

shishalh swiya Dock Management Plan Advisory Group

Overview of DMPAG Members' Recommendations

Dock Management Plan Advisory Group Background

In March 2024, the Province and shishalh Nation jointly established a shishalh swiya Dock Management Plan Advisory Group (DMPAG) as a vehicle to consider and provide feedback on the March 14, 2024 proposed amendments to the Dock Management Plan (DMP). The purpose of the DMPAG was to build a greater understanding of the shishalh swiya Dock Management Plan (DMP), and with awareness of the feedback received (available through the What We Heard report and 1700 comments) to review proposed amendments presented by the Province and shishalh Nation and offer other recommendations for amendments to the DMP. The DMPAG also made suggestions to the Province and shishalh that were beyond the scope of proposed amendments made in March 2024 which could be used to inform further amendments and/or implementation considerations.

The DMPAG was encouraged to bring forward feedback and recommendations but had no decision-making authority on changes to the DMP. Feedback and views provided by DMPAG members will be taken into account by the Province and shishalh Nation when considering amendments to the DMP but will be non-binding on provincial and shishalh Nation decision-makers.

Overview of DMPAG Members' Recommendations

The Overview of DMPAG Members' Recommendations (Recommendation Overview) is intended to organize the recommendations and feedback the Province and shishalh Nation received from DMPAG members. Recognizing the diversity of perspectives, the DMPAG members were not asked to come to consensus on the recommendations. The Recommendation Overview does not reflect alignment or agreement between members; the themed recommendations capture the array of feedback provided by DMPAG members. The written recommendations and presentations that were submitted to DMPAG, and supported the Advisory Group's discussion, are included as received in the **DMPAG Meeting Overview** which will accompany this Recommendation Overview. While all submissions are included, the most recent version of the recommendations are captured in the Recommendation Overview. The DMPAG members' written recommendations submitted to DMPAG will be made available on the [Pender Harbour Project] website (see the **DMPAG Meeting Overview**).

To produce the Recommendation Overview, the Province and shishalh Nation noted recommendations heard from DMPAG members during meetings and from presentations and submissions from DMPAG members (not all comments were captured verbatim). The recommendations were organized into one of three categories. Within each of the categories, the recommendations were themed. In appendix A, a selection of the DMPAG members' recommendations is listed for each of the themes. Best efforts to capture the majority and breadth of the written recommendations submitted were made. However not every written recommendation submitted was noted in appendix A; written recommendation submissions are included in the DMPAG Meeting Overview as received and will accompany the Recommendation Overview.

Categories of Recommendations:

1. Recommendations specifically about existing docks and boathouses.
2. Recommendations related to other proposed changes in March 2024.
 - a. Initial Recommendations related to freshwater proposed changes*.
3. New recommendations.

*Note, changes for dock and boathouse owners in freshwater were not extensively discussed at the DMPAG. The preliminary initial feedback or recommendations heard from DMPAG members is captured in the Recommendation Overview. The Province and shishalh remain committed to undertaking further literature review /studies in freshwater and have committed to further engagement with dock and boathouse owners in the lakes communities on these recommendations and the findings of the study.

Feedback on commercial moorages was not discussed by the DMPAG. The Province and shishalh Nation discussed proposed changes for Commercial Moorages directly with a commercial moorage tenure holder. The Province and shishalh Nation recognize that more follow-up is needed and the feedback will be captured separately.

1. Recommendations specifically about existing docks and boathouses

DMP Guidance in Current Dock Management Plan (March 2021)	Proposed Amendments to DMP - After Engagement (March 2024)	Themed DMPAG Members' Recommendations <i>(See page 7 for specific DMPAG Members Recommendations)</i>
<p>Private moorage holders applied for Specific Permission, and upon review were granted interim tenures providing time for existing dock owners to come into alignment with the Dock Management Plan over period of time.</p>	<p>Private dock owners in saltwater:</p> <ul style="list-style-type: none"> Existing tenured docks and boathouses will be able to apply for renewal as currently built. Existing untenured docks will be able to apply for tenure under flexible guidelines. Existing untenured boathouses will be able to apply for a tenure as currently built. 	<ol style="list-style-type: none"> The timeline for when existing docks need to come into compliance Conditions for when a Management Plan is required When and what improvements that benefit the environment need to be made Requirements for archaeological and environmental studies for existing dock owners Parameters for eligibility of existing docks Inventory of docks throughout the swiya to establish a baseline for monitoring and compliance

