



Columbia Lake Management Plan

PUBLIC ENGAGEMENT SUMMARY 2

Results | 2020

Image: Elaine Sell Prefontaine

Introduction

From August 24 to September 7, the public had the opportunity to engage in the Columbia Lake Management Plan process using an online engagement platform.

The second round of public engagement for the Columbia Lake Management Plan builds off the topics identified during the first round of engagement. Responses from the first round of engagement could generally be categorized into the following topics:

- Boating
- In Water Structures and Lake Access
- Environmental Quality
- Foreshore and Upland Management
- Winter Use
- Stewardship and Enforcement

Draft management options were prepared based on the concerns and issues identified for each of the topic areas. Management options relevant to each topic were presented to the public in six stand-alone surveys found on the online engagement platform. Stand alone surveys were presented so respondents could answer as many or as few as they were interested in.

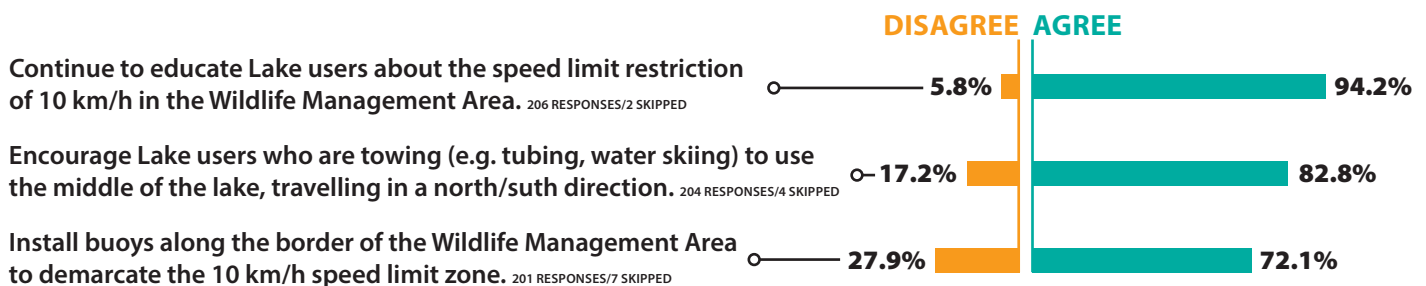
Each survey included an open text box where respondents could provide additional feedback. Feedback from the open text boxes is included in Appendix A through F.

Feedback from the second round of public engagement for the Columbia Lake Management Plan will be used to further refine management options to be included in the Draft Columbia Lake Management Plan.

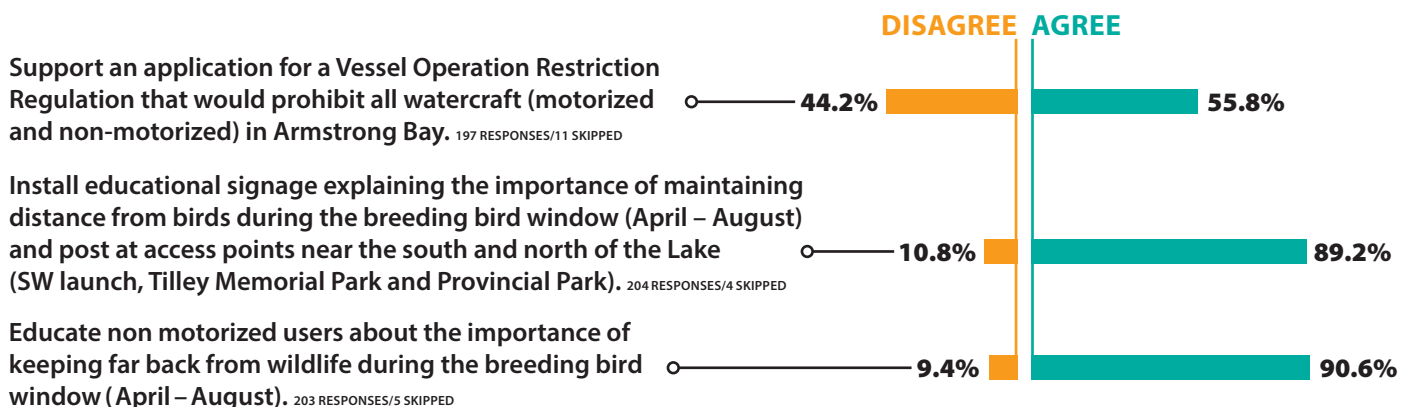
Boating

The Boating survey was completed by 208 respondents.

Conflict between motorized and non-motorized users



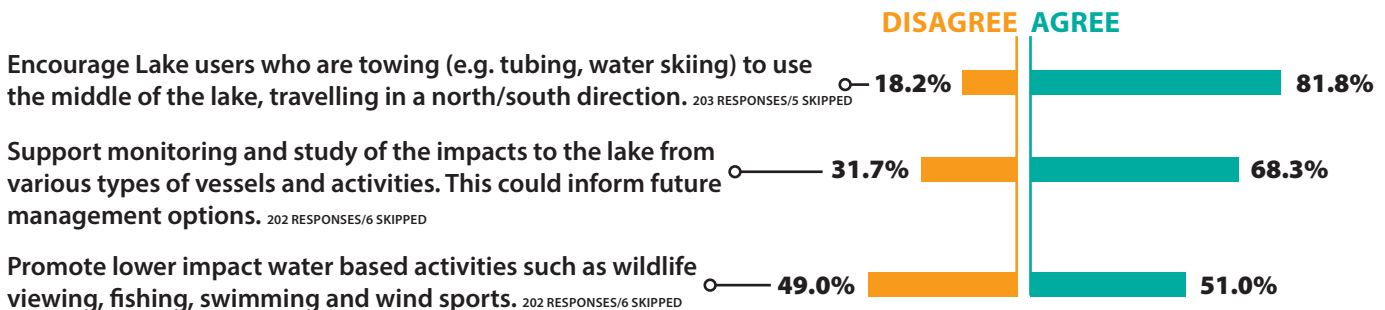
Boating (motorized and non-motorized) impacts to wildlife and wildlife habitat



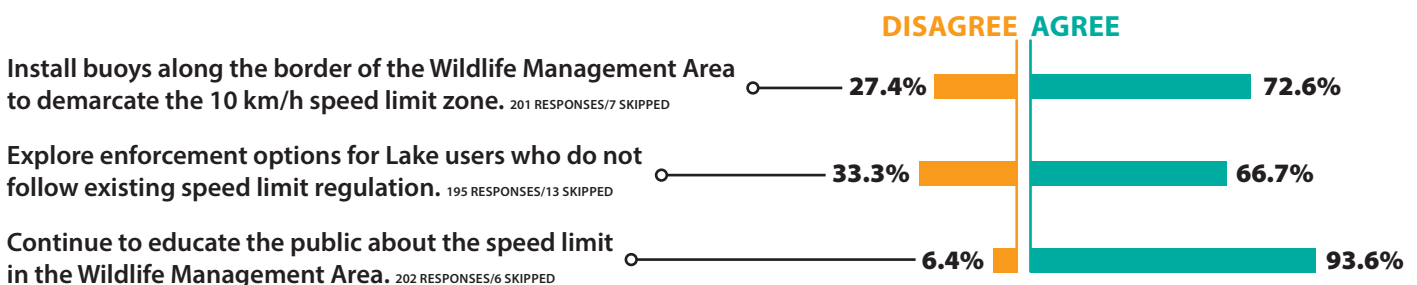
Shoreline impacts from boat wake



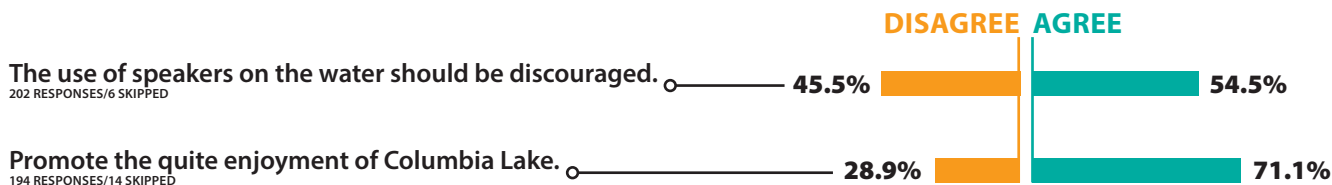
Modern wake and surf boats having a greater impact on the Lake and shoreline



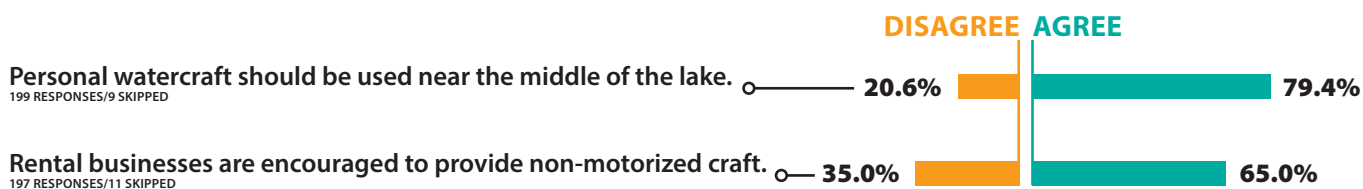
Boaters not following existing rules (10 km/h in the Wildlife Management Area along east and at south and north end of Columbia Lake).



Noise from boat speakers/stereo systems can be excessive at times



Personal watercraft (e.g. jet skis) can have an impact on other lake users when operated at high rates of speed near the shoreline

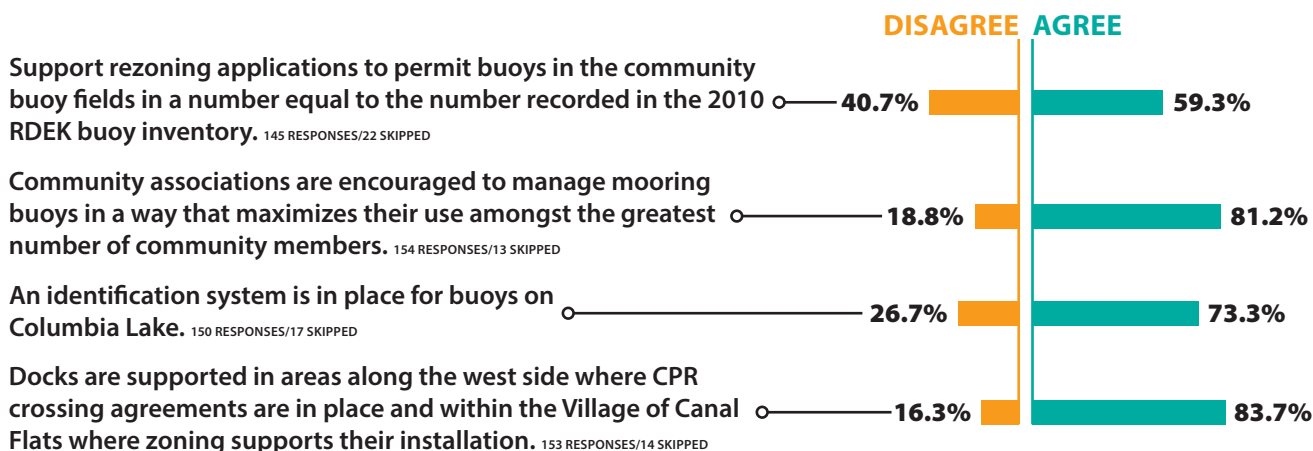


Text responses to the *Boating Survey* can be viewed in *Appendix A*

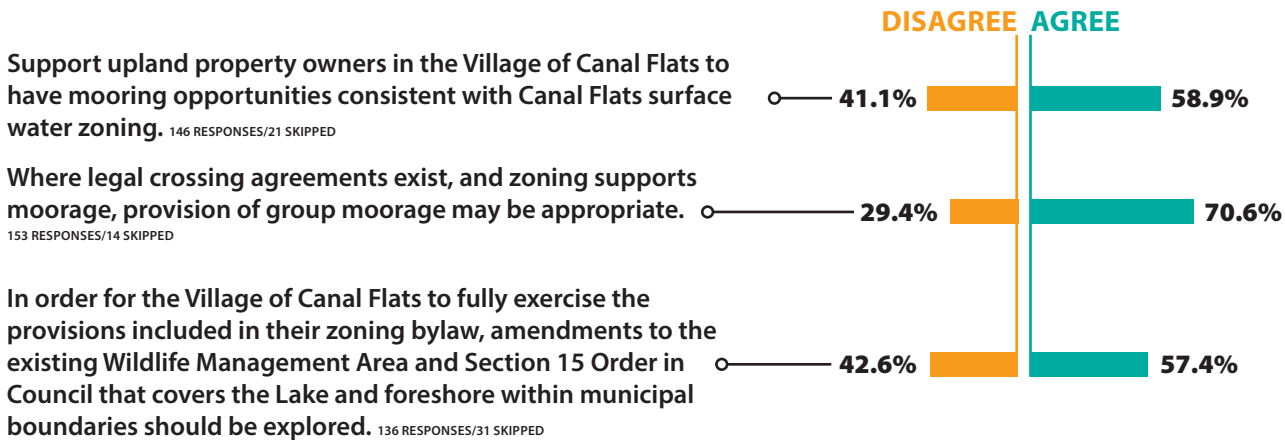
In Water Structures and Lake Access

The In Water Structures and Lake Access survey was completed by 167 respondents.

Proliferation of non-permitted mooring buoys and docks



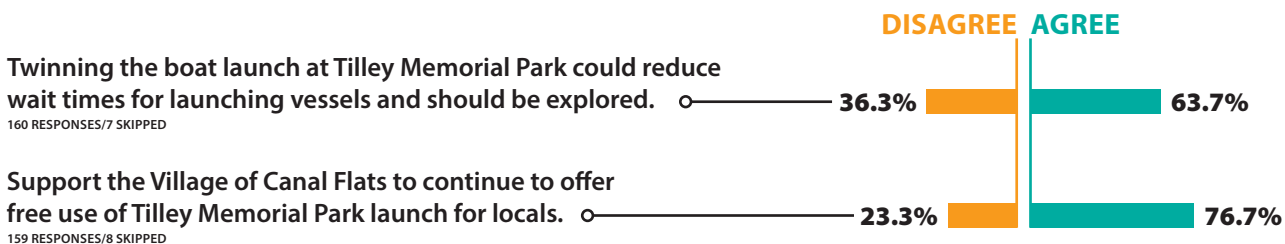
Lack of overnight moorage opportunities for homeowners near the Lake



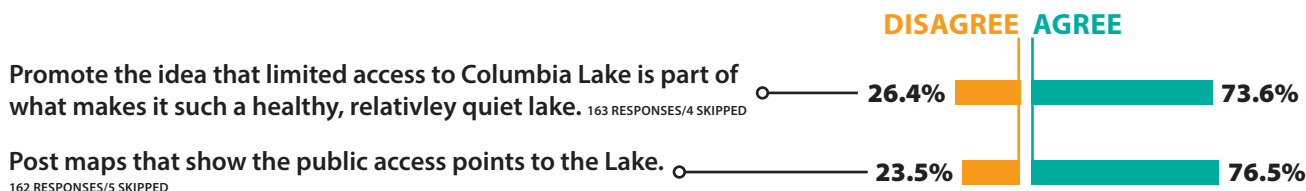
Village of Canal Flats lakefront residential development (Eagle's Nest and Painted Ridge) lacks community and individual dock and moorage opportunities.



