



REGIONAL DISTRICT OF NORTH OKANAGAN

NOTES of a meeting of the Shuswap River Watershed Sustainability Plan RECREATION WORKING GROUP held in the Board Room at the Regional District Office on January 11th, 2013 9:00 am – 12:00 pm

Members: Cathy MacPherson
Dale Fennell
Herman Bruns
Janice Lacke
Jean Clark
Jim Crichley
Judy Stewart
Madison Giesbrecht
Rick Smith
Shelley Verlaan
Terri Deuling
Debbie Smilar

Staff: Anna Page Sustainability Coordinator
Laura Frank Sustainability Coordinator and Planning

PART 1 – CALL MEETING TO ORDER

1.1 Welcome by RDNO staff, Anna Page and Laura Frank

PART 2 – APPROVAL OF AGENDA

The agenda was approved as presented.

PART 3 – INTRODUCTIONS

PART 4 – ADOPTION OF MINUTES

The meeting minutes for November 2, 2013 were approved as presented

PART 5 – BUSINESS ARISING FROM MINUTES

PART 6 – NEW & UNFINISHED BUSINESS

General Discussion

- It was noted that First Nations were missing as partners in the Implementation Matrix Table. It was discussed that within the plan there should be a section added in the text

which speaks to partnerships and identifies opportunities for work to be carried out in collaboration when appropriate. First Nations will be added to the Implementation Matrix where appropriate.

- Later discussion addressed Objective 15 and the question was raised as to whether this objective should not be right at the end as looks like an afterthought.
- A question was raised regarding the 2012 summer Kildonan Ave boat launch survey and whether or not the count differentiated between fisherman and recreationists?
Results of the survey were as follows:
 - 329 vessels launched (likely under reported due to time constraints of the contractor)
 - 50% small fishing boats
 - 41% recreation/speed boats and jet skis
 - Remaining 9% canoes, kayaks and other vessels such as patio boats.
- The group then proceeded to discuss the issue of pursuing boating regulations and the recommendation wording for Strategy 9.7. The group noted that they have already compromised with the existing wording. It was felt that the present wording for boating restrictions provides a balance between the different interests of recreational users while mitigating recreational use impacts on the natural environment.
 - It was noted that requesting more restrictive boating regulations would open the process up to greater opposition. When moving forward with pursuing boating regulations it will be important to outline how Strategy 9.7 was developed and how it evolved to what it is today.

6.1 Review of the SRWSP Recreation document as it pertained to the sections highlighted in the Matrix Table Implementation Recreation Suggested Changes doc. Changes were made to the following sections and are outlined in the **attached Table**.

1. **Strategy 9.3** Fisheries & Spawning Grounds.
2. **Strategy 9.5** Dealing with irresponsible & Illegal behaviours.
3. **Strategy 9.7** Boating Regulations.
4. **Strategy 9.9** Funding to assist recreation user groups to educate other users.
5. **Strategy 9.10** Include education component on impacts of off-road vehicles on wildlife, physical environment and other rec users.
6. **Strategy 9.11** Dealing with boat grey water discharge.
7. **New strategy 9.12** re: No Rec Access Areas.
8. **Strategy 10.1** Boating regulations
9. **Strategy 11.3** Foreshore Zoning, Dock & Buoy Bylaw.
10. **Objective 12:** Re-word.
11. **Strategy 12.2** Boating Regulations
12. **Strategy 13.2** could add e.g.s such as x-c skiing
13. **Strategy 13.3** Area specific no boating reference.
14. **Strategy 15.3** Boating regulations
15. **Strategy 14.1** OKIB & Splantsin values area's of interest & concern.

6.2 Develop a vehicle to measure progress on action items and a mechanism to report back information to communities- include in SRWSP.

- Suggested this could be done through an annual review carried out and reported on by RDNO staff and or in conjunction with a community group or watershed referral body/monitoring committee.
- The idea of a column being added to the matrix table outlining indicators of success was also discussed.
- Research other mechanisms for reporting

PART 7 – WORKING GROUP MATTERS

7.1 Membership/Appointments

7.2 Mileage Reimbursement

Working group members will be reimbursed for mileage to meetings at \$0.52 per km. A mileage record sheet was circulated at the meeting.