2. Recommendations related to other proposed changes in March 2024

Dock Management Plan component	Current Dock Management Plan (March 2021)	Proposed Amendments to DMP Pre-Engagement (November 2023)	Proposed Amendments to DMP - After Engagement (March 2024)	Themed DMPAG Members' Recommendations <i>(See page 8 for specific DMPAG Members Recommendations)</i>
<p>Applicability of the DMP/BMPs for new applications</p>	<p>Applications for new docks or boathouses reviewed against the DMP requirements.</p>	<p>No change</p>	<ul style="list-style-type: none"> For new private dock applicants, we propose to update the guidelines (known as 'Best Management Practices') to provide more flexibility. 	<ol style="list-style-type: none"> Where flexibility is allowed for new dock applications Process efficiency for new dock applicants Whether there is flexibility on all BMPs

Annual moorage inspections	No prior annual inspection requirements.	Annual inspection required to be completed annually by authorization holder and documents submitted to BC upon request and upon application for replacement.	Annual self-inspection required to be completed by tenure holders and documents submitted to BC upon request and upon application for replacement.	4. Inspections/monitoring; considerations around frequency
Outdoor lighting	No prior requirement for outdoor lighting	Outdoor lighting should be minimized and should be on a timer/motion detector.	As proposed in November.	5. Allowances and flexibility on BMPs related to outdoor lighting
Boathouses	Permitting in the green and purple zone if best management practices could be met. Specific best management practices not defined	Boathouses within Private Moorage Tenures are not in alignment with Provincial and shishálh policy. The Plan has been updated to align with policy.	Existing tenured boathouses will be able to apply for renewal as built. Existing untenured boathouses will be able to apply for tenure as built. Consistent with provincial policy, no new boathouses allowed for private moorages	6. Restrictions on new boathouses
Light penetration	Docks, inclusive of all components, must allow for minimum of 43% open space allowing for light penetration to the water surface under the structure.	No proposed change.	New or replacement decking must use products that allow for a minimum 43% light penetration	7. Alternative peer-reviewed approaches to reduce shading below docks
Habitat	Significant habitat should be avoided within the Dock Footprint.	No proposed change.	Proposed updates to habitat definitions	8. Additional work/studies and monitoring to ensure habitat values are protected with appropriate BMPs
Mooring buoys	No prior commitment	No prior commitment	The Province and shishalh will work together to identify areas suitable for new additional mooring buoys to support continued boat travel through the swiya.	9. Suitable areas for additional mooring buoys (to be discussed with Transport Canada)

a) Initial Recommendations related freshwater proposed changes*

*Note, changes for dock and boathouse owners in freshwater were not extensively discussed at the DMPAG. The preliminary initial feedback or recommendations heard from DMPAG members is captured in the Recommendation Overview. The Province and shishalh remain committed to undertaking further literature review /studies in freshwater and have committed to further engagement with dock and boathouse owners in the lakes communities on these recommendations and the findings of the study.

Proposed Amendments to DMP - After Engagement (March 2024)	Initial DMPAG Members' Recommendations
<p>For private dock owners in freshwater:</p> <ul style="list-style-type: none"> • The application of the dock management plan will be paused. During that time, further studies will be done, and engagement will be undertaken, to understand the impact of docks in the freshwater environment and to consider revisions to the Plan. BC and shishalh will communicate closely and often with freshwater dock owners throughout the swiya. • Existing tenured and untenured dock owners in freshwater will be given the same opportunities to apply for tenures that are available for saltwater docks. • No new docks tenures will be considered in freshwater until studies are complete. • Owners of existing untenured boathouses will be able to apply for tenure as currently built. • As per provincial policy, new boathouses will not be allowed in freshwater. 	<ol style="list-style-type: none"> 1. Communicate with freshwater dock owners about the results of the studies 2. Ensure that the studies clearly identify the areas of risks in the lakes 3. Ensure that the studies are published and peer reviewed 4. Consider the unique conditions of lakes in the freshwater studies undertaken