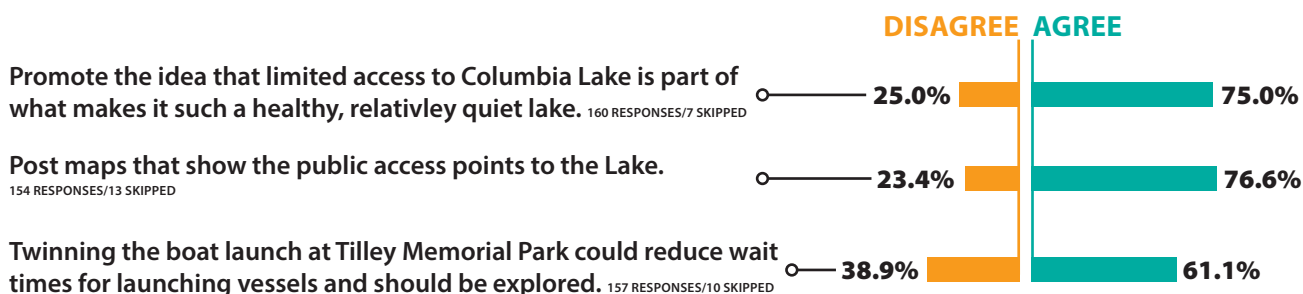
Tilley Memorial Park can be crowded at peak times, making it difficult for locals to launch vessels.



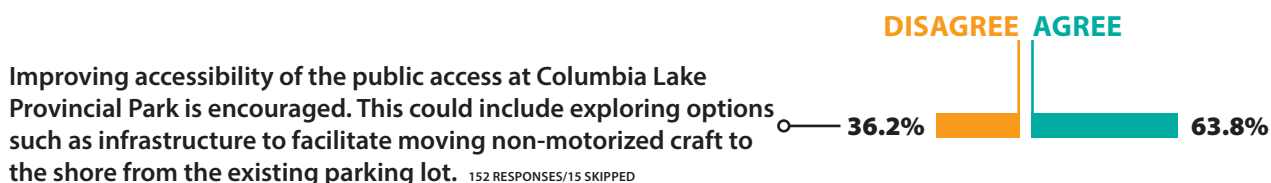
Limited public access to the foreshore for enjoyment of the Lake and day use opportunities.



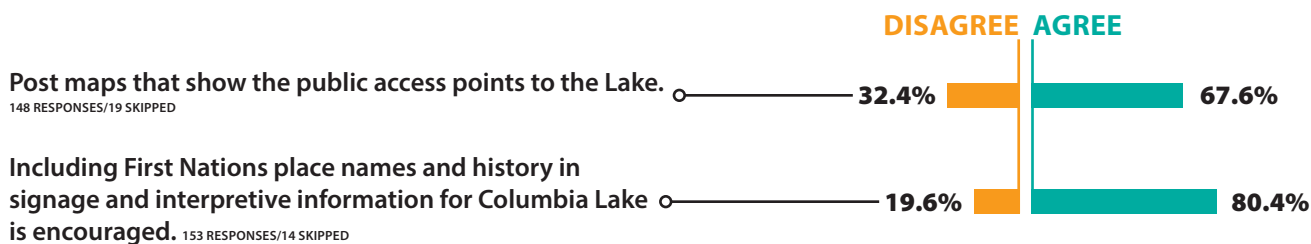
Limited public access for launching watercraft.



Columbia Lake Provincial Park access is a long walk and not convenient for launching small watercraft.



Improve access for traditional First Nations use of Columbia Lake

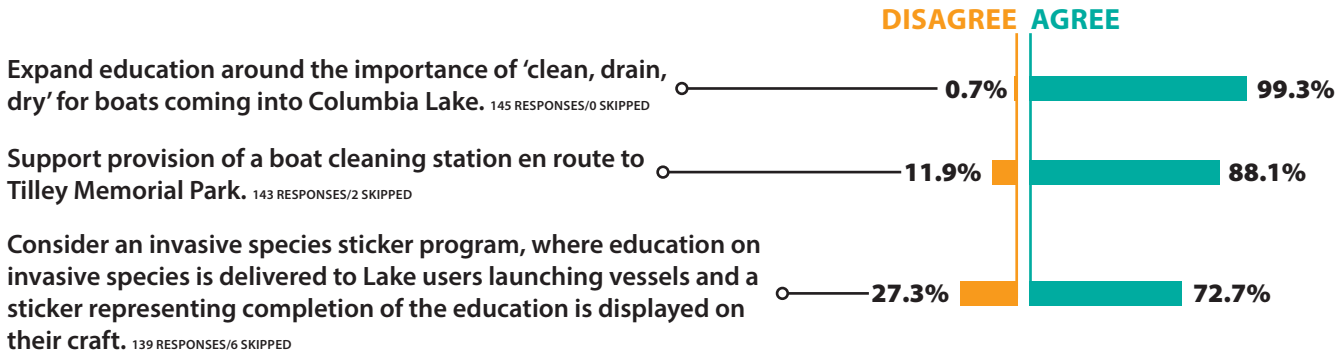


Text responses to the *In Water Structures and Lake Access Survey* can be viewed in *Appendix B*

Environmental Quality

The Environmental Quality survey was completed by 145 respondents.

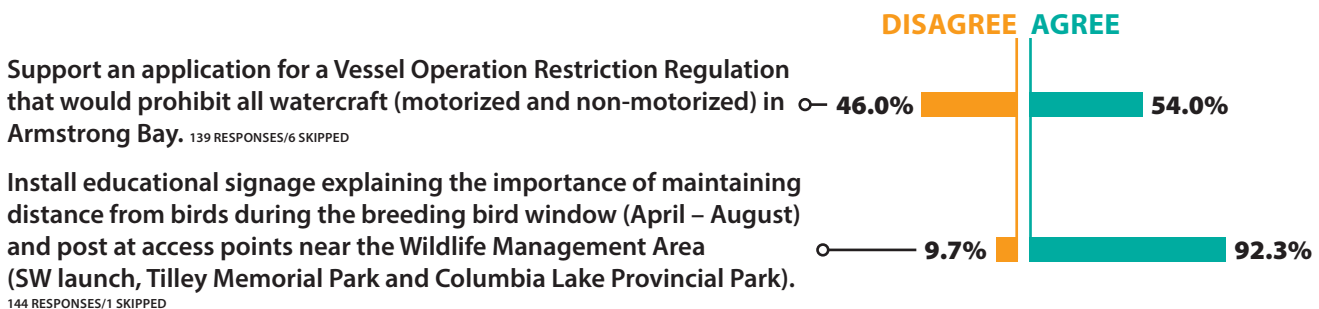
Introduction of invasive aquatic organisms



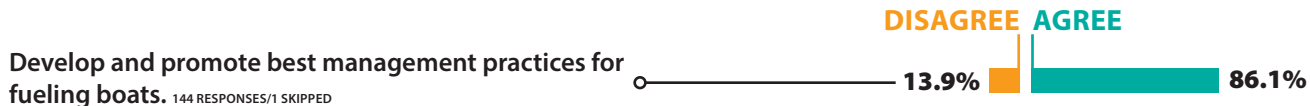
Proliferation of aquatic plants in Columbia Lake



Fish and wildlife disturbances in key habitat areas (Wildlife Management Area, Armstrong Bay, along rocky buttresses north of Canal Flats)



Fueling boats while they are moored in the water increases the risk of contaminants entering the water



Potential impacts to water quality from septic systems



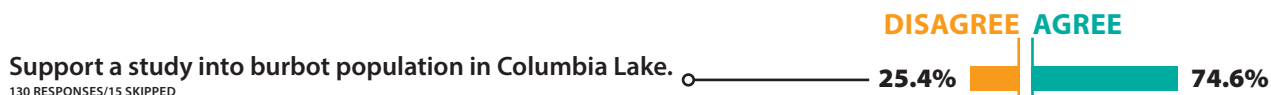
Potential agricultural impacts to water quality from fertilizer and livestock



Coal dust from rail cars potentially impacting water quality



Burbot population



Highway runoff potentially impacting water quality

Support the Columbia Lake Stewardship Society to expand their water quality monitoring program to include locations and parameters to monitor for potential highway impacts. 137 RESPONSES/8 SKIPPED



Conduct a visual inspection of culverts or drainage features that connect the highway to the Lake, specifically in the south west. The inspection will inform future management options. 138 RESPONSES/7 SKIPPED



Climate Change affects on Columbia Lake's shallow water ecosystem

Columbia Lake Stewardship Society is encouraged to continue monitoring parameters such as water temperature and ice on and ice off dates in order to establish baseline data and ongoing trends. 138 RESPONSES/7 SKIPPED



Columbia Lake is home to important Bank Swallow habitat

Development is encouraged to stay well back from the steep banks containing bank swallow colonies. 138 RESPONSES/7 SKIPPED



Text responses to the *Environmental Quality Survey* can be viewed in *Appendix C*

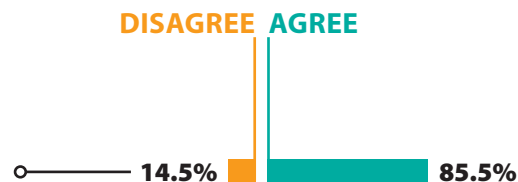
Foreshore and Upland Management

The Foreshore and Upland Management survey was completed by 64 respondents.

Protect the east side of the Lake north of the Village Canal Flats from development

The RDEK and Village of Canal Flats will continue to participate in the Columbia Lake East Side Partnership (CLESP). CLESP is a collaboration between First Nations, land owners and Crown land managers working towards the designation of the east side of Columbia Lake as a Cultural and Ecological Landscape where the preservation and enhancement of the area's significant cultural and environmental values will be managed as a first priority.

62 RESPONSES/2 SKIPPED



Abandoned material (old docks, tires, floats, etc) washing up on shore

Educate residents about the importance of removing docks in the winter. 64 RESPONSES/0 SKIPPED

Support an annual lakeshore clean up day. 63 RESPONSES/1 SKIPPED



Text responses to the *Foreshore and Upland Management Survey* can be viewed in *Appendix D*

Winter Use

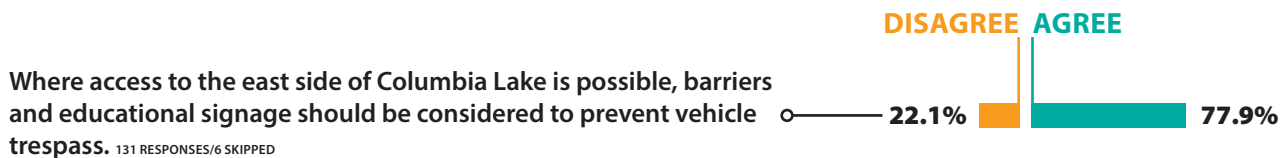
The Winter Use survey was completed by 137 Respondents.

Maintain access for winter use

Maps should note where winter public access points are located. 133 RESPONSES/4 SKIPPED



Winter vehicle access to lands on east side via the frozen lake

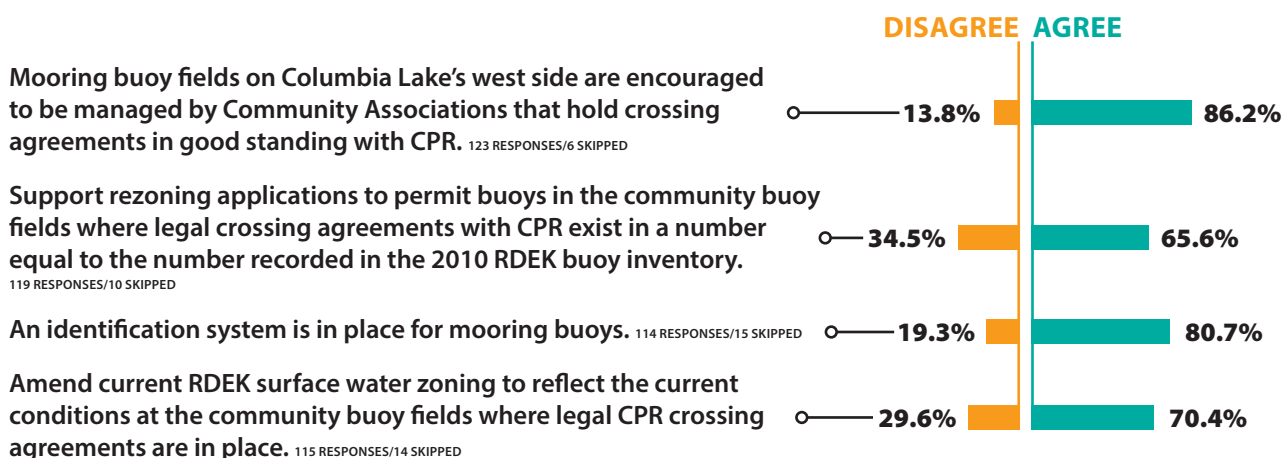


Text responses to the *Winter Use Survey* can be viewed in *Appendix E*

Stewardship, Management and Enforcement

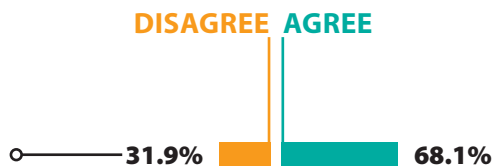
The Stewardship, Management and Enforcement survey was completed by 129 respondents.

Lack of enforcement of existing rules – boating, structures like buoys and docks



Inconsistent rules between RDEK and Village of Canal Flats

Zoning and long-range planning for the lake and upland areas may not always align between jurisdictions, but best practices for lake use, the Vessel Operation Restriction Regulations and provincial Wildlife Management Area provide a management frameworks and regulations for the lake that apply regardless of local government jurisdiction. 113 RESPONSES/16 SKIPPED

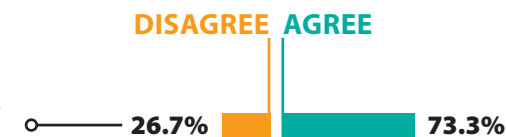


In order for the Village of Canal Flats to fully exercise the provisions include in their zoning bylaw, amendments to the Wildlife Management Area and Section 15 Order in Council should be explored. 103 RESPONSES/26 SKIPPED



A Columbia Lake steering committee be resurrected/formed to assist with the implementation of the Columbia Lake Management Plan

Develop a community mooring buoy task force made up of representatives of all community associations that hold a private crossing agreement with CPR. The task force will report annually on the status of their buoy field. 120 RESPONSES/9 SKIPPED



Establish a Columbia Lake Advisory Committee. The group would not have regulatory authority but would engage with the RDEK and Village of Canal Flats in an advisory roll. 123 RESPONSES/6 SKIPPED



Better education for Lake users regarding things like where to boat and where not to, damage motor boats can cause and how to avoid/mitigate impacts

Encourage the Columbia Lake Stewardship Society to expand public education related to best practices for using Columbia Lake. 127 RESPONSES/2 SKIPPED



Text responses to the *Stewardship, Management and Enforcement Survey* can be viewed in *Appendix F*

APPENDIX A

Boating: Survey Report

In order to protect personal privacy, respondents screen names have been withheld/redacted in accordance with the Freedom of Information and Protection of Privacy Act.