7.3 Future Meeting Dates and Locations: Public Information Meetings for Broader Community Plan Review

- It was mentioned that two meetings should be held to better capture residents within the watershed. One meeting should be held for Areas D & E and another for Enderby and Area F residents.
- Meeting dates have since been set for:
 - March 2nd for Areas D & E
 - March 16th for Enderby and Area F residents*meeting locations to be determined.

PART 8 – ADJOURNMENT

Goal

That the Shuswap River Watershed is a model of safe and sustainable recreational practices, providing diverse recreational opportunities that respect and do not compromise, interfere with, pollute or devalue the ecosystems and communities that the watershed supports.

Objective 9:

Reduce the impacts of recreational use on the natural environment, specifically:

- Fish and fish habitat, especially salmon
- Wildlife, especially species and ecosystems at risk
- Water quality
- Private land

Intent:

The impact of various recreational activities on wildlife and key species such as Salmon and species at risk are minimized, water quality is not detrimentally affected by recreational activities and private land and structures are protected from physical damage.

Strategies

9.1	Promote responsible boating, including initiation of an education program to explain why regulation of boating is necessary for environmental, social and safety reasons.
9.2	Provide information sources to recreational users on the impacts their actions can have on the wildlife, the natural environment and private land and encourage users to protect habitat.
9.3	Manage recreational, commercial and First Nations fisheries in a manner that allows more salmon to return to the Shuswap River so that spawning habitat is more fully utilized and the production of salmon is increased.
9.4	Initiate education campaign on littering and its effects on the environment.
9.5	Support groups and agencies that discourage irresponsible behaviours and practices such as Riverwatch, Safe Communities and Wilderness Watch; and support the use of enforcement by agencies to address unlawful behaviours and practices.
9.6	Support and promote the implementation of the Okanagan – Shuswap Land and Resource Management Plan as it pertains to reducing the impacts of recreation on the natural environment (See Appendix A for specific policies objectives and strategies)
9.7	Engage the community to pursue all available regulatory options to establish boating regulations for the purpose of resolving the current conflict on the lower and Middle Shuswap River between the motorized boating community and local residents, and non-motorized recreation users, as follows; <ul style="list-style-type: none">• No wake zone between Mara Lake and Trinity Valley Bridge (Baxter Bridge).• Non-motorized watercraft zone between Trinity Valley Bridge (Baxter Bridge) and Mabel Lake and from Mabel Lake to Shuswap Falls*.

	<p>* Enforcement activities, search and rescue and essential fish management operations exempt.</p> <p>Possible Options for establishing regulations in order of preference:</p> <ol style="list-style-type: none"> 1. Request regulation from Transport Canada after completing prerequisite community consultation. 2. Ministry of Environment zoning regulation. If necessary, work with the BC Ministry of Environment to strengthen their legislation so that they have the power to protect water-based environments within BC. 3. Regional District zoning regulation. 4. Request regulation from B.C. Parks within the Shuswap River Islands and Skookumchuk Rapids Provincial Parks.
9.8	Delineate trails for ATV's, motorbikes, mountain bikes and 4 by 4s on existing roads and trail networks and educate users as to why they must not disturb off- trail areas.
9.9	Engage existing recreation user groups (ATV, snowmobiles, Shuswap Trail Alliance) and dealerships to educate, self police and monitor users.
9.10	Register off-road vehicles through implementation of the Provincial Off-Road Vehicle Strategy as this allows better opportunities to report illegal activity. Utilize opportunities for education as a part of registration for the purpose of addressing impacts on wildlife, the physical environment and other recreation users.
9.11	Support education initiatives and the enforcement of the Environmental Management Act to eliminate grey water discharges in waterways.
9.12	Identify species at high risk of disturbance from recreational activities within the Watershed and identify possible recreation exclusion zones or protection areas.

<p>Objective 10: Maintain and/or provide a diverse range of quality outdoor recreational opportunities for a range of user groups within the watershed.</p> <p>Intent: The opportunities for a diverse range of recreational activities within the watershed are maintained while reducing the potential for conflict between users through designation of some areas for specific uses, limiting access to some areas and developing more recreation infrastructure.</p>	
<p>Strategies</p>	
10.1	<p>Engage the community to pursue all available regulatory options to establish boating regulations for the purpose of resolving the current conflict on the lower and Middle Shuswap River between the motorized boating community and local residents, and non-motorized recreation users, as follows;</p> <ul style="list-style-type: none"> • No wake zone between Mara Lake and Trinity Valley Bridge (Baxter Bridge).