3. New recommendations

Topic	Themed DMPAG Members' Recommendations <i>(See page 10 for specific DMPAG Members Recommendations)</i>
Building Community	1. Opportunities for community dialogues that offer spaces for a diversity of perspectives, information sharing and education
Cost Implications	2. Off-set the costs of studies or improvements to docks to support reaching the objectives of the DMP
Environment	3. A science-informed adaptive management approach that can refine/improve how we manage in response to environmental changes 4. Management of the foreshore by studying and then managing for environmental, social and cultural importance of the foreshore
Monitoring	5. A monitoring and compliance approach to strengthen public understanding about the environment, the importance of coming into compliance over time and ways to be recognized for good compliance

Process Efficiencies	6. <u>The application review process, building in more resources and efficiency to improve the applicant experience</u>
Public Information Sharing	7. <u>Public awareness about how the DMP supports management of the foreshore</u> 8. <u>Public understanding about reconciliation and shishalh Nation by making more information available</u>
Water Access Only	9. <u>Recognition of the needs of residents who only have water access to their properties</u>
Zones	10. <u>The zones in kalpilin Management Area and increasing public awareness regarding the management approach</u>

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Appendix A

A selection of the DMPAG members' recommendations is listed for each of the themes. Best efforts to capture the majority and breadth of the written recommendations submitted were made. However not every written recommendation submitted was noted in the tables below; written recommendation submissions accompany the Recommendation Overview. While all submissions are included, the most recent version of the recommendations are captured in the Recommendation Overview.

1. Recommendations specifically about existing docks and boathouses

DMP Guidance in 2021	Proposed Changes in March 2024	Themed DMPAG Members' Recommendations and selection of specific comments from DMPAG members
<p>Private moorage holders applied for Specific Permission, and upon review were granted interim tenures providing time for existing dock owners to come into alignment with the Dock Management Plan over period of time.</p>	<p>Private dock owners in saltwater:</p> <ul style="list-style-type: none"> Existing tenured docks and boathouses will be able to apply for renewal as currently built. Existing untenured docks will be able to apply for tenure under flexible guidelines. Existing untenured boathouses will be able to apply for a tenure as currently built. 	<ol style="list-style-type: none"> <p>1. The timeline for when existing docks need to come into compliance</p> <ul style="list-style-type: none"> Tenures to be provided for all existing docks and boathouses in water as currently built for a 30-year tenure period ("Legacy Tenures"). Legacy Tenures shall survive transfer of ownership. After the initial Legacy Tenure, further Legacy Tenures shall be issued as long as the dock and boathouse are maintained in a safe condition (WPC:May22) Docks/boathouses that are unsafe would need to be remedied before receipt of a Legacy Tenure: a) Unsafe would include such items as: sinking, impeding passage, collapsing structures, dilapidated, broken pilings and broken mooring chains. Unsafe would also include deteriorating or spalling un-encapsulated Styrofoam, b) Owners would need to submit a management plan that outlines the remediation plan to be completed within a 2-year period, at which time either a Legacy Tenure would be issued, or the dock or boathouse would be removed at the owners expense (WPC:May22) Recommendation to link tenure term to amount of monetary investment in infrastructure (Discussion:Apr30) Collaboration between community organizations, shishalh Nation, cooperation between neighbors were identified as ways to address potential challenges in securing trade-skills & materials necessary for dock improvements over time. There are solutions available and individuals with the capability. (Discussion:Jun14) Require all existing docks and boathouses to come into compliance with the DMP within 5 years. (SCCA:May9) Private Moorage up to 10 years max. Potential for expedited renewal if all conditions are fully met, and no adverse impacts are demonstrated through monitoring, PFR and habitat assessments (SCCA:May9) Fully supports the goals and objectives of the DMP to Support existing docks to come into compliance with the DMP (SCCA:May9) <p>2. Conditions for when a Management Plan is required</p> <ul style="list-style-type: none"> Legacy Tenures may be required to have terms and conditions (a Management Plan) that must be met during the term of the tenure. A management plan for the dock that reflects site-specific and dock-specific terms and conditions would form a portion of the Legacy Tenure. For clarity these terms and conditions would be restricted to: Styrofoam floats sealed/covered or replaced within 15 years; Deck transparency material or alternative strategies (e.g. LED lights) would need to be met within 15 years where eelgrass is or has been evident; If pilings need to be replaced, Creosote pilings are not permitted (WPC:May22) Tenure renewal is conditional on a Management Plan which outlines specific steps and timelines to come into compliance for: light penetration, replacing or encapsulating Styrofoam, safety guidelines (SCCA:May9) Fully supports the goals and objectives of the DMP to ensure improvements to docks adhere to BMPs (SCCA:May9) <p>3. When and what improvements that benefit the environment need to be made</p> <ul style="list-style-type: none"> Deck transparency material or alternative strategies (e.g. LED lights) would need to be met within 15 years where eelgrass is or has been evident. (WPC:May22) If upgrades are needed (DiscussionWPC:May7) If dock becomes unusable (DiscussionWPC:May7) by safety standards set in tenure document (WPC:Apr26) If pilings need to be replaced, Creosote pilings are not permitted (WPC:May22) Styrofoam floats sealed/covered or replaced within 15 years (WPC:May22) Changes to BMPs will not be applied retroactively (WPC:May22) Clarity on replacement vs. repair needed (DiscussionWPC:May7) Rebuilds and major repairs should be permitted, in compliance with DMP (SCCA:May9) Maintenance must move toward compliance (SCCA:May9) By timelines set in permits (SCCA:May9) within 5 years, Styrofoam (SCCA:May9) Consideration for insurance companies covering replacement value (Discussion:Jul3) Collaboration Opportunities for Styrofoam Disposal opportunities on-coast, off-coast (storage and transport solutions) (WPC:May22)