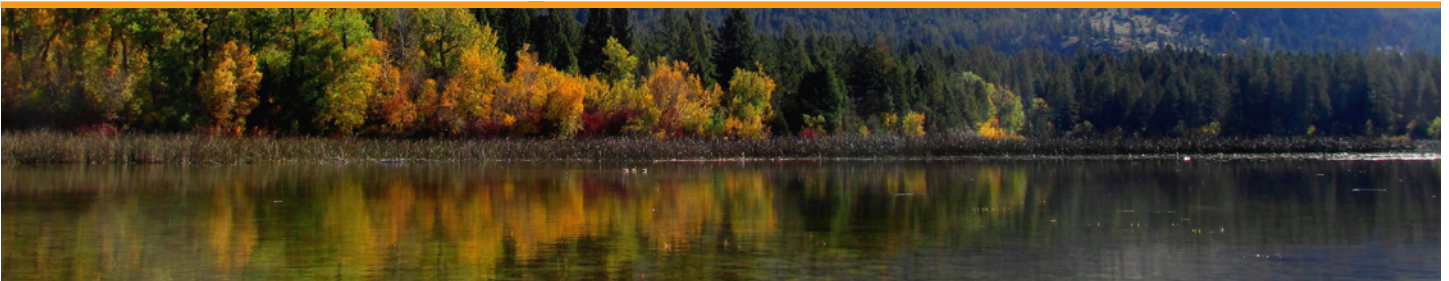


Image: Elaine Sell Prefontaine



Boating Survey Responses

Q1 | Please use the box below to provide comments related to the management options above. If you feel an issue related to boating has not been captured, please let us know.

Screen Name Redacted 8/24/2020 10:39 AM	Lets find ways to bring boaters and non boaters together. Find compromises. It is just a few boaters who upset most people - lets work with the whole boating community to raise awareness. People don't get up in the morning thinking about how they will annoy others! Lets have open, adult discussions not attack boaters as 'ruining' the lake (no evidence of that I am aware of). Lets find ways to enjoy the lake together.
Screen Name Redacted 8/24/2020 11:24 AM	Jet skis can be very dangerous operated close to shore. Lets encourage everyone to have fun and be safe and think of others.
Screen Name Redacted 8/25/2020 09:04 AM	Overall I am happy using the lake with my motorized boat, using Tilley Memorial Park. The lake users seem to have respect most of the time. For the most part, most boaters seem to do their activities further away from shore.
Screen Name Redacted 8/25/2020 10:32 AM	Common sense is more important than over regulation. People need to share the lake not promote one view over another.
Screen Name Redacted 8/25/2020 02:39 PM	Quiet enjoyment! Yes, agree. Motorized boats to be reminded that non-motorised craft have the right of way.
Screen Name Redacted 8/26/2020 08:50 AM	I agree with all suggestions posed here. I also think that there should be public education around the significance of the lake for at-risk bird species, such as Western Grebe and Horned Grebe. Also, this lake provides significant habitat for Bank Swallows, a Threatened species (under SARA) facing the sharpest population decline for a species in Canada.
Screen Name Redacted 8/26/2020 08:59 AM	Although I agree with some of the initiatives proposed, I don't see major issues with most boat users currently. Most boaters are respectful and I don't think more draconian actions are required. Education is always good, but aside from a few busy days, current boat traffic is quite minimal and poses minimal problems. Further, who in their right mind would take a motorized boat into Armstrong inlet. I don't think you can regulate to control stupid.
Screen Name Redacted 8/26/2020 09:24 AM	Columbia Lake has become a popular boating lake and that should be supported while still working towards conservation of some of the critical areas. Don't over regulate!!
Screen Name Redacted 8/26/2020 12:07 PM	Columbia Lake should prohibit the use of jet ski's and other noisy watercraft. Quiet motor boats are OK as long as there are not many of them. Additional marinas should be discouraged because it brings more people on the lake. This lake is the only local lake which still maintains some habitat for birds and other wildlife. The noise also disturbs the people's enjoyment of the natural environment.
Screen Name Redacted 8/26/2020 04:10 PM	my preference is to ban wake boats altogether on Columbia Lake. Manufacturers recommend 15' depth so as to not disturb lake bottoms
Screen Name Redacted	There should be a regulation enforcing a 100 m no wake zone around the

8/26/2020 06:31 PM

lake and the Wildlife Management Area Boundary. Would support a application for a Vessel Operation Restriction within Armstrong Bay on a seasonal and/or critical time period for wildlife management purposes.

Screen Name Redacted

8/27/2020 09:08 AM

I believe that the strategy for Columbia Lake should be to have a lake dedicated to slow speed boating. For example, limits should be applied to the horsepower of boats to ultimately stop the use of the lake for skiing, tubing and waking. Existing boats and their owners should be registered and grandfathered, but no new high powered boats be allowed. I believe this strategy will in the long run make Columbia Lake a magnet for outdoor enthusiasts, tourists and property owners who will appreciate the difference the strategy will engender. It will certainly offer a striking contrast to the high noise, high traffic experienced on Windermere Lake. I also believe that such a strategy will further safeguard the water quality of the lake. I also believe that some regulations need to be introduced. Education is definitely a way to manage the future, but there still needs to be some enforcement capability.

Screen Name Redacted

8/27/2020 12:09 PM

I don't think there should be any jet skis allowed on Columbia Lake! Boating disturbs turtles and water birds such as grebes. First priority should be doing everything possible to limit habitat destruction and disturbance. We have a jewel in Columbia Lake but it would be so easy to destroy it.

Screen Name Redacted

8/27/2020 12:30 PM

Education of all lake users of their impact is important, as are all the recommendations in this section.

Screen Name Redacted

8/27/2020 07:06 PM

Ban the use of jet boats

Screen Name Redacted

8/28/2020 08:37 AM

I strongly feel that our swimming areas should be kept free of weeds/reeds ie that we should be allowed to clear them from our small swimming areas otherwise we will eventually have no place to swim.

Screen Name Redacted

8/28/2020 09:03 AM

Don't over regulate boating issues - educate and encourage best practices.

Screen Name Redacted

8/28/2020 02:46 PM

Educating boaters (lake users) is important, BUT, enforcing existing rules is essential. Creating more rules is redundant if existing rules are not enforced!

Screen Name Redacted

8/28/2020 04:23 PM

I am guessing that many of the offending boaters are not locals and likely from out of province. Obviously more enforcement is needed and perhaps repeat offenders should be banned from using the area at all as they don't understand their impacts on the natural environment and other humans as well.(NIMBY) Moreover, it is a privilege to use the lake respectfully and if they cannot follow the rules, the privilege should be provoked!

Screen Name Redacted

8/28/2020 08:12 PM

It will take regulations and a large investment in education to preserve the remaining fragile aquatic and shoreline ecosystems . Now is the time to begin. Otherwise it will end up as compromised as Lake Windermere. No wake area from shoreline should be 200 metres.

Screen Name Redacted 8/29/2020 04:15 PM	Thank you for allowing feedback through this survey. Boating should be allowed on the lake and encouraged on Columbia Lake. Wildlife and their habitat are important to maintain - but this can happen with education and should be in conjunction with responsible recreation on the lake.
Screen Name Redacted 8/29/2020 02:45 PM	Thank you for providing this survey and engaging key stake holders in this matter. I would like to mention that I believe boating (wakeboating/motorboating) should be allowed and encouraged as a form of recreational activity on Columbia Lake. I believe that we should responsibly conserve wildlife while enjoying recreational activities such as motorboating; these two goals do not need to be antithetical. Thank you again for your consideration.
Screen Name Redacted 8/29/2020 03:49 PM	Recreational use at Columbia Lake should be encouraged, including the use of motorized boats. As there are a number of moorings along Columbia Lake, having fuelling access to these areas should be considered. I am not suggesting fuelling stations but rather community docks that allow safe fuelling. Community moorings allow organized boat management and assists with accountability for safe mooring and fuelling. I encourage the RDEK to permit small docks that would allow safe fuelling for these moorings.
Screen Name Redacted 8/29/2020 03:51 PM	Boating is an important aspect of Columbia Lake. Small docks are an important way to allow the water quality to be maintained. This would permit communities to have safe fueling places and enable them to monitor safe use of moorings.
Screen Name Redacted 8/30/2020 02:31 PM	Question #1 refers to conflicts between motorized and non-motorized users but the points below (education and buoys related to WMA, asking towing vessels to stay in the middle of the lake) don't deal with motorized/nonmotorized conflict. Perhaps solutions suggested should include motorized and non-motorized days or times during the day so both user groups can enjoy their preferred method of recreation unimpeded by the other group? Question #2 refers to educational signage placement. Signage was developed and placed at SW corner and at Tilley already.
Screen Name Redacted 8/30/2020 03:50 PM	communities with legal rail crossings should be allowed to install dock facilities
Screen Name Redacted 8/30/2020 08:15 PM	I think access to wildlife management areas eg armstrong bay should be allowed for those interested in recording and reporting on wildlife presence so we can continue to document the Importance of these areas as habitat/ nesting areas
Screen Name Redacted 9/01/2020 03:33 PM	1.Conflict between motorized and non-motorized goes beyond speed limits and WMA boundaries. Most survey respondents asked for some management of the size, type, number etc of motorized craft to prevent overcrowding and ecological damage ("not like Lake Windermere"). This big issue hasn't been addressed. 2. Motorized users would also benefit from education 4. There are sufficient studies on the impacts to similar lakes from various types of vessels and activities. Why not act on those studies now

rather than delay?

Screen Name Redacted

9/02/2020 08:47 AM

I think there should be more surveillance and penalties There are so many disrespectful users who are ruining things for everyone Less mooring permits as well

Screen Name Redacted

9/02/2020 08:49 AM

Education will be the best option. Eliminating motorized boats should not be an option.

Screen Name Redacted

9/02/2020 09:10 AM

I would suggest that the people who collect for the beach at Canal Flats hand out an information sheet regarding all of the above once the survey has been completed. Signs are posted but if boaters are asked to read the sheet it may have a better impact.

Screen Name Redacted

9/02/2020 09:11 AM

In observation jet skis have the biggest impact on shore lines. They continue to drive too close to the shoreline and at very high rates of speed.

Screen Name Redacted

9/02/2020 10:15 AM

This lake is oligotrophic and promoting a horsepower limit (25HP) on the entire lake would promote responsible usage, reducing the risk of nutrient enrichment; also, fish impacts and stressors would be reduced from noise and substrate displacement (protecting freshwater mussels too).

Screen Name Redacted

9/02/2020 10:42 AM

In item 7, I object to personal watercraft being singled out from other motorized craft. Motorboats can also have a negative impact on others when operated at high speed near the shoreline. I also object to the term "shoreline". I suspect that the intent of this is really the shoreline near public beach areas. The 98% of the shoreline where nobody is present is not impacted in the way that this point contemplates. The impact on that 98% of the shoreline is from the boat wake. That impact is vastly greater from a heavy surf boat and its huge wake. The wake from a PWC is very small in comparison. If you rephrase item 7 to include all motorized craft, and also confine the point to "populated shoreline", item 7 would be more supportable. I also have a suggestion for each of your points where you suggest encouraging towboats to use the middle of the lake and travel north/south. Your suggestion is far too restrictive. You could instead suggest that towboats use the middle 60% of the lake. This leaves 20% on either side, and eliminates the need to make any suggestion on direction of travel. A water ski boat or wakeboard boat operator is always looking for an area with the smoothest water. Sometimes that means that they will travel east/west for a distance. They can still do that in the middle 60% of the lake.

Screen Name Redacted

9/02/2020 01:16 PM

People need to use common sense and all sides much except the lake is for everyone. Over crowding like lake windermere should be prevented.

Screen Name Redacted

9/02/2020 01:23 PM

Suggested restrictions on generation of wakes and other limitations should focus on Wildlife Management Areas, not the general shoreline, particularly where there is rail, etc. Also, note that wind-generated waves on Columbia Lake frequently far exceed boat wake effects. Generally, Wildlife Management Areas at the north and south ends of the lake are avoided,

certainly by motorized craft (less so by kayakers, kite surfers, etc.).

Armstrong Bay also receives more use by kayakers and the like, but not motorized craft that require deeper drafts. Effective wake generation for most wake boats requires at least 12 feet of draft (simple physics) which excludes most sensitive parts of the lake. The management plan mandate should not be morphed into an effort to pit motorized boaters against non-boaters/wind/self-propelled watercraft users. Indeed, people who are more likely to invade the sensitive areas directly are not those operating motorized craft. Music and other noises are typically ephemeral and tolerable, particularly recognizing that there is a rail line that runs along the west side that results in greater noise (higher dBA and low frequency noise) disturbance overall.

Screen Name Redacted

9/02/2020 02:15 PM

* It is ridiculous to limit what a rental company can rent. They are not the problem. * Noise from music is a disappoint, but really, stop telling people how to act. *A definitive NO to installing buoys on the lake to demarcate speed area - buoys damage the bottom of the lake and they are ugly. There is nothing enviromentally friendly about buoys. *Enforcement costs taxpayers money and will be ineffective if it is not full time on the lake including weekends - \$\$\$ *The trouble with monitoring how people use the lake and impact the lake, is subjective to your viewpoint and CLSS makes broad statements with very little factual backup. Quote from CLSS email: "The net outflow in October was measured as less than 2 cubic metres per second. Such a low flow has 2 implications; o There is not an unlimited supply of water to meet future demands o The upper limit for groundwater flow from the Kootenay river is not likely to exceed 2 cubic metres per second in winter."

Screen Name Redacted

9/02/2020 01:40 PM

We agree with most of the proposed management options being presented. Those which we are in disagreement with involve language that promotes/encourages additional recreation, which obviously can have detrimental impacts to wildlife habitat and biodiversity values. We realize it is difficult, if not possible to legislate a 100m no-wake zone but, it would be preferred over a BMP.

Screen Name Redacted

9/02/2020 01:44 PM

While in agreement with managing the wildlife management areas, consideration should be given to the amount of wind on this lake, and that waves are not problematic to the wildlife and nesting

Screen Name Redacted

9/02/2020 01:44 PM

Wake boats need relatively deep drafts to generate wakes (12 feet or more). They typically do not operate in close proximity to the management areas or shallow areas near shore. Note that Columbia Lake has frequent wind-generated wave activity that is significant and greater than results from boating activity. High winds usually are incompatible with recreational boating. The entire west side of the lake has rail along the shore. Noise generated by rail is much greater than ephemeral noise of motorized watercraft or speakers (they don't stay put). Non-motorized watercraft users are much more likely to encroach upon sensitive areas (and do). Pitting recreational motorized boaters against non-boaters or users of wind or self-propelled watercraft is not something I support.

Screen Name Redacted

9/02/2020 01:57 PM

Boat speakers at a reasonable volume should be acceptable. Higher volumes are not ok and that should be discouraged. But not a complete ban on speakers. Quiet activities such as kayaking, wind sports, etc is already taking place. No need to further promote this. Would strongly support motorized vehicles ban on Armstrong Bay, but if non motorized has low to no impact then I would like to see that area still accessible. If it's deemed that even non motorized is still detrimental to the water life then I support this route. However would hope the area is still open to kayak and paddle board.

Screen Name Redacted

9/02/2020 02:39 PM

*Rental businesses are not the problem, why are we trying to limit free enterprise? They should be able to rent what ever they want. *Enforcement is a waste of time and money. This is a large lake and even if you hired someone fulltime including weekends, they would not be effective. Education is better than enforcing. Ticketing is the first line of enforcement, but non compliance is then pursued by legal means. I am not willing to pay for legal avenues. * Buoys should not be installed for speed limits. They destroy the bottom of the lake and they are a blight on the natural beauty of the area. *People will always want to use motorized, but eliminating wake boats would be best. To promote non motorized is someone's idea of recreation, but not all. *

Screen Name Redacted

9/02/2020 02:43 PM

Never seen RDEK people out on the lake so it is not advantageous to create rules without monitoring or enforcement. Example it is illegal to cross rail tracks on west side of lake except for communities that have paid for access and manage the access. But we see many people not from these communities accessing the lake at illegal crossing areas, and using buoys that they do not have hookup rights and most boaters travel all the eastern shorelines.

