900-25_CSRD.docx
Attachments:	<ul style="list-style-type: none">- BL900-25_second_as_amended.pdf- 2018-08-16_Board_DS_BL900-25_CSRD.pdf- 2018-08-16_Board_Minutes.pdf- BL900-25_first.pdf- 2018-06-07_EAD_DS_BL900-25_CSRD.pdf- 2018-06-07_EAD_Minutes_.pdf- 2017-11-02_EAD_Docks_Buoys.pdf- 2017-11-02_EAD_Minutes.pdf- 2017-04-04_EAD_DS_BL900_GEN.pdf- 2017-04-04_EAD_Minutes.pdf- Agency_referral_responses_BL900-25.pdf- Public_comment_form_BL900-25.pdf- Comment_form_results_summary_BL900-25.pdf- Comments_submitted_by_email_BL900-25.pdf- Public_Comment_Form_Report_BL900-25.pdf
Final Approval Date:	Feb 11, 2019

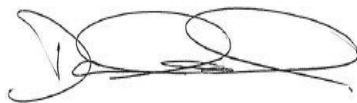
This report and all of its attachments were approved and signed as outlined below:



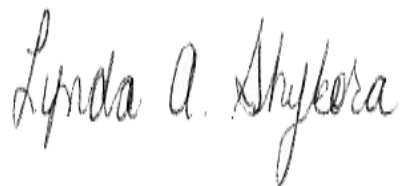
Corey Paiement - Feb 11, 2019 - 10:17 AM



Gerald Christie - Feb 11, 2019 - 11:41 AM



Darcy Mooney - Feb 11, 2019 - 12:50 PM

A handwritten signature in cursive script, reading "Lynda A. Shykora".

Lynda Shykora - Feb 11, 2019 - 2:54 PM

A handwritten signature in cursive script, reading "Charles Hamilton".

Charles Hamilton - Feb 11, 2019 - 4:00 PM