- Inform dock owners of SCR D Oceans Plastics Depot at Sechelt Landfill (SCCA:May9)
- 4. Requirements archaeological and environmental for studies for existing dock owners**
 - Legacy Tenures would not require individual environmental or archeological studies and would be a straightforward permission or authorization (WPC:May22)
 - Fully supports the goals and objectives of the DMP to require PFRs and habitat assessments with tenure applications (SCCA:May9)
 - 5. Parameters for eligibility of existing docks**
 - Add definitions to the DMP for: a) Untenured b) Existing tenured structure c) Existing untenured structure d) Existing conforming (to DMP) structure e) Existing non-conforming (to DMP) structure (SCCA:May9)
 - Need to determine what types and structures amnesty applies to (for example, what about existing carriage houses) (DiscussionLG:May7)
 - Treat docks built during different scenarios differently - ex. Docks built during the moratorium when specific permissions would have been required in comparison to docks built when no tenure would have been required (legally non-conforming vs. illegally non-conforming) (DiscussionLG:May2)
 - Recommendation to not limit what structures legacy tenures apply as built unless not in a safe condition (DiscussionWPC:May7)
 - 6. Inventory of docks throughout the swiya to establish a baseline for monitoring and compliance**
 - A volunteer committee of 1 government, 1 shishalh Nation and 1 community dock owner will tour the swiya and review each dock and boathouse to identify those that will be identified as unsafe, or requiring a management plan (WPC:May22)
 - Inventory of untenured docks (Discussion:Apr17)