Screen Name Redacted

9/02/2020 02:51 PM

A balance needs to exist for all types of lake users considering both the impact on the lake and the importance of the lake to the economic and promotion of the Village growth and economic development goals

Screen Name Redacted

9/02/2020 04:15 PM

Buoys should do the job, as all most responsible motor boaters usually need is signage to let them know when they are encroaching on an area. I believe most don't do this on purpose. You cant make the lake directional. The fact that you can also go east west promotes boater safety and this lake is way safer and more compliant than windermere. I also find it strange that their is so much interest for non motorised users, when on any given summer day I've been on the lake, and we often go end to end, you can count non motorised on 2 hands max. Yes, they exist, but there sure doesn't seem to be hundreds of them. I think you need to install buoys first before you explore sanctioning boaters. Lets give people the benefit of the doubt first. and who are we going to get to enforce the rules? more tax dollars at work for what level of protection???? The safe use of motorised boats continues on our lake. Yes , there is always the odd bad apple, but lets not color all of us with the same brush. There seems to be a "ban motorised" undertone to all of this that would be a huge mistake. Lets not make this an agenda!

Screen Name Redacted 9/02/2020 07:27 PM	It is known from studies done on Kalamalka Lake and Wood Lake in the Okanagan that wake boats have serious environmental consequences, including shoreline erosion, swamping of bird nests, increasing turbidity of water, stressing fish , ripping up vegetation in shallow lakes, not to mention the noise pollution for all those who wish to enjoy tranquility. The size and number of motor boats should be limited before damage is done, not as a reaction once it is too late. Personal watercraft should be banned.
Screen Name Redacted 9/02/2020 07:27 PM	Thanks for your effort! Education is key Columere resident
Screen Name Redacted 9/02/2020 09:20 PM	Policing of motorized water craft usage is long overdue, cops on jetskis!!!. Implement a motorized boat launch fee, the monies can be put towards lake resources. Implement boat trailer parking passes/fees.
Screen Name Redacted 9/03/2020 10:33 AM	I'm not convinced that bird nesting and boat wakes are an issue as the wind has far more impact on the shoreline with regard to waves. I've seen 3 foot rollers blasting the shoreline for hours on end, on a windy day. Speaker use should not be eliminated, however, they do not to be moderated. Too loud is NOT good.
Screen Name Redacted 9/03/2020 01:59 PM	I would be fine with no motorized watercraft at all
Screen Name Redacted 9/03/2020 04:15 PM	I feel that the questions are all related to boating. What about the CP Rail. We all know that it has the biggest impact on the lake. Any changes related to boat use are a drop in the bucket compared to it. Noise, vibrations on buoys, garbage (or waste) from the tracks, lack of lake access on West side, just to name a few issues.
Screen Name Redacted 9/03/2020 05:15 PM	Columbia lake is a gorgeous lake to be enjoyed responsibly in motorized boats respecting the wildlife, others in motorized/non-motorized watercraft, and the shoreline wake/users. Limited, but visible informative signage should be implemented outlining speeds and conservation areas to inform lake users and encourage responsible usage. Better public launches should be established with adequate parking as well as non- motorized use encouraged. Thank you.
Screen Name Redacted 9/03/2020 08:45 PM	Limited or make recommendations on the size/power of motorized boats. I have talked to people who acknowledge that their boat was too big for the lake and had bottomed out on several occasions
Screen Name Redacted 9/04/2020 08:47 AM	I've been counting water crafts on the lake over the summer, and on hot weekend days, there was as many as 60 motorboats on the water. On windy days, I was lucky to see 2 or 3 motorboats on the water. Outright banning boats isn't the solution we need, but I don't think we need to make boat access any easier, or increase infrastructure for boat launches. One of the things that I love best about Columbia Lake is that it generally isn't too overrun by motorized water craft, so people can enjoy using non-motorized water-crafts at virtually any time of day.

Screen Name Redacted

9/04/2020 09:18 AM

I found myself unable to answer many of the questions on the survey such as Encourage Lake users who are towing (e.g. tubing, water skiing) to use the middle of the lake, travelling in a north/south direction. because I feel strongly that there should be NO motorized watercraft on Columbia Lake. The motor boaters on Lake Windermere are a bane to wildlife and anyone who would like to enjoy the quiet of the lake. I recognize the importance of maintaining recreation areas for motorized use, even though I strongly disagree with it. Please consider leaving Columbia Lake as a non-motorized area for the MANY residents of the RDEK who prefer their recreation to be quiet and low impact. To be honest, the motorized summer recreation atmosphere in this valley is something that is making my family reconsider living here.

Screen Name Redacted

9/04/2020 12:37 PM

Lake should be enjoyed by all and not just satisfying the non- motorized petition groups. For the most part people on Columbia Lake respect the lake and enjoy it with respect

Screen Name Redacted

9/04/2020 12:44 PM

The fact that the kite boarders see the lake as "theirs" and act like no one else matters, motorized water craft or not is a safety concern as well as impacts wildlife at the North end of the lake.

Screen Name Redacted

9/04/2020 02:24 PM

The Questions are very Vague and repeated several times. The agree / disagree format is very poor. - does not provide a accurate answer. I have participated in all the REDK meetings for the last 15 years regarding Columbia lake. This is definitely not a very good attempt at a Survey regarding our Columbia Lake.

Screen Name Redacted

9/04/2020 02:25 PM

The format of the questions was very poor. Not specific enough or allow for any nuance . For example the question about boat speakers Those that are using them at a lower volume are fine. It only those that feel the need to crank the volume are a nuisance. But with only chose to agree or disagree does allow you to qualify your answer.

Screen Name Redacted

9/04/2020 03:36 PM

The tone of these questions suggest there is excessive and reckless boat use and traffic on the lake which utterly false. Compared to similar lakes in BC and Alberta, Columbia Lake is lightly used. Agree that its a good thing to preserve the balance but in no way is the Lake overused.

Screen Name Redacted

9/04/2020 04:53 PM

limit marinas and mooring on the lake to those already present

Screen Name Redacted

9/04/2020 05:26 PM

The quality of Columbia Lake is related to the reduced amount of hedonistic use of high powered boats. Windermere is a disaster area - don't let Columbia Lake follow suit.

Screen Name Redacted

9/04/2020 09:12 PM

Anything we can do to minimize boat use and its impact is crucial to human enjoyment and wetland preservation of the lake

Screen Name Redacted

9/05/2020 07:35 AM

More education and enforce the should be directed to refueling on the lake . All these boats moored by bouys are being felling in the water. That's the real crime here

Screen Name Redacted 9/05/2020 02:23 PM	They shouldn't be letting all these big speed boats on out lake as they don't play by the rules. It is horrible the amount of boats that r coming into town that don't even live here.
Screen Name Redacted 9/05/2020 05:38 PM	1. I'm certain large storms create waves with more destructive force than than boat wake. Be more objective and study booth to determine the relative disturbance. Don't ignore boats but don't lmiit it to only boats. 2. Spell check- saw at least two spelling mistakes (quite instead of quiet enjoyment) 3. Need to be more respectful of what people want- many more boats on lake than ten years ago. REgulate number of boats on lake somehow but can't be free-for-all. 4. Create public boat access at north end of lake. Create discount at Canal Flats for Col Lk owners. WE shouldn't have to pay \$20/time to launch boats at Canal Flats or \$10/time just to picnic after subsidizing their curling rink for so many years 5. RDEK or Province should spearhead improvement of Timber Springs/Bella Vista lake access and have open to public. I was down there today and there were twenty people at lake.
Screen Name Redacted 9/05/2020 09:03 PM	I support education of existing regulations. I support quiet enjoyment of the lake but this can be done in conjunction with the current level of motorized boating. Although I do agree with taking jet skis off the lake as they certainly are much louder and disruptive. Why are we talking about rental business in this survey? The amount of time that stereo systems are disruptive is very limited. How are you going to regulate this? Please make your initiatives more practical. Buoys along the wildlife perimeter would be unsightly. I have never seen any boats in Armstrong Inlet. There are too many weeds to even try to get in but I do support keeping all watercraft out of the area. Current boat regulations in many provinces including B.C. is to reduce speed to 10km/hour within 30m of the shore. 100m would be unreasonable. Most boaters towing tubes etc already go primarily north and south. Why is this an issue at all. I find many of these boating issues quite non productive.
Screen Name Redacted 9/06/2020 05:32 AM	The beach should be local First , half the town doesnt even go to our beautiful beach because its always over crowded with Albertins .. Make it like locked and only for canla flats ,
Screen Name Redacted 9/06/2020 06:44 AM	Getting the sense that motorized boating is coming under a great deal of pressure in this review process. The lake is for everyone, including motorized boaters.
Screen Name Redacted 9/06/2020 06:48 AM	Ban all motorized crafts, the lake is too shallow to begin with.
Screen Name Redacted 9/06/2020 08:18 AM	It makes sense to encourage slow movement of vessels in the south shallows from Tilley to past the cabins on the SE corner given the water depth. Trying to control the lake use does not make sense unless the same is done on Windermere as saying one Lake is more important than the other, from an ecological perspective, is nonsense.
Screen Name Redacted 9/06/2020 08:10 AM	Education users regarding the speed limit along the Wild Management Reserve would be better than buoys. Motorized vessels should not be

allowed into Armstrong Bay but non-motorized vessels should be permitted. After motorized vessels are not allowed. If non-motorized vessels pose a problem then restrict non-motorized. Install educational bird breeding signage at community access points as well. Educate businesses of impact of rental equipment. Rental of tubes on Columbia River are posing an impact as well. Provide renters of all water activity with information and educate business owners to promote good "watercraft" practices to their customers.

Screen Name Redacted

9/06/2020 09:24 AM

I believe knowledge is power. The more people know/understand about proper boat practices the better. An effort should be made, in particular, to educate those day boat users who launch from Tilley Memorial Park, in the form of a very quick information page/waiver. Further, it might be a good idea to have safe boating (motorized and non-motorized) practice chats at the various CL community AGMS/meetings. This would allow for education and engagement of locals.

Screen Name Redacted

9/06/2020 09:28 AM

Keep it as natural as can be. Need a good balance.

Screen Name Redacted

9/06/2020 04:57 PM

I'm not strict on 10km/hour near the shoreline (id raise it to 30km/hr) because honestly the winds we experience disrupt the shoreline consistently more than a 25km/hour boat would.... however I agree zero towing within that boundary

Screen Name Redacted

9/06/2020 06:49 PM

Provide a map showing the area where water craft can enjoy the most benefit of the lake Including information such as historical, fish and ecological.

Screen Name Redacted

9/06/2020 09:15 PM

Honestly, these surveys are starting to feel a bit like: should a) motorized boats be banned? or b) When we ban all motorized boats should we have a kayak party?

Screen Name Redacted

9/06/2020 08:22 PM

I do not support businesses of any kind for boating or non-boating activities as they will greatly impact the volume on the lake. I would support more private buoys on the east side because the environmental impact of launching frequently is greater than leaving a boat in the water. Eg gas getting in and out, enviro impact getting in and out, driving to and from lake. I think once Canal Flats boat launch parking is full for the day then no more boats should be allowed to launch for the day. It is getting too busy. There is no education at this launch about the wildlife areas, speed limits etc. We only learned of this from purchasing a property . Definitely a need to have education to new users!

Screen Name Redacted

9/06/2020 09:31 PM

There needs to be better controls of how many boats are allowed on the lake at busy times (ie long weekends). Consider having a maximum number of boats that can launch in a given day. My concerns are based more on parking at Tilley Beach.

Screen Name Redacted

9/07/2020 07:18 AM

Enforcement of rules against moorage of boats in areas that are not allowed. As well, enforcement against docks that have been put in the water without proper permission.

Screen Name Redacted

9/07/2020 08:59 AM

Wake boats interfere with the use of the lake for other activities. Their time of use also needs to be limited and restricted so others can also enjoy the lake. They swamp swimmers, SUPs, kayaks.

Screen Name Redacted

9/07/2020 10:35 AM

Should be 10 HP motor limit, no wake boards or boats or jet ski's. Make center of lake to crowded and dangerous restricting them, if they listen, plus during fire season they are not smart enough to move out of way of planes.

Screen Name Redacted

9/07/2020 11:32 AM

Canal Flats needs a marina- repeatedly launching and taking boats in/out of the lake is not the best environmental practice. Canal Flats should twin the launch and fix the break water support use of the lake and support lake users. It is a terrible idea to install buoys in the lake to mark anything or to dock watercrafts at, as they damage the bottom of the lake. Do not allow accesses for boats that are not manned.

Screen Name Redacted

9/07/2020 01:07 PM

Thank you for your well thought out management strategies.

Screen Name Redacted

9/07/2020 03:10 PM

Words like "promote", "encourage", "educate" will not change behavior on the lake. Only enforcement will a lot of shoreline (at launch ramps) and in boat visibility from authorities is going to help enjoyable usage of the lake. More signs and buoys are good but not likely to make an impact. This had no teeth, these days entitlement of boaters on the lake needs to be policed. Sad to say.

Screen Name Redacted

9/07/2020 04:58 PM

You are making unproven assertions as fact regarding motorized watercraft and their impacts on the lake. You clearly have an agenda given the survey questions. You are suggesting a concentration of activity in the center of the lake which could be dangerous. I am all for protecting the lake but again you are suggesting regulation where in some cases there is no benefit or issue. Example: I have been on the lake for over 20 years and have never seen a motorized boat in Armstrong Bay. It is difficult to get a paddleboard into the bay let alone motorized boat.

Screen Name Redacted

9/07/2020 05:06 PM

The WildLife area boundaries are not clearly identified. We strongly disagree that motor boating activities should be discouraged!

Screen Name Redacted

9/07/2020 06:26 PM

I am concerned with the nature of these questions. They have a bias slant against boats. Also there was an advertisement to put moors in on Columbia Lake for these areas- so one assumes the decision has already been made that this is going forward and you are looking for data to support your decision. Although I could support this move it makes me question the validity of my input? I support education but It needs to be based on sound data and research. Having boats being required to stay in the middle of the lake is Dangerous and could increase risk,. There are a lot of recommendations being made throughout this survey... but I might suggest focussing in one key aspect at a time. If your concern is the wildlife management area then focus on that.... this survey is trying to tackle so many issues that the important focus gets lost. Survey flaw- I do not want any rental businesses on

the lake..... so when I put disagree on this survey it assumes I support motorized vehicle rental. Also I received this survey and had very little time to respond. Making the submissions due immediately following a long weekend seems a bit unfair as many people are focussed on back to school after Covid and preparing for fall.cabin clean up.

Screen Name Redacted

9/07/2020 07:32 PM

Install a second boat launch and designate for entry and exit to avoid congestion and conflicts between boaters.

Screen Name Redacted

9/07/2020 08:46 PM

Columbia Lake can be used by all types of user if everyone is respectful. the use of motorized and non motorized watercraft should be enjoyed in a responsible way.

Screen Name Redacted

9/07/2020 09:35 PM

As a boater, we have always stayed well clear of the wildlife areas and have never experienced any conflicts between any other lake users. A few additional signs or buoys for people less familiar with the area could not hurt.