	<ul style="list-style-type: none"> • Non-motorized watercraft zone between Trinity Valley Bridge (Baxter Bridge) and Mabel Lake and from Mabel Lake to Shuswap Falls*. <p>* Enforcement activities, search and rescue and essential fish management operations exempt.</p> <p>Possible Options for establishing regulations in order of preference:</p> <ol style="list-style-type: none"> 1. Request regulation from Transport Canada after completing prerequisite community consultation. 2. Ministry of Environment zoning regulation. If necessary, work with the BC Ministry of Environment to strengthen their legislation so that they have the power to protect water-based environments within BC. 3. Regional District zoning regulation. 4. Request regulation from B.C. Parks within the Shuswap River Islands and Skookumchuk Rapids Provincial Parks.
10.2	Develop hiking trails to unique features such as Isobel falls.

<p>Objective 11: Preserve, protect and maintain the natural features as well as the recreational infrastructure that provides for a diverse range of recreational experiences.</p> <p>Intent: Ensure that recreational infrastructure is maintained in a manner that protects both the environment and access to recreational opportunities.</p>	
<p>Strategies</p>	
11.1	Strive to establish and maintain quality use of existing trails by utilizing signage to communicate the impacts of traveling outside of the trail.
11.2	Educate waterfront landowners and the general public regarding the Riparian Areas Regulations and what is and is not allowed.
11.3	Ensure dock and buoy design and placement is appropriate for the local conditions and type of waterway through the following; <ul style="list-style-type: none"> • Pursue water and foreshore zoning to control the placement and design of docks and buoys. • Engage with the Ministry of Forests, Lands and Natural Resource Operations to explore the potential to develop river specific dock design standards and opportunities for access through the riparian areas.
11.4	Maintain existing launch sites and ensure they are appropriate for the designated use of the waterway and well-marked to discourage people from launching adjacent to designated areas and/or at illegal launch sites.

<p>Objective 12: Prevent or resolve conflicts between recreation users and</p> <ol style="list-style-type: none"> 1. local residents 2. different recreation users and 3. trappers 	
<p>Strategies</p>	
12.1	Increase education and enforcement on the river with respect to responsible boating and recreational practices through increased capacity, evaluation of priorities and coordination of enforcement activities.
12.2	Establish area-specific recreation zones for compatible uses.
12.3	<p>Engage the community to pursue all available regulatory options to establish boating regulations for the purpose of resolving the current conflict on the lower and Middle Shuswap River between the motorized boating community and local residents, and non-motorized recreation users, as follows;</p> <ul style="list-style-type: none"> • No wake zone between Mara Lake and Trinity Valley Bridge (Baxter Bridge). • Non-motorized watercraft zone between Trinity Valley Bridge (Baxter Bridge) and Mabel Lake and from Mabel Lake to Shuswap Falls*. <p>* Enforcement activities, search and rescue and essential fish management operations exempt.</p> <p>Possible Options for establishing regulations in order of preference:</p> <ol style="list-style-type: none"> 1. Request regulation from Transport Canada after completing prerequisite community consultation. 2. Ministry of Environment zoning regulation. If necessary, work with the BC Ministry of Environment to strengthen their legislation so that they have the power to protect water-based environments within BC. 3. Regional District zoning regulation. 4. Request regulation from B.C. Parks within the Shuswap River Islands and Skookumchuk Rapids Provincial Parks.
12.4	Increase public awareness and education on appropriate use of recreation areas through signage and brochures that define what responsible recreational use is.
12.5	Lobby the provincial government to strengthen trapping regulations to require, as opposed to recommend, signage near recreational areas / communities to advise recreationists of the potential trapping threats.

