

-----Original Message-----

From: Dianne Hetrick [<mailto:dohetrick@icloud.com>]

Sent: Sunday, September 23, 2018 8:28 AM

To: Planning Public Email address <Plan@csrd.bc.ca>

Subject: Docks

Agree to increase size of docks, as needed to reach deeper water.

Dianne

-----Original Message-----

From: Dr Suzanne Jacobsen [<mailto:drsjacobsen@telus.net>]

Sent: Monday, September 24, 2018 1:59 PM

To: Planning Public Email address <Plan@csrd.bc.ca>

Subject: Size of docks

Hello,]

I am a waterfront owner on Shuswap Lake. I have no concerns about your increasing the size of "legal" docks. My concern is that CSRD says they do not have the financial capacity or the manpower to deal with the "illegal buoys and docks" on Shuswap and other lakes.

So, my question is, why have laws if no one is going to enforce them? Seems like a lot of time is spent discussing something like this size of dock but no time is spent policing the law-breakers who abuse the lakes and foreshore.

There is little motivation to obey the law and pay lakefront tax when those in the employ of the government do nothing about the people who do not obey the laws.

My opinion.

Suzanne Jacobsen

Glenn Johanson & Margaret Gibson

4505 Rea Road
Eagle Bay, B.C.
V0E 1T0

Home: 250-675-3125

October 12, 2018

Columbia Shuswap Regional District
555 Harbourfront Drive NE
Salmon Arm, B.C.
V1E 4P1

Dear CSRD:

Subject: Dock Recommendations

This letter is in response to the CSRD's request for comments regarding dock sizes. Our comments are applicable to the larger Shuswap Lake system (Shuswap, Seymour, Anstey and Salmon Arms); perhaps the smaller lakes within CSRD require different bylaws.

We have been dock owners on Shuswap Lake since 1981, having owned 3 docks over almost 40 years. Our comments are based on observations over this time period.

1. On a lake of the size of Shuswap Lake, the CSRD should be concerned with three factors: the safety of the dock for users and the general public; the long-term environmental effect of the dock; and foreshore access.
2. From a safety perspective, a larger dock size is actually safer for users and for today's boats than the currently-legislated size. This is because the larger size is more stable on both calm and stormy situations, particularly given the increased boat sizes and proliferation of pontoon boats over the past decade.
3. From an environmental perspective, our experience is that a larger dock size does not present an environmental risk. In fact, a larger dock size, up to 55 square meters, may be environmentally healthier in that it:
 - Provides a greater surface area to accumulate minnow and small fish food such as algae, protozoa, plant matter, insects and insect larvae, and microscopic aquatic animals and plants. We regularly observe minnows feeding beside or beneath our dock.
 - Provides a safe haven for aquatic animals such as otters, birds, reptiles, and insects.
4. Most important, plastics in the lake resulting from dock deterioration are the most serious environmental threat to all lake ecologies. **Therefore the most important environmental requirement for docks is not size, but construction materials.** Due to the negative environmental consequences of Styrofoam or similar prill-based synthetic material, this material should not be allowed as a floatation method for docks on any lake. There are currently

considerable plastics and Styrofoam beads along the shoreline from buoys and docks breaking down. Waterfowl and fish may ingest this material.

5. The commonly held belief that dock area directly affects lake floor shade that may support predatory fish is likely not supported by control group experimental research.
6. Regarding foreshore access, docks should not impede the public's ability to use the public foreshore. Further, additional boat launches are necessary to address the demand.
7. An added advantage of a larger dock size (together with other aquatic industries such as boat sales), is helping to support the economy of the CSRD. Because the large Shuswap Lake system is ideal for technically advanced docks, local dock manufacturers provide a competitive advantage to the CSRD economy. This aspect of the economy should not be hampered by unfounded dock size limitations. Also, the dock manufacturing industry itself provides a natural limitation on dock size. This limitation is not the dock area, but rather the cost. At \$100 per square foot, most people would be unwilling to have large docks.

In summary, dock size amendments to Bylaw 900 provide an opportunity to address additional issues that have more important consequences to safety and environment. Flotation material and technology is much more important than dock size in supporting a healthier lake environment; docks up to 55 square meters are safer and environmentally friendly; foreshore access and boat launches are not meeting current demand; and CSRD, through its economic development initiatives, should support a local dock and aquatic industry.

Thank you.

Sincerely,

Glenn Johanson, P.Eng. and Margaret Gibson, M.Sc.