Screen Name Redacted

9/07/2020 11:15 PM

Columbia lake can be enjoyed by users of motorized and non motorized vessels. As a motorized boat owner who enjoys the lake, we have always stayed away from the wetlands and have been respectful of the area. Additional signage for visitors new to the lake would be fine. The lake should be continued to be enjoyed by all.

Screen Name Redacted

9/07/2020 09:40 PM

There seems to be no restrictions to keep people with particular agendas from completing this survey multiple times. There is also nothing to identify the location of the person completing a survey. I feel that people with a vested interest in the area should be encouraged to participate but not protestors from other countries.

Screen Name Redacted

9/07/2020 10:11 PM

Lake Windermere has been utterly ruined by growing levels of motorized water sports. We need to take aggressive measures now to ensure that Columbia Lake does not follow the same course. The above list of management issues does not really capture the potential for continued growth of motorized recreation and the resulting negative impacts on wildlife, water quality, shoreline habitat, and non-motorized lake users.

Screen Name Redacted

9/08/2020 07:13 AM

Columbia Lake currently has an acceptable and sustainable level and balance of motorized and non-motorized boating uses. The best way to maintain this level of use and balance is to keep the status quo in terms of public boat access to the lake.

Optional question (95 response(s), 113 skipped)

Question type: Essay Question



APPENDIX B

In Water Structures and Lake Access: Survey Report

In order to protect personal privacy, respondents screen names have been withheld/redacted in accordance with the Freedom of Information and Protection of Privacy Act.



Image: Elaine Sell Prefontaine

In Water Structures and Lake Access Survey Responses

Q1 | Please use the box below to provide comments related to the management options above. If you feel an issue related to in water structures and lake access has not been captured, please let us know.

Screen Name Redacted

8/24/2020 11:01 AM

There is a big misunderstanding about public access. The issues are CPR tracks (and the real dangers there) and Provincial Parks. The decision Tilley Park is the ONLY public access to the lake for boats. Crossing CPR tracks except at a valid crossing is trespassing. All the crossings on the west side of Columbia Lake are private crossings, granted to an individual or community for their private use - those restrictions are CPR.

Screen Name Redacted

8/24/2020 11:35 AM

Some type of a marina or new boat launch is needed for locals onlt

Screen Name Redacted

8/24/2020 11:37 AM

This is a lake with limited access due to the big provincial park and the CPR tracks. It is also a very windy lake - it isn't ideal for most boats and it is great that these man made and natural constraints keep the lake at a very sustainable level of boating.

Screen Name Redacted

8/25/2020 10:43 AM

The mapping and signage of the public access points should include a bullet point stating that the CP rail tracks on the west side is private property and crossing the tracks is illegal.

Screen Name Redacted

8/25/2020 02:52 PM

2010 RDEK buoy inventory. - is this inventory available to the public? I've never heard about it. Wildlife Management Areas must be respected regardless of the jurisdiction.

Screen Name Redacted

8/26/2020 09:00 AM

I am not familiar with the 2010 RDEK buoy inventory. Given the high ecological values on this lake, importance of the ecosystem for several at-risk species, and given there are at least 35 active bank swallow colonies on Columbia Lake, I do not think that encouraging increasing levels of recreational use should be encouraged.

Screen Name Redacted

8/26/2020 09:12 AM

Non permitted moorings and docks should be removed from the Lake. This should be enforced by whichever entity has authority. If there is no authority to enforce this action - get it!!! I find it very frustrating that lake users who follow the rules and regulations are harassed at any proposals for change, yet illegal facilities literally float under the regulation radar. This management plan you are working on is nice, but I would be happy to just see enforcement of rules and regulations currently in place. Let's not try to build a utopia, just a well functioning and practical user plan.

Screen Name Redacted

8/26/2020 09:29 AM

Columbia Lake is a very popular recreational lake and it is what makes the area special. Boat use is increasing so a plan has to be made that accommodates the increased use. Our economy depends on it!

Screen Name Redacted

8/26/2020 12:31 PM

Access to Columbia Lake should be restricted to ensure that it remains a healthy and relatively quiet lake. It seems that everybody that moves there wants that their local access ensured. It will become like Windermere if that happens.

Screen Name Redacted

8/26/2020 04:31 PM

Please enforce removal of illegal docks and moors. CF residents already get free launching so they don't need launching priority also as this can cause strife at the launch.

Screen Name Redacted 8/26/2020 06:41 PM	There needs to be better informed discussion on mooring for Columbia Lake. One cannot expect a statement to be made "healthy quiet lake" and at the same time support more mooring being made available.
Screen Name Redacted 8/27/2020 12:13 PM	I am opposed to anything that encourages more motorized boating in Columbia Lake. It is ours to protect, not destroy.
Screen Name Redacted 8/27/2020 12:35 PM	Any changes to lake access must take into account the long term and cumulative impact of such access on the lake and its environs. I strongly disagree with considering amendments to the existing Wildlife Management Area and Section 15 Order in Council that cover the lake just to allow more access in the village of Canal Flats.
Screen Name Redacted 8/28/2020 09:12 AM	Encourage access by lakeside communities and restrict access by public to current public access points.
Screen Name Redacted 8/28/2020 02:55 PM	I have used the Tilley boat launch at CF multiple times this year. It can get very congested at times. Proximity to the beach and those outside the beach perimeter is very concerning. No taxpayer dollars should be spent on First Nation Signage. Let the First Nation pay if they are interested in promoting their heritage.
Screen Name Redacted 8/28/2020 04:29 PM	If you double the structures to access the lake, you will also increase the traffic. If you really want to encourage the place to be healthy and quiet...then you should promote non-motorized traffic ONLY and improve access for this type of access to get the point across.
Screen Name Redacted 8/28/2020 08:33 PM	While I support limiting access to the lake and regulating motorized use in the hope that the Lake will remain "healthy and relatively quiet". in fairness to the upland property owners I support accommodating them with a carefully planned group moorage
Screen Name Redacted 8/29/2020 02:57 PM	Providing mooring for communities is a great idea as this should improve the safety associated with having boats on the lake. Having community associated docks that are situated around community moorings would provide the ability to safely get in and out of these designated areas and provide a safe mechanism for adding fuel to a boat. Mooring access for Columbia Lake is appropriate and important. Responsible development and management of specific areas designated for mooring will positively impact safe water access; provide the best opportunity to contain boats to specific areas; and if small docks are permitted around these areas will allow safe fuelling practices. Lastly, moorings should be managed by their respective communities to ensure safety and environmental standards are upheld.
Screen Name Redacted 8/29/2020 04:15 PM	Moorings need to be provided where there is a crossing - as this allows safe access to the lake. Including Indigenous history of the area would be helpful for educational purposes and would allow a greater connection and appreciation of the land and waterways we use.
Screen Name Redacted	Community moorings are an important mechanism to safely organize boats

8/29/2020 03:54 PM

on Columbia Lake. Community moorings allows for accountability that communities can uphold to ensure safe moorings for both individuals and the environment. Further to this small docks should be permitted in these areas to allow for safe fuelling of moored boats.

Screen Name Redacted

8/29/2020 04:01 PM

Allowing communities to monitor moorings and small docks helps to maintain the safety of users and the water quality of Columbia Lake. Including Indigenous history and education helps to provide a connection to the environment and the land and water we currently use.

Screen Name Redacted

8/31/2020 11:42 AM

I believe landowners and community members should have improved access to the lake for boating. Increasing general access for the public to the lake would be detrimental to the lake environment

Screen Name Redacted

8/31/2020 10:55 PM

It is counterintuitive to consider reducing the lake/park and dock usage for non locals while also indicating locals shouldn't have to pay for their usage. Who will cover upkeep and improvements?

Screen Name Redacted

9/01/2020 03:22 PM

1. Increasing mooring buoys without fully understanding their impact on the lake or solving current enforcement issues doesn't seem wise. -private docks,/community docks, day use/overnight moorage - these are different issues and questions should be clear about which issue they refer to. 2. WMA and Section 15 regulations are in place for a reason. Village bylaws and surface water zoning should support these regulations not run contrary to them. 4. Twinning the boat launch will have effects beyond reducing wait times for boat launch users. These effects need to be carefully examined. 8. How will posting access points and including FN names and history on maps increase FN access?

Screen Name Redacted

9/02/2020 09:17 AM

In order to maintain the health of our lake we need to limit any further development that will encourage increased usage. We want to maintain our diverse ecosystem.

Screen Name Redacted

9/02/2020 10:15 AM

The Ecosystem of Columbia lake is relatively healthy and has potential for increasing biodiversity. Fish habitat is affected by all structures due to losses from anchoring systems of moorings and docks. As is well known, Columbia lake once had a thriving Burbot population and has been impacted by causes that are likely cumulative (including impacts to Windermere lake). Keeping the ecosystem intact is of utmost importance to the recovery of the Burbot population.

Screen Name Redacted

9/02/2020 10:51 AM

Canal Flats beach should be free or the same user fees for all users, not only having CF residents be free. Windermere Beach and Kinsmen beach are free to all users, there shouldn't be two way system in place. Columbia Lake Park access should be accessible to all users, not just those that are fit enough to walk up or down. What about seniors, elders or those with small children or mobility challenges.

Screen Name Redacted

9/02/2020 01:31 PM

Preferential treatment of Canal Flats residents over other users is not appropriate. Equal access rights should generally be extended to all users and owners of property around the lake.

Screen Name Redacted

9/02/2020 02:15 PM

* The buoys around Columbia Ridge and Spirit's Reach should be reviewed for environmental concerns. Docks are far more lake friendly. * I disagree with more access points because they are not manned. We must be diligent on preventing the introduction of mussels. * I agree with a marina at Canal Flats to decrease the prolific putting in and taking out of motor boats. I just think of the filth, possible weeds etc., on those boat trailers and they are submerged in the water to get a boat off. * This shouldn't be about limiting how many can enjoy the lake but more about limiting the number of access points for control.

Screen Name Redacted

9/02/2020 01:48 PM

There should not be preferential boat access/mooring for Canal Flats residents. Access and mooring opportunities should be consistent for all.

Screen Name Redacted

9/02/2020 01:57 PM

Many of the responses have been left empty as we do not have the background information to make an informed statement on the question. Increasing access (i.e. Twinning Tilley Park boatlaunch) seems counter to the seemingly, prevailing thought of many (including our organization_ that the lake and surrounding area have special values, including nature and there is a tipping point. Improving access to motor boats and other forms of recreation may have an adverse impact on many of the values that people appreciate about the lake, including a healthy and functioning ecosystem and abundant wildlife. First Nations place names and history should always be included in interpretive information however, FN's can decide about whether traditional access points they and their ancestors have used should be posted or not.

Screen Name Redacted

9/02/2020 02:12 PM

A marina at Tilley park in Canal Flats would be a plus Buoy's actually are harmful to the Lake bottom

Screen Name Redacted

9/02/2020 02:57 PM

Study options to improve day parking for both vehicles and boat trailers

Screen Name Redacted

9/02/2020 02:58 PM

- I agree with limited access points BUT not limiting the number of users in this way. Limited access points that are manned are better than trying to open up accesses with no supervision. -Twinning the boat launch -yes, but better would be a marina to reduce the # of boat trailers backing into the lake everyday. This increases the chance of introducing invasive species and unwanted materials. There are many repeat users that could use the marina. This goes along with no buoys on the lake. - Buoys degrade the bottom of the lake, even if the chain is installed at the right height initially, the lake level fluctuate. Docks provide fish habitat and do not allow boats to swirl in the wind. - Canal Flats residents do not use the beach for FREE! We pay through our taxes - please educate people on this - the Village can not tax anyone outside the municipality, thus a user fee. - Upland owners in Canal Flats are the only true lakefront properties on this whole lake. They should be allowed to have docks just like any other lake in BC. - Also, the communities of Eagles Nest and Painted Ridge are lake communities,(there are many on lake windermere), and should have overnight moorage on docks. These

properties are a big part of the tax base for Canal Flats, removing the permission for moorage would decrease the assessment on these properties. Not good fiscal policy.

Screen Name Redacted

9/02/2020 03:15 PM

A marina at Tilley park in Canal Flats would be a plus

Screen Name Redacted

9/02/2020 04:15 PM

Columbia P park is a joke. Access is horrid and it would be almost impossible for kayakers to access the water. Plus, they access very close to an area they shouldn't be in. This area needs new access. Plus, living in Columere park, we get several people per day looking for the lake access that

Screen Name Redacted

9/02/2020 07:32 PM

It is important to note that increasing motor boat traffic on Columbia Lake will detract from its appeal for most people, and will have deleterious effects on the lake and shoreline.

Screen Name Redacted

9/03/2020 08:48 AM

I am strongly opposed to the proliferation of illegal mooring buoys. Especially for upland owners. If we allow upland owners mooring opportunities, where do we stop. I'd suggest looking at the case in Shuswap Lakes where the term semi - waterfront is encouraged.

Screen Name Redacted

9/03/2020 10:47 AM

A series of cedar logs chained to the west side of he Canal boat launch berm would allow launched boats to clear the dock area and tie up. This would facilitate quicker boat launching. An information package to boaters reminding them to charge their batteries and fill their gas tanks, etc. would help those boaters who put in the water and can't start their boats. All current and any future docks should be legally registered (province wide) on an annual basis with appropriate charges to ensure they are legally allowed to be on or in the water.

Screen Name Redacted

9/03/2020 04:15 PM

When the proposed changes were coming to the Prov. Park, many GOOD suggestions were offered and the the proposed changes, that were ultimately done, were vehemently opposed. It happened anyway. Why do we think this will be any different. The Stewardship Society won't be happy until all boats are gone from the lake, with no regard as to why many people move to lake-side communities. Our home values will decrease if the lake is over regulated, tax revenues will decline for the region, and you will find a glut of home sales. The questions all seem to be designed by the society.

Screen Name Redacted

9/03/2020 05:54 PM

We should do everything we can to encourage lake use by everyone; greater access and ability to enjoy the lake for all users no matter where they are from.

Screen Name Redacted

9/03/2020 06:27 PM

Columbia Lake Provincial Park is too close to the north end of the lake and the birding and foreshore areas to allow for boat launching. My concern is that if the access for non motorized is improved owners of motorized boats will find a way to exploit it.