<p>Objective 13: Facilitate and promote more non-motorized recreational opportunities.</p> <p>Intent: To achieve the benefits of reduced noise and water pollution, reduced impact on fish and wildlife, reduced risk to other recreationists, less stream-bank erosion and sedimentation, encouragement of healthier life-styles and a reduction in greenhouse gas emissions.</p>	
<p>Strategies</p>	
13.1	Establish non-motorised recreation areas.
13.2	Promote different types of recreation such as mountain biking, snow shoeing, trail hiking, bird watching, stand up paddle boarding, kayak / canoe race events, orienteering, adventure and multi-sport races.
13.3	<p>Engage the community to pursue all available regulatory options to establish boating regulations for the purpose of resolving the current conflict on the lower and Middle Shuswap River between the motorized boating community and local residents, and non-motorized recreation users, as follows;</p> <ul style="list-style-type: none"> • No wake zone between Mara Lake and Trinity Valley Bridge (Baxter Bridge). • Non-motorized watercraft zone between Trinity Valley Bridge (Baxter Bridge) and Mabel Lake and from Mabel Lake to Shuswap Falls*. <p>* Enforcement activities, search and rescue and essential fish management operations exempt.</p> <p>Possible Options for establishing regulations in order of preference:</p> <ol style="list-style-type: none"> 1. Request regulation from Transport Canada after completing prerequisite community consultation. 2. Ministry of Environment zoning regulation. If necessary, work with the BC Ministry of Environment to strengthen their legislation so that they have the power to protect water-based environments within BC. 3. Regional District zoning regulation. 4. Request regulation from B.C. Parks within the Shuswap River Islands and Skookumchuk Rapids Provincial Parks.
13.4	Shift the focus and facilitation of recreational opportunities in the Shuswap River watershed to non motorized sports to aid in the reduction of greenhouse gases
13.5	Link non-motorised recreation opportunities to tourism.
13.6	Support and promote the implementation of the Okanagan – Shuswap Land and Resource Management Plan as it pertains to facilitating non-motorised recreation (See Appendix A for specific policies objectives and strategies).
13.7	Produce a map that has inserts for recreational uses and outline what activities or uses are encouraged in specific areas.

13.8	Develop an education package on how certain recreational activities produce GHG emissions and contribute to Climate Change; or include this information in the general education package.
13.9	Invest in hand launch sites; make them user friendly

<p>Objective 14: Ensure that recreational users are mindful of the archaeological, cultural and heritage resources within the Shuswap River watershed and that these features are preserved and protected.</p>	
<p>Strategies</p>	
14.1	Work with Okanagan Indian Band and Splatstin to identify cultural and heritage resources such as species and sites of cultural and historical significance e.g. plants & animals.
14.2	Encourage and facilitate the recognition and preservation of cultural and heritage resources. This could include significant plant and animal species and sites of cultural and historical importance.

<p>Objective 15: Promote recreational activities to be undertaken in a manner that is safe for the recreationist as well as others.</p>	
<p>Intent: To prevent accidents during recreation activities both on and off the river including; accidents between different recreationists as well as individual accidents.</p>	
<p>Strategies</p>	
15.1	Educate users on acceptable boating practices within the Shuswap River.
15.2	Develop and utilize existing education materials and programs regarding responsible recreation practices including safety around water, hunting practices and motorized vehicle use.
15.3	<p>Engage the community to pursue all available regulatory options to establish boating regulations for the purpose of resolving the current conflict on the lower and Middle Shuswap River between the motorized boating community and local residents, and non-motorized recreation users, as follows;</p> <ul style="list-style-type: none"> • No wake zone between Mara Lake and Trinity Valley Bridge (Baxter Bridge). • Non-motorized watercraft zone between Trinity Valley Bridge (Baxter Bridge) and Mabel Lake and from Mabel Lake to Shuswap Falls*. <p>* Enforcement activities, search and rescue and essential fish management operations</p>

exempt.

Possible Options for establishing regulations in order of preference:

1. Request regulation from Transport Canada after completing prerequisite community consultation.
2. Ministry of Environment zoning regulation. If necessary, work with the BC Ministry of Environment to strengthen their legislation so that they have the power to protect water-based environments within BC.
3. Regional District zoning regulation. (Rob to provide feedback)
4. Request regulation from B.C. Parks within the Shuswap River Islands and Skookumchuk Rapids Provincial Parks.