Screen Name Redacted

9/04/2020 09:06 AM

I think increasing day-use and non-motorized public access on the lake are two of the most important priorities for the lake access. As a life-long Fairmont resident, I am deeply appreciative and thankful for Columbia Lake,

	<p>but it feels like a place that I'm not allowed to enjoy. The walk from Columbia Lake PP is too long for me to take my mom on hot days, and otherwise, there are no established/legal public CP crossing points until Canal Flats. It isn't fair that people with homes in specific communities have the exclusive right to cross the train tracks. These kinds of restrictions are what cause issues with the "us vs them" mentality and local frustrations with second-home owners. Can we have a more nicely developed beach area in CL PP? Is there a different location for a nice beach area with no motorized boat infrastructure? Can we reroute the CP rail tracks entirely so that they can stop causing us grief entirely (lol)?</p>
<p>Screen Name Redacted 9/04/2020 09:23 AM</p>	<p>I do not think that anything should be done to make it easier to launch motorized water craft in Columbia Lake. Wildlife need safe quiet spaces and many people in this valley appreciate them too.</p>
<p>Screen Name Redacted 9/04/2020 05:17 PM</p>	<p>In general, there is too much j Fast boating along the eastern sorry. Although individuals and groups claim to support minimum disturbance along eastern shore and lake in general, that is not the case in practice.</p>
<p>Screen Name Redacted 9/04/2020 07:29 PM</p>	<p>Community associations should NOT be allowed to manage private buoys</p>
<p>Screen Name Redacted 9/04/2020 09:15 PM</p>	<p>I don't want the boat launch twinned. We should be promoting zero-carbon lake usage. We are at a moment where we can lead the way in enjoying a lake without burning fossil fuels to do so!</p>
<p>Screen Name Redacted 9/05/2020 09:23 PM</p>	<p>There are a proliferation of docks and buoys in the lake on the west side (check those beneath 6321 Columbia Lake Road) that don't have legal access across the CPR tracks which could create dangerous situations. These residents are illegally crossing the tracks and have illegal docks and moorages. It seems that there is no monitoring by the RDEK of these illegal moorings and docks. Communities following the rules are frustrated by having their proposals thwarted when others have illegal buoys and docks with no consequences. Let's enforce the rules we have first. I support an identification system for buoys.</p>
<p>Screen Name Redacted 9/06/2020 05:35 AM</p>	<p>Leave it as it is .</p>
<p>Screen Name Redacted 9/06/2020 05:37 AM</p>	<p>Again leave it alone or make it only available to people of canal flats</p>
<p>Screen Name Redacted 9/06/2020 07:02 AM</p>	<p>Make the boat launch in Canal Flats for homeowners/renters only</p>
<p>Screen Name Redacted 9/06/2020 08:18 AM</p>	<p>The village of Canal flats should be able to follow the bylaws it has enacted including allowing group moorage for established communities such as Eagles Nest who have had docks in limited numbers for decades. A grandfather system could be considered. Tilley Park should be able to allow</p>

some limited docking and consider an overnight marina. The current launch is too shallow , dangerous, and inefficient and should be expanded significantly.

Screen Name Redacted

9/06/2020 08:29 AM

Support for rezoning of buoys in community buoy fields is agreed but the RDEK should have provided the public to the information about the 2010 RDEK survey mentioned! The assumption is these numbers are reasonable and the rezoning applications may have other stipulations as identified in this survey like CPR crossing. Can't agree with questions in Section 2 and 3 because more information needs to be provided. Posting maps increases public access use not limits it.

Screen Name Redacted

9/06/2020 09:31 AM

Keep it as natural as can be w a good balance for all.

Screen Name Redacted

9/06/2020 02:29 PM

Better signage to public access points to the lake is needed. We are constantly educating people that we have private access and they need to go to a public area. They see the lake but have no idea how to access it.

Screen Name Redacted

9/06/2020 05:11 PM

Road division line needed on road to beach Enforce No parking on grainger - overflow parking is at the arena only! Valet parking / shuttle opportunity Prices must be increased! Minimum \$5/person and \$50/launch With extra revenue we can employ a full-time boat-launch supervisor to increase efficiency Register all private docks for \$250/year with identification (limit this number to avoid excessive docks) ZERO mooring, no exceptions!! this encourages fuelling on the water! It's a disgrace to see buoys and boats floating everywhere in the north end. Proof of license/insurance required upon lunch in canal flats. Registration for expected time off, emergency contact When there's a fire protocol/pamphlets/education The public boat launch dock must be labelled on one side (north side) MAX 5 MIN parking, for launching/trailing. On the south side boats can park for 15min max (to retrieve vehicles) There needs to be strict guidelines on how launching / trailing procedures!

Screen Name Redacted

9/06/2020 06:55 PM

Nothing to add

Screen Name Redacted

9/06/2020 08:40 PM

All home owners who have direct access to the lake eg. Eagles Nest, Painted Ridge, Spirits Reach or homes that own land adjacent to the lake should be allowed to moor their boats. Home owners pay a lot of taxes to have lake homes and enjoyment of the lake. Taking boats in and out of the water constantly is causing more environmental harm than a boat moored for 2-3 months. There should be opportunities similar to Windemere for lake home owners to moor a boat. How is it fair for Columbia Ridge to have buoys but not Eagles Nest, Painted Ridge or Spirits Reach?

Screen Name Redacted

9/06/2020 09:38 PM

Canal Flats property owners should continue to have free access to the boat launch and additional benefits. It is the users that are driving from other areas of the Valley that should be discouraged, or should be asked to pay

	more for use of this facility. Tilley Beach needs to be better monitored and managed to accommodate the larger crowds gathering there.
Screen Name Redacted 9/07/2020 10:42 AM	Should not allow boat docks and moorages. The lake does not have adequate water flow being spring fed to deal with spillage and leaks from boats left on water 24/7. Yes allowed private decks to swim and non motorized water craft but not to store boats on water.
Screen Name Redacted 9/07/2020 03:29 PM	Private operation has pushed mooring costs out of reach for many (most?) Residents of columere park. There are no overnight options since buoys are not allowed in this area so the only option is day-use. Adding buoys would be good and bad... A way to have overnight mooring, but equitable management of them will always have issues of fair access and use. Similarly for canal flats.
Screen Name Redacted 9/07/2020 05:18 PM	Tilley Park requires both an in and an out access to the lake. This will avoid contentious issues at the pier as boats try to load boats back onto trailers at the end of the day. A Marina for offered to those that are local home owners would alleviate some of the chaos at the pier on a daily basis.
Screen Name Redacted 9/07/2020 07:15 PM	Gouging by Canal Flats for launching boats each time when RDEK insists on day-use lake is inconsistent. Owners on lake shouldn't be charged same as visitors especially after subsidizing curling rink used very little by non-Canal Flats owners on lake. North lake access as promised in previous OCP's should be accomplished. Current access incredibly stupid. Too far even for canoeists. Tax base from many new homes on lake should provide better lake access (at least two public lake access points). Improve access at Timber Springs/Bella Vista to accomodate excessive use. Cars were parked up the road (over 10) in lower lot. Over 15 canoes and kayaks along lake. Timber Springs improperly removing non-Timber Springs buoys(ie. Bella Vista grandfathered buoys) from designated area.
Screen Name Redacted 9/07/2020 06:41 PM	Again, some of these survey questions are statements and need a place for discussion. Example: I believe community moors could be added if needed. Some moors in communities are privately owned as they were legally nonconforming prior to the zoning. Some of your information is not correct.
Screen Name Redacted 9/07/2020 07:37 PM	I am not sure the challenge is with Columbia Lake but downstream at Windermere and Invermere where these issues need to be addressed. Definitely overuse and crowding.
Screen Name Redacted 9/07/2020 08:50 PM	without information about some of the questions posed it is hard to provide an educated decision
Screen Name Redacted 9/07/2020 10:21 PM	We simply cannot allow mooring buoys and docks for all the countless people from out-of-province who are buying recreational properties on and near our lake. If we allow any new mooring, it should only be for locals who are resident in BC as indicated by which province they pay provincial income tax to. Similarly, existing moorages should be cancelled if the associated property is sold to a non-resident.

Optional question (67 response(s), 100 skipped)

Question type: Essay Question

APPENDIX C

Environmental Quality: Survey Report

In order to protect personal privacy, respondents screen names have been withheld/redacted in accordance with the Freedom of Information and Protection of Privacy Act.



Image: Elaine Sell Prefontaine

Environmental Quality Survey Responses

Q1 | Please use the box below to provide comments related to the management options above. If you feel an issue related to environmental quality has not been captured, please let us know.

Screen Name Redacted

8/24/2020 11:04 AM

I have been very disappointed with the narrow perspective of Columbia Lake Stewardship Society. Unless there are changed to its leadership I do not support any further expansion of their very biased people leading the charge of 'data collection'.

Screen Name Redacted

8/24/2020 11:39 AM

CLSS is not a great organization. They are totally against boats. Think humans are a big problem. I don't think we need to fund them to do any more than they do now.

Screen Name Redacted

8/25/2020 10:25 AM

The CLSS has a role to support the Columbia Lake water quality but the political nature of many of these questions puts way to much political control in the hands of the CLSS. The CLSS has no business in RDEK policy.

Screen Name Redacted

8/25/2020 02:57 PM

The Village of Canal Flats, RDEK and residential communities should all support the work of the Columbia Lake Stewardship Society as its contributions are described in this survey.

Screen Name Redacted

8/26/2020 09:21 AM

With current monitoring of Columbia Lake by CLSS, don't we already have a baseline for plants. I am all for further monitoring, but let's not make this whole management plan about studies and make work projects. I think these types of activities can get out of control and take on a life of their own. Let's focus on things that are material and we can actually do something about. Studies left to collect dust are of no value.

Screen Name Redacted

8/26/2020 09:22 AM

Significant bank swallow habitat should be strongly considered in any development application with specific guidelines in place. A buffer zone of no development around the colony is encouraged. I also think that there should be a complete fish inventory of Columbia Lake, not only for Burbot. Accurately quantify native AND invasive fish population dynamics, identify the extent of exotic species invasions, and develop management strategies for species of interest: for example, identifying and improving habitat of Kokanee, Bull trout, or burbot; and/or, the removal/management of introduced species such as largemouth bass or northern pike to help limit proliferation throughout the Upper Columbia river system.

Screen Name Redacted

8/26/2020 09:33 AM

I support the Burbot work but the other measures...???

Screen Name Redacted

8/26/2020 04:39 PM

Columbia Lake Stewardship Society does current water quality monitoring through volunteers only. Money would be required to conduct additional testing as lab fees can be pricey. Also more people would be required as current volunteers are tapped out.

Screen Name Redacted

8/26/2020 07:54 PM

Item 10 is a bit off base. The main impact of climate change will be to alter the flow regime in Dutch Creek. This is the Lake's main water supply. The parameter that most needs to be monitored flow rates in Dutch Creek. Ice on and ice off date measurments tend to be subjective and not well suited to establishing trends.

Screen Name Redacted

I strongly support a boat prohibition in Armstrong Bay!

8/27/2020 12:17 PM

Screen Name Redacted

8/27/2020 12:42 PM

The continued and expanded monitoring of the lake, as well as education of its users is key to preserving the near pristine quality of the lake.

Screen Name Redacted

8/28/2020 09:20 AM

CLSS has done a good job of monitoring and establishing base lines - water quality is good and expansion of their mandate is not required. Efforts to find problems/issues where they do not exist is not good use of volunteer time or funding.

Screen Name Redacted

8/28/2020 04:34 PM

Environmental Monitoring programs are great if the info collected will actually be used to make necessary changes or upgrades. Feeling of boats while they are moored should be prohibited.

Screen Name Redacted

8/28/2020 05:14 PM

Many of my responses to questions in this section I agree with. I find that CLSS could become heavily involved and should have funding from the RDEK and qualified people to administer studies.

Screen Name Redacted

8/28/2020 08:42 PM

Even though it is implicit , environmental quality can only be maintained by limiting and regulating use

Screen Name Redacted

8/29/2020 03:15 PM

Would support an application for Vessel Operations Restrictions during critical times and dates in Armstrong Bay.

Screen Name Redacted

8/29/2020 04:15 PM

Columbia Lake Stewardship Society does a great job - monitoring the water quality of Columbia Lake and this should continue. The water quality as noted over the years remains good. Education is an important piece that they offer and this too should be maintained. I do not feel that they need to expand their mandates at this time.

Screen Name Redacted

8/29/2020 03:35 PM

While I agree with a number of the positions around maintaining a healthy environment at Columbia Lake, I do not agree with further support to the Columbia Lake Stewardship Program as they seem to have a myopic approach to management of the lake. I agree that we should have monitoring programs in place however, halting boating on the lake seems extreme and self-serving. The Columbia Lake Stewardship Program should report their research on water quality to key stakeholders/users of Columbia Lake. The Stewardship Program should not politicize and engage in divisive communication that is perhaps outside of their purview. The nuances of balancing recreation and environmentalism is important but extremist positions, such as the Stewardship Program's, do not endear Columbia Lake users to find that nuanced balance; instead I worry that their extreme position will push people further away from their efforts to preserving this beautiful space. This is truly a nuanced issue and striking a balance between recreational use and environmental considerations needs to be accomplished. Permitting moorings in designated areas; providing community access points to these moorings and beach areas; and allowing safe fuelling sites for boats that are moored (such as docks) will assist with this.

Screen Name Redacted 8/29/2020 04:15 PM	Limit funding to Columbia Lake Stewart Society.
Screen Name Redacted 8/29/2020 04:07 PM	The Columbia Lake Stewardship Society has done a great job monitoring water quality over the years and providing education about the lake and the wildlife that live here. The water quality has been good over this time. I do not feel that Columbia Lake Stewardship Society needs to expand their mandate at this time. Thank you for the chance to give feedback on all these important issues.
Screen Name Redacted 8/30/2020 08:15 PM	Access to Armstrong bay with non motorized craft should be allowed for those interested in recording and reporting on the presence and type of wildlife in this area so the importance of the area as a habitat nesting area can be further documented.
Screen Name Redacted 9/01/2020 03:10 PM	How about environmental issues related to recreational use - this hasn't been mentioned.
Screen Name Redacted 9/02/2020 10:15 AM	Tributary access improvements are needed, especially the lower reaches of Dutch Creek. The access improvements should provide habitat for spawning/migration of Kokanee, Rainbow and Burbot
Screen Name Redacted 9/02/2020 02:15 PM	* I would agree to monitor septic systems and agriculture runoff, but I can foresee environmentalists trying to shut down development and agriculture with their studies. Better still would be for Interior Health to insist on highly efficient septic systems along waterways and help educate farms on alternate fertilizer options. * I am not opposed to CLSS doing monitoring, but I am not ok with them extrapolating facts to suit their vision .
Screen Name Redacted 9/02/2020 02:18 PM	Columbia lake stewardship society are moving away from what they were about to becoming environmental activists
Screen Name Redacted 9/02/2020 02:20 PM	Those left blank above are because our organization doesn't have enough information for an informed statement. Environmental quality is determined by monitoring data and trends over time so, additional monitoring activities are encouraged, which obviously lead to better management decisions. The following comment should have been inputted under winter use but, motor vehicle use on the lake in winter does pose an 'environmental quality' threat to the lake. It would be interesting to know for certain. But, its likely that trucks, snowmobiles have gone through the ice before. Whether recovered or not, they would have an impact on water quality of the lake through the release of pollutants.
Screen Name Redacted 9/02/2020 03:09 PM	CLSS has become an activist group trying to shut down recreation, and development vs lake monitoring and education. I will not support their activities. Better to educate farmers on fertilizers than to regulate agriculture. There is already a body regulating septic fields - Interior Health. Better to have Interior Health upgrade their requirements for septic on waterways then put another regulation in place.

<p>Screen Name Redacted</p> <p>9/02/2020 03:22 PM</p>	<p>Columbia lake stewardship society are becoming more like political activists and should concentrate on education</p>
<p>Screen Name Redacted</p> <p>9/02/2020 07:38 PM</p>	<p>Boats should not be fuelled while in the water if at all possible, to reduce the risk of spills.</p>
<p>Screen Name Redacted</p> <p>9/03/2020 06:11 AM</p>	<p>There are Western Painted turtles (endangered) nesting in the Armstrong Bay area and have been seen on the trail along Armstrong Bay. I would like to see the trail being diverted during nesting season (May to July) or at least an education sign asking people to slow down while biking in the area during this time. It's not certain all the places where turtles are nesting around there, but also a possibility that people are accidentally stepping on nests. It would be good to do some more research in this, to see exactly where they are nesting, and take appropriate action.</p>
<p>Screen Name Redacted</p> <p>9/03/2020 02:58 PM</p>	<p>maybe consider (if it could be done) to have a conservation permit/sticker provincial and fee for use of a boat on the lake - money to conservation.</p>
<p>Screen Name Redacted</p> <p>9/03/2020 04:15 PM</p>	<p>If there is no marina with a fueling up option allowed, the only other option is to fuel you boat while in the water, unless you are day use only. Lets get a safe fuel station going!</p>
<p>Screen Name Redacted</p> <p>9/04/2020 01:09 PM</p>	<p>I have been a part of water testing with interns of CLSS For 3 years and believe it's underfunded and undersupported, even within my close circle in Columere. More education in the surrounding communities is vital.</p>
<p>Screen Name Redacted</p> <p>9/04/2020 05:32 PM</p>	<p>Basically, the overall w to environment of Columbia Lake is steadily being degraded by rich people who don't care.</p>
<p>Screen Name Redacted</p> <p>9/05/2020 09:32 PM</p>	<p>My understanding is that the bank swallow population on Columbia Lake is very important. I do not support giving the Columbia Lake Stewardship Society 'carte blanche' for numerous studies. I support their efforts to monitor for lake temperature and water quality and weeds. I don't see the necessity for the studies mentioned above.</p>
<p>Screen Name Redacted</p> <p>9/06/2020 08:18 AM</p>	<p>Do not support any efforts to fund or support CLSS as they have displayed a bias and lack of community consideration. Again, the rules and treatment of Columbia lake cannot be so restrictive that it discourages decades of use and is vastly different than other lakes in the Columbia valley. Adding educational aspects at Tilley park, perhaps a stamp/licence for non- resident users makes sense. Long time cottage owners and locals have used and respected this lake for decades and should not be considered the problem.</p>
<p>Screen Name Redacted</p> <p>9/06/2020 08:45 AM</p>	<p>New developments should be encourage to be serviced by a sewer treatment plant not required. Whether a sewer treatment plant or individual fields, all types have output of sewerage need to be monitored. Support is given to the Columbia Lake Stewardship Society (CLSS) to gather and report data. Support is given to the CLSS to educate the public on findings. Support is not given to the CLSS to lobby and influence government or political processes.</p>

Screen Name Redacted 9/06/2020 01:47 PM	Coal dust is a major concern. It's incredible how much dust builds up on the lake bottom. CPR should be required to apply a sealing compound before the trains go past the lake.
Screen Name Redacted 9/06/2020 02:32 PM	Explore developing a bike trail from Fairmont Hot Springs to Canal Flats - this will promote eco-tourism and all get more cars off the highway.
Screen Name Redacted 9/06/2020 06:59 PM	Nothing to add
Screen Name Redacted 9/07/2020 10:47 AM	Should not allow storage or fueling of boats on lake. Property around lake should have community sewage not private. End of summer Columbia Lake already smells bad from over usage and abuse.
Screen Name Redacted 9/07/2020 03:40 PM	Not sure what the impact of septic systems is on the lake (so good to establish a baseline). But every spring, tons of raw cow waste is allowed to drain from coy's fields into columere park and the lake!!!! Thst slone is probably more effluent combined over septic systems. At least if there is seepage from septic systems, it is processed, not raw effluent as per Coys. Laws state that runoff is suppose to be contained on one's own property. So where is the enforcement of this??
Screen Name Redacted 9/07/2020 06:18 PM	no
Screen Name Redacted 9/07/2020 06:24 PM	I encourage and support monitoring systems however the suggestions above seem overwhelming in their scope. Need to focus limited resources on a small number of potential high impact areas.
Screen Name Redacted 9/07/2020 06:50 PM	My concern is the amount of both manpower and financial assistance that is required to accomplish these suggestions. Also we have never ever seen a motorized boat in Armstrong Bay! I have trouble getting in there with my kayak and Paddleboard.! Regarding fueling: I expect everyone to follow transport Canada's already good existing guidelines/ requirements.
Screen Name Redacted 9/07/2020 10:29 PM	1. more needs to be done to bring existing septic systems into municipal or community water systems. 2. railways discharge more than just coal dust into the lake, including lubricants, fuels, emissions from diesel engines, etc. frequent monitoring of the rail line needs to be done to ensure that substances substances are not leaking or spilling into lake. Also, more needs to be done to monitor whether trains are carrying loads which have the potential for catastrophic environmental damage in the event of a derailment. 3. is there sufficient local capability to respond in the event of a train derailment?
Optional question (46 response(s), 99 skipped)	
Question type: Essay Question	

APPENDIX D

Foreshore and Upland Management: Survey Report

In order to protect personal privacy, respondents screen names have been withheld/redacted in accordance with the Freedom of Information and Protection of Privacy Act.

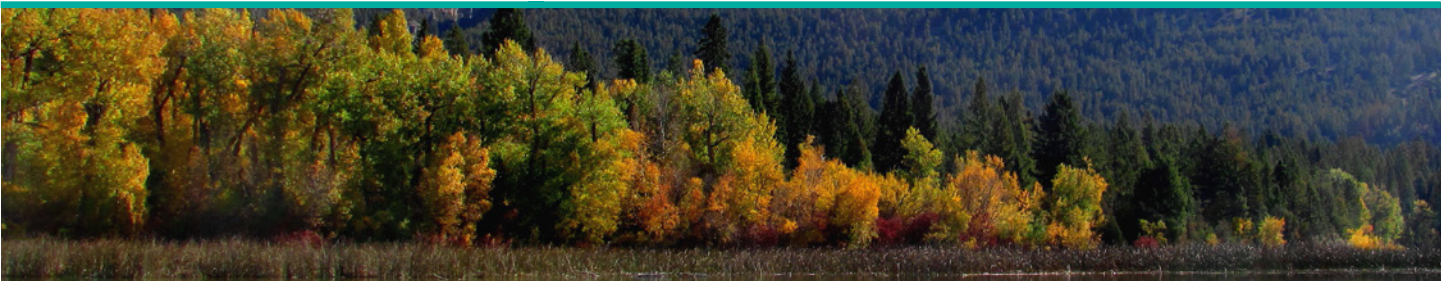


Image: Elaine Sell Prefontaine

Foreshore and Upland Management Survey Responses

Q1 | Please use the box below to provide comments related to the management options above. If you feel an issue related to foreshore and upland management has not been captured, please let us know.

Screen Name Redacted 8/25/2020 03:01 PM	Many people supported the Nature Conservancy of Canada's purchase of Lot 48 - an example of the desire to protect the east side of the lake. This continued protection is imperative.
Screen Name Redacted 8/26/2020 09:23 AM	CP should be engaged in any cleanup efforts.
Screen Name Redacted 8/26/2020 09:36 AM	the word "Management" has to be used on the east shore in the WMA. What work has been done to promote sheep habitat, winter habitat, etc. It is not a park - its a Wildlife Management Area.
Screen Name Redacted 8/27/2020 12:27 PM	Please stop further development on the east side of Columbia Lake.
Screen Name Redacted 8/27/2020 12:44 PM	CLSS has been doing spring clean ups on Columbia Lake for several years, except for 2020 due to COVID 19. Expanding this program, enforcing existing zoning laws, and educating lake users about the impact of abandoned materials on the lake is important.
Screen Name Redacted 8/28/2020 09:25 AM	Local lakeside communities have the most to benefit by maintaining a clean lake and lakeside. They should have the authority to manage appropriately.
Screen Name Redacted 8/29/2020 03:22 PM	Columbia Lake East Side Partnership is a good example of how groups can work together to enhance the environmental quality of this area.
Screen Name Redacted 8/30/2020 04:13 PM	It is important to allow communities with rail crossings to install boat docking facilities
Screen Name Redacted 9/01/2020 03:08 PM	Residents should also be educated about the importance of having permission for docks in the first place and about removing old docking material from the foreshore when docks are repaired or replaced. Enforcement is lacking - people can put in docks wherever they like with no consequence and abandon them when they like.
Screen Name Redacted 9/02/2020 10:04 AM	People involved with Livestock management should utilize best practices to reduce impacts to foreshore areas, and best practices to reduce disease transmission
Screen Name Redacted 9/02/2020 01:17 PM	More is needed to prevent old dock material on the shoreline - regulations and enforcement as well as education.
Screen Name Redacted 9/02/2020 02:11 PM	The CLMP might encourage the Crown, FN's, private landowners and local governments to undertake environmental stewardship actions surrounding the lake, which may include conservation, ecological restoration, enhancement, etc. After all, a 'healthy' foreshore and upland translates into a healthy lake (and vice-versa).
Screen Name Redacted	There has been no collaboration with landowners by First Nations, nor Crown

9/02/2020 02:13 PM

land managers. And there is no recognition, nor collaboration on meeting the needs of the Residents of Canal Flats for recreation on the East Side of Columbia Lake - a place where they have recreated for many years. Far better to build sanctioned trails because the greater majority will use those trails, than to have roque use of the backcountry adjacent to Canal Flats and the Spirit Trail, as is happening now. It is wrong that a walkway to the beach from town can not pass through the wildlife management area, yet the area is a frequent use area for ATV, mountain biking and hiking now.

Screen Name Redacted

9/04/2020 11:20 AM

There are very popular "campgrounds" near the fire tower on the east side of the lake. Throughout the summer, they are regularly occupied, although the spots are within the wildlife management area.

Screen Name Redacted

9/06/2020 08:24 AM

Restriction on development by existing property owners in Eagles Nest on Richardson Cr is ignorant. We have been paying taxes for 20 plus years and any responsible development should be allowed. The bias for Richardson Cr versus Bighorn Sheep Lane is also criminal and should likely be fought by class-action. These communities have displayed responsible use of the lake and upland for decades. RDEK, First Nations and other parties should focus on other higher impact areas in the valley not a community of 40 homes. The treatment of current owners is irresponsible and is discouraging economic development

Screen Name Redacted

9/07/2020 10:53 AM

The east side of the lake from Canal Flats north should e restricted building. With water springs located along this side feeding the lake they should not allow construction disturbing the springs and wild life. Houses that have been built have foundation issues and lots have been condemned.

Screen Name Redacted

9/07/2020 06:13 PM

I find it confusing and possibly misleading that this survey requires a login, while other aspects of the survey do not. Am I missing something here?

Optional question (17 response(s), 47 skipped)

Question type: Essay Question



APPENDIX E

Winter Use: Survey Report

In order to protect personal privacy, respondents screen names have been withheld/redacted in accordance with the Freedom of Information and Protection of Privacy Act.



Image: Elaine Sell Prefontaine

Winter Use Survey Responses

Q1 | Please use the box below to provide comments related to the management options above. If you feel an issue related to winter use has not been captured, please let us know.

Screen Name Redacted 8/24/2020 11:05 AM	Winter use is CLEARLY at own risk. If surface of the lake is forbidden for vehicles it needs to be clear - lots of use by atvs and other small motorized vehicles that is to clear a skating rink etc. I don't have a problem with that. I don't see the need for cars and trucks to be on the lake.
Screen Name Redacted 8/25/2020 03:04 PM	No garbage to be left on the lake in the winter. Pack in, pack out.
Screen Name Redacted 8/26/2020 09:37 AM	The lake is not used much in the winter. There should be winter activities on the lake.
Screen Name Redacted 8/26/2020 04:42 PM	It would be great to have groomed cross country ski trails on the lake at Tilley Park
Screen Name Redacted 8/27/2020 12:46 PM	Winter activities, such as safe x country skiing, walking or skating such as on Lake Windemere, should be investigated.
Screen Name Redacted 8/28/2020 09:27 AM	Winter and Summer use restrictions should be the same - keep it simple.
Screen Name Redacted 8/28/2020 04:36 PM	Hefty Fines could be added to vehicle trespassers if barriers are not used.
Screen Name Redacted 8/28/2020 08:48 PM	Pedestrian access and use only . Prohibit all motorized access and use
Screen Name Redacted 8/29/2020 03:25 PM	Signing access points helps to prevent environmental damage to the east side of the lake.
Screen Name Redacted 9/02/2020 02:06 PM	Our organization purchased lands for conservation purposes on the east side of the lake, in part, because they provide critical ungulate winter range for deer, elk and bighorn sheep. During the winter months, these species move into the valley bottoms where snow is sparse and forage is available, thus minimizing energy expenditures and maximizing caloric opportunities. Motorized lake traffic that is closer to shore make disrupt these animals in the riparian and upland areas, at a time of their life cycle phase, where they are particularly vulnerable. Ideally, this is addressed in the CLMP through various management options which may include: compliance/enforcement activities, education/outreach efforts, planning of winter lake accesses to reduce wildlife disruptions, while also limiting their number. It should also be said that winter provides an opportunity to in limited cases, trespass onto lakeside parcels that typically couldn't be accessed (i.e. snowmobiles) during other times of the year.
Screen Name Redacted 9/02/2020 02:17 PM	Clss could find a new activity; by monitoring if the Lake is safe for use in the winter. Much like the whiteway. People use the lake to fish, snowmobile, ski, skate and should be allowed to do so.

Screen Name Redacted 9/02/2020 02:20 PM	People use the lake for skating fishing quadding snowmobiling
Screen Name Redacted 9/02/2020 07:39 PM	Vehicles should be barred from accessing the lake to keep it cleaner.
Screen Name Redacted 9/03/2020 08:54 AM	I do not believe that winter motorized recreation has any place on Columbia Lake. There are plenty of other places to drive Snowmobiles, ATVs trucks etc. The environmental consequence is too high to allow for unrestricted winter motorized recreation.
Screen Name Redacted 9/03/2020 03:00 PM	no vehicles on lake in winter would be good
Screen Name Redacted 9/03/2020 03:22 PM	Again, make the road through the Prov. Park accessible, with parking closer so that seniors, handicap persons and small children are not barred from enjoying the lake in all seasons.
Screen Name Redacted 9/04/2020 11:12 AM	I'm not well versed in the issues/fine-details of winter use on the lake, or what the impacts of vehicle traffic are. I have heard that the lake doesn't freeze over with a universal thickness, so that there are very thin ice segments in places. I'm assuming that vehicles are more a liability than anything in that case?
Screen Name Redacted 9/04/2020 01:11 PM	I don't think this is a huge problem, I have never witnessed a vehicle on the east side conservation land, other than Sean from the Fairmont Airport fixing the beacon last year.
Screen Name Redacted 9/04/2020 03:28 PM	Generally don't access the lake in the winter but vehicles should be restricted to the same areas they are in the summer
Screen Name Redacted 9/05/2020 07:50 AM	Heavy fines should be in place for persons using motorized vehicles on the east side of the lake, where motorized access is denied
Screen Name Redacted 9/05/2020 09:41 PM	In question #2, is this survey question accurate? Don't you mean 'west' side as this would make the survey question more applicable.
Screen Name Redacted 9/06/2020 06:51 AM	The content of many of the survey questions is definitely skewed toward restricting types of access to the lake. I'm not in favour of turning Columbia in to Windermere but adding restrictions is not necessary to prevent that.
Screen Name Redacted 9/06/2020 08:26 AM	There is very use on the east side in the winter. Adding signs and fences is inherently invasive to the ecology and species that live there. Unnecessary.
Screen Name Redacted 9/06/2020 08:51 AM	Educate communities around the lake on winter usage especially the non-use of the east side of the lake's surface (distance from land), foreshore and upland properties.
Screen Name Redacted	Where users need to use motorized vehicles to clear the lake (making

9/06/2020 09:39 AM

skating rinks), or to erect fishing shacks, I believe we should allow some limited motorized access to the lake in the winter months.

Screen Name Redacted

I think vehicle access is limited and not a concern.

9/06/2020 01:48 PM

Screen Name Redacted

It feels like the desired goal of the new management plan is to limit access and enjoyment of the lake and surrounding areas by anyone other than kayakers and cross country skiers. Rules and regulations are key to a just society, but this can be taken to extremes.

9/06/2020 08:42 PM

Screen Name Redacted

Would be nice to see fat bike and cross country ski trails groomed on the lake. Those interested can gain access to east side for snow shoes.

9/07/2020 10:56 AM

Screen Name Redacted

Same rules apply as per summer... No enforcement, you will get abuse.

9/07/2020 03:42 PM

Screen Name Redacted

no

9/07/2020 06:19 PM

Screen Name Redacted

This is not an issue....

9/07/2020 06:52 PM

Screen Name Redacted

Discourage vehicle access to the lake during the winter

9/07/2020 07:52 PM

Screen Name Redacted

Should be access to lake in winter such as what windermere has - skating rinks, ice skating track, x-country track

9/07/2020 08:53 PM

Optional question (33 response(s), 104 skipped)

Question type: Essay Question



APPENDIX F

Stewardship, Management and Enforcement: Survey Report

In order to protect personal privacy, respondents screen names have been withheld/redacted in accordance with the Freedom of Information and Protection of Privacy Act.



Image: Elaine Sell Prefontaine

Stewardship, Management and Enforcement Survey Responses

Q1 | Please use the box below to provide comments related to the management options above. If you feel an issue related to stewardship, management and enforcement has not been captured, please let us know.

Screen Name Redacted

8/24/2020 11:09 AM

Columbia Lake Stewardship Society is no longer respected by many boaters. They would not be an effective communication method. It needs to be a less biased group. RDEK is respected and clear. Communities are likely the best method for many boaters. In Tilley Park signage and collecting emails would be useful.

Screen Name Redacted

8/24/2020 11:40 AM

The community associations do connect - but it would be good to formalize that.

Screen Name Redacted

8/25/2020 11:07 AM

The CLSS has a clear long term political agenda to remove all surface water activities on Columbia Lake. As such, the CLSS should be restricted to water quality studies and not be involved in any RDEK or Canal Flats bylaw policy. The CLSS should not have any involvement with the Columbia Lake Advisory Committee, again because of their political agenda. All of the west side communities have withdrawn funding to the CLSS.

Screen Name Redacted

8/25/2020 03:15 PM

Is there a list of all the legal CPR crossings? Is it available to the public? Are new legal crossings being approved? Who manages the rogue buoys on the lake? What are the recommendations for enforcement? More detail required of the potential "role" of a Columbia Lake Advisory Committee. More detail has to be provided about the make-up of this committee and its status. I don't think the RDEK can abdicate its responsibility in enforcing rules and regulations by downloading it to a "committee" that won't have any authority.

Screen Name Redacted

8/26/2020 09:29 AM

As mentioned, given the significance of the lake for a number of at risk species, and its overall cultural and ecological significance, I do not think that opportunities to expand recreational opportunities (especially motorized) should be explored.

Screen Name Redacted

8/26/2020 09:34 AM

The only place motorized boats can enter the lake at a public location is at Canal Flats. All efforts at educating day users should be focused here. These are the users who pose the greatest risk to the lake in terms of their behavior because they are one and done, not too worried about long term impacts to the lake. Further, let's not give too much influence to the CLSS. I am happy with its focus on maintaining a healthy lake, but not an initiative to eliminate all motorized boat traffic.

Screen Name Redacted

8/26/2020 12:41 PM

Developing a community mooring buoy task force is essentially having a committee to increase the number of buoys in each community. That will not protect the lake from increased recreational use over the years. And if the healthy and pristine nature of the lake is to be maintained, use must be restricted.

Screen Name Redacted

8/26/2020 07:23 PM

My understanding of the 2010 Inventory was that it set a cap on the number of buoys. I am not in favour of increasing that number if that is the intention. There are approximately 50 lots coming onstream on the west side of the Lake, some of which border on the railway tracks. The temptation to place buoys offshore will exist.

Screen Name Redacted

As much as possible, stop the proliferation of motor boats and mooring buoys

8/27/2020 12:32 PM

on Columbia Lake.

Screen Name Redacted

8/27/2020 12:50 PM

A lot of the issues in this section are complex and are difficult to answer with a simple agree / disagree. Keeping in mind best practices for the lake and cumulative impact on the lake, regardless of jurisdiction, are key.

Screen Name Redacted

8/28/2020 02:29 AM

this the most critical issue for us. Limiting motorized access to the lake by NEW (post-2010) community mooring buoys. All should be removed.

Screen Name Redacted

8/28/2020 09:35 AM

Do not need more task forces or advisory committees to properly manage the CL Management Plan. Local Communities, CLSS and the RDEK can effectively manage.

Screen Name Redacted

8/28/2020 04:44 PM

If there was no motorized boating on Columbia Lake, it would be a much easier place to manage. How about a survey of who makes up the bulk of motorized users? local vrs. non-local etc. Perhaps a fee structure can be implemented which could go into a trust fund to be used for environmental stewardship activities by the locals as there are costs associated with their time to monitor, educate, signage etc.

Screen Name Redacted

8/28/2020 09:02 PM

The educational , scientific and conservation work of the Columbia Lake Stewardship Society CLSS is outstanding. It is important to continue to have their engagement represented as part of an appointed Lake management Advisory Committee

Screen Name Redacted

8/29/2020 02:45 PM

There should be no further buoys/mooring allowed on Columbia Lake until a Columbia Lake Advisory Committee is formed and they in turn will review the topic for input to government.

Screen Name Redacted

8/29/2020 03:41 PM

I was not able to find Section 15 Order in Council.

Screen Name Redacted

8/29/2020 04:06 PM

I agree that we should have engagement about best practices for boats on Columbia Lake though I have doubts that the Stewardship Society is the right group for this. The Stewardship Society has not demonstrated competency around the fact that balancing environmentalism and recreation is a nuanced issue. The Society has thus far shown that they are a single focused group with a pre-determined idea of what should be done without necessarily engaging key stakeholders on the matter. I am happy to see the RDEK engage residents and users of Columbia Lake to appreciate the nuances of how to preserve and enjoy the lake, thank you for taking the time to do this.

Screen Name Redacted

9/01/2020 03:03 PM

1 - mooring buoys aren't effectively managed now, nor is there any enforcement. How will community associations (ca) do any better? How about the buoys that are outside of the ca with crossings? Who will enforce illegal dock and mooring placement in these areas? Seems like this is downloading enforcement that local govt's couldn't achieve, onto ca's. No mention of enforcement around illegal docks? Shouldn't we know if adding more buoys will affect lake health before adding them? There is no effective identification system currently in place for buoys. 2. RDEK and Village don't

	agree on best practices for lake use - buoys vs moors for example. Would like to see increased cooperation and agreement between all gov't levels including municipal to Provincial - why did CF put forward zoning bylaws that they knew weren't supported at a Prov level (now asking for amendments to WMA and Section 15 after the fact).
Screen Name Redacted 9/02/2020 09:30 AM	Increased boating and mooring at canal flats will only negatively impact the health of our lake. Further development should be limited.
Screen Name Redacted 9/02/2020 10:15 AM	I disagree with a community task force because there is opportunity to mislead regulating authority regarding compliance
Screen Name Redacted 9/02/2020 01:50 PM	The questions left blank are because we do not have enough knowledge to make an informed statement. A Columbia Lake Advisory Committee in principal seems like a good idea but, diligence is required to ensure that the committee membership is balanced and representative and not pro-development or anti-development per se. Agree that the committee should not have decision making authorities.
Screen Name Redacted 9/02/2020 02:22 PM	*Buoys are a detriment to the lake. *Section 15 and the Wildlife management area need to be reviewed. Outdated.
Screen Name Redacted 9/02/2020 03:27 PM	They should replace buoy fields with docks Better for the lake and fish and also takes up less space
Screen Name Redacted 9/02/2020 04:15 PM	As mentioned, most boaters are responsible. some cars speed but we haven't banned them from the roads. Appropriate buoys and signage is where you start and you can monitor the situation. The lake was way busier this year , mostly due to covid. There hasn't been a huge increase in housing, or population, so this would mostly be day users or short term users. If this mess is over next year, I bet the numbers return closer to normal. The water level is down, mostly due to extreme summer heat and little rain. This will encourage more water use for farms, lawns, personal use, etc. 2020 was the perfect storm. Lets be honest, the numbers can only increase so much, as there is no more room at the north end, there is no direct camper access, no new developments in the south, spring water has been a flop, and if Canals population is increasing, its increasing very slowly. And.... there are virtually no hotels, once past the resort. The users are pretty much the users.....
Screen Name Redacted 9/02/2020 07:43 PM	It would be wise to restrict mooring buoys and enforce the restriction so that you do not end up with the vast mooring buoy farms that exist on L. Windermere. There are far too many boats on L. Windermere, and no enforcement of buoy regulations. The usable lake area is very much diminished by mooring buoy farms.
Screen Name Redacted 9/03/2020 08:57 AM	I do support the formation of a mooring buoy task force and would volunteer for such a committee.

Screen Name Redacted 9/03/2020 03:26 PM	Who will manage the buoys on the lake that have no CP crossing agreement
Screen Name Redacted 9/04/2020 09:27 AM	I don't see any discussion of enforcement here. If you are planning on expanding access to the lake, which I hope you don't, I hope that you have someone ready to monitor the use of the lake throughout the summer months.
Screen Name Redacted 9/04/2020 11:16 AM	Why create a Columbia Lake Advisory Committee when you can just support Columbia Lake Stewardship Society in filling that role?
Screen Name Redacted 9/04/2020 01:20 PM	Education. Education. Education! As a Columere resident, I'm disappointed that there is not more Interest in our lake health. Thank you to all of the volunteers and goodluck with this engagement study!
Screen Name Redacted 9/05/2020 09:50 PM	I am not too interested in too many Steering Committees. The RDEK should handle these issues. The Columbia Lake Stewardship Society are volunteers and should not be dictating lake issues.
Screen Name Redacted 9/06/2020 08:29 AM	No support for CLSS. They have displayed bias and lack of community inclusion in efforts to press their own one sided agenda.
Screen Name Redacted 9/06/2020 09:00 AM	RDEK should have provided more information about the 2010 survey. Data collected on this survey question should be scrutinized. Section 2 is difficult to agree with without more information about topics mentioned in the survey.
Screen Name Redacted 9/06/2020 09:46 AM	While I encourage the Columbia Lake Stewardship Society to support education efforts for safe boating and wildlife management/conservation, I do encourage CLSS, in its efforts to educate the population, to avail itself of other, outside, resources related to safe boating practice etc, in order to provide the BEST and unbiased source of information for boaters (both motorized and non-motorized).
Screen Name Redacted 9/06/2020 10:03 AM	Community associations are NOT the proper jurisdiction to regulate bouys. Not all buoy holders are members of a community association. It is government responsibility to consistently regulate buoys. Allowing community associations to control buoys will lead to a patchwork of inconsistent rules and will disenfranchise non members.
Screen Name Redacted 9/06/2020 11:08 AM	I do not agree with any expansion of role of CLSS or formation of additional small committees.
Screen Name Redacted 9/06/2020 05:24 PM	I'm not sure what the canal flats bylaw includes but if it says zero mooring then I support it!
Screen Name Redacted 9/06/2020 09:15 PM	The anti-boat tone to the survey questions is glaringly obvious and deeply concerning.
Screen Name Redacted	The wording of several of the questions is poorly designed to get honest

9/06/2020 08:34 PM

answers and seems designed to get an intended result. For example:
"Support rezoning applications to permit buoys in the community buoy fields where legal crossing agreements with CPR exist in a number equal to the number recorded in the 2010 RDEK buoy inventory." I could disagree with this but only in that I feel that limiting the number of buoys to the number recorded in the 2010 RDEK buoy inventory would be too restrictive. If the 2010 number is inadequate then I would disagree to the question but only in that aspect.

Screen Name Redacted

9/06/2020 08:50 PM

I do feel more buoys should be allowed by lake property home owners who have lake access. Does not seem fair Columbia Ridge can moor but Spirits Reach cannot for example, not Eagles Nest and Painted Ridge. We all pay high taxes and \$ for our homes and this should be fair amongst us all.

Screen Name Redacted

9/06/2020 09:43 PM

Public education is important however I feel those who need to be educated are those who are coming from elsewhere for day access to the lake and do not read the materials, know the rules or care about the long term health of Columbia Lake. As such, I think more enforcement is needed to control and manage the lake

Screen Name Redacted

9/07/2020 11:08 AM

I believe we have an excellent marketing and advertising tool if we make Columbia Lake motor free or 10 hp restrictions. One of the largest spring fed lakes in north america, source to the Columbia River and one of the largest wet lands in the world not to mention the bird population. Good wholesome family fun unlike other dangerous lakes in the area due to over crowding and big boats. Give all the non motorized water sports user's a safe place, advertise and market to them. Also the Asian and European market, get Columbia Lake recognized as Blue Flag lake. I believe the marketing would sell itself world wide if we promoted eco-friendly lake and do a strict boat restrictions and insure the quality of the water stays pure and allow tourist from all over enjoy the treasure we know has Columbia Lake.

Screen Name Redacted

9/07/2020 03:47 PM

Education is good, some will respond, but others will carry on as usual with their entitled attitude. You make no mention of allocating more funds for enforcement.

Screen Name Redacted

9/07/2020 05:32 PM

We expect that there would be the same equity in policies and regulations for west and east sides of the lake. So as an example, if buoys are allowed on the west side of the lake, they should also be allowed on the east side.

Screen Name Redacted

9/07/2020 06:21 PM

no

Screen Name Redacted

9/07/2020 06:39 PM

I am very confused by these statements given the current RDEK bylaws and the powers (and restrictions) placed upon the RDEK under the Local Government Act. In most cases the moors in place are NOT owned by Community Associations. Community Associations are not responsible for, not do they have the authority to enforce RDEK bylaws.

Screen Name Redacted

Needs to be a better way to include more owners along lake. Very few true

9/07/2020 07:15 PM

upland owners so need to recognize all owners who want access somehow say by sharing existing CPR access points. Should not be so exclusive as just encourages cheating as evidenced by tens of unauthorized docks and boats currently on lake.

Screen Name Redacted

9/07/2020 07:08 PM

These statements do not acknowledge and do not reflect the current RDEK bylaw. Local communities do not have any authority to enforce the RDEK bylaws! Nor should they. Asking for my personal information to sign into a survey is inappropriate. As a result I did not fill in that part of the survey I appreciate the opportunity to provide input however there appears to be some bias in how this survey has been presented. In my opinion there is a clear agenda that does not reflect the results of the introductory survey. For example a very high percentage of the responders were boaters, with many of these statements suggesting restrictions. Is there an identifiable problem (ex.no motorized boats in Armstrong Bay) ? All boats to use the middle of the lake could create a hazard.

Screen Name Redacted

9/07/2020 07:54 PM

The challenge will be enforcement

Screen Name Redacted

9/07/2020 10:36 PM

A committee could be helpful but only if made up of individuals without agendas and willing to collaborate and promote responsible use of the lake for all- motorized and non motorized users.

Screen Name Redacted

9/07/2020 10:44 PM

Asking community associations whose members are typically boat owners to manage buoy fields is like asking the foxes to manage the chicken coops. We need to stop the proliferation of buoys and docks, period. Only allow full-time BC residents to obtain approval for buoys and docks. There are already too many out-of-province people with second homes in our area who are placing buoys, and the growth potential is frightening.

Optional question (51 response(s), 78 skipped)

Question type: Essay Question