2. Recommendations that refine other March 2024 Proposed Changes

Dock Management Plan component	Current Dock Management Plan (March 2021)	Proposed Amendments to DMP Pre-Engagement (November 2023)	Proposed Amendments to DMP - After Engagement (March 2024)	Themed DMPAG Members' Recommendations and selection of specific comments from DMPAG members
Applicability of the DMP for new applications	Applications for new docks or boathouses reviewed against the DMP requirements.	No change	<ul style="list-style-type: none"> • For new private dock applicants, we propose to update the guidelines (known as 'Best Management Practices') to provide more flexibility. 	<ol style="list-style-type: none"> 1. Where flexibility is allowed for new dock applications <ul style="list-style-type: none"> • Flexibility relates to the process of coming into compliance, not with the guidelines themselves (SCCA:May9) • Flexibility: Develop specific parameters around "flexibility" and add a definition to the DMP (SCCA:May9) • Simplify the DMP and the BMPs and exclude dock design requirements and allow for site specific design guidelines for new applications (WPC:April26) 2. Process efficiency for new dock applicants <ul style="list-style-type: none"> • The SCCA supports the immediate implementation of the swiya Dock Management Plan with recommendations to: improve process with specificity in language, guidelines, policies etc (SCCA:May9) • Recommendation to have publicly available list of archaeological professionals for obtaining archaeology surveys (Discussion:Apr9) • Recommendation to have clear communication on application process and how applicants should engage with shishalh Nation on applications (Discussion:May2) • Transparent Administrative and appeals Process: Clear, transparent and independent appeal process (WPC:May22) • Transparent Administrative and appeals Process: Decision outcomes and rationale should be posted online for any denial or approval per legal requirements (WPC:May22) 3. Whether there is flexibility on all BMPs <i>Related to changes addressed in November or March Changes</i> <ul style="list-style-type: none"> • SCCA fully supports the goals and objectives of the DMP to protect cultural resources and critical habitats (SCCA:May9) • Flexibility relates to the process of coming into compliance, not with the guidelines themselves (SCCA:May9) • Flexibility: Develop specific parameters around "flexibility" and add a definition to the DMP (SCCA:May9) • Noting wider widths accommodate safety and accessibility (WPC:May22) • Consideration for number and type of vessels, including longer vessels; <i>Longer lengths accommodate different types of boats/sites</i> (WPC:May22) <i>Not addressed in November or March Changes</i>

				<ul style="list-style-type: none"> • Remove dock design requirements, including the requirement for docks to be aligned in a north-south direction, perpendicular to the shoreline (WPC:Apr26) • Prevention of float grounding is a high priority. Where anti-grounding design (cross braces) aren't likely to endure extreme metocean conditions, flexibility to consider wood/concrete pilings (SSCA:May9) • Grounding: Allow site-specific exceptions based on topography (WPC:Apr26) • Require bathymetric surveys as part of the preliminary construction assessment (SSCA:May9) • Recommendation to prohibit certain products when making repairs to existing structures such as Styrofoam, creosote piles (Discussion:May7)
Annual moorage inspections	No prior annual inspection requirements.	Annual self-inspection required to be completed tenure holder and documents submitted to BC upon request and upon application for replacement.	As proposed in November.	4. Inspections/monitoring; considerations around frequency <ul style="list-style-type: none"> • Inspection upon request by Ministry or SFN shishalh Nation as per tenure agreement (rather than annual) (WPC:May22) • Management plan conditions should include regular monitoring, as well as inspection. (SSCA:May9) • Agreement that check points required for tenures, however, check points should differ based on specific scenario of dock (Discussion:May7)
Outdoor lighting	No prior requirement for outdoor lighting	Outdoor lighting should be minimized and should be on a timer/motion detector.	As proposed in November.	5. Allowances and flexibility on BMPs related to outdoor lighting <ul style="list-style-type: none"> • Minimized lighting with allowances for safety, security and navigation (WPC:May22)
Boathouses	Permitting in the green zone if best management practices could be met. Specific best management practices not defined	Boathouses within Private Moorage Tenures are not in alignment with Provincial and shishalh policy. The Plan has been updated to align with policy.	Existing tenured boathouses able to apply for renewal as built. Existing untenured boathouses able to apply for tenure as built. No new boathouses allowed for private moorages	6. Restrictions on new boathouses <ul style="list-style-type: none"> • Boathouses: Private / Commercial: Allow (WPC:May22) • Fully supportive of the goals and objectives of the DMP to prohibit new boathouses on private docks (SSCA:May9)
Light penetration	Docks, inclusive of all components, must allow for minimum of 43% open space allowing for light penetration to the water surface under the structure.	No proposed change.	New or replacement decking must use products that allow for a minimum 43% light penetration	7. Alternative peer-reviewed approaches to reduce shading below docks <ul style="list-style-type: none"> • Contract a literature review and report on pros/cons of lights vs light penetrating decking share report with DMPAG within one year. (SSCA:May9) • Compliance with light penetration targets or alternative solutions (like LEDs) where sensitive habitats are identified (WPC:May22)
Habitat	Significant habitat should be avoided within the Dock Footprint.	No proposed change.	Proposed updates to habitat definitions	8. Additional work/studies and monitoring to ensure habitat values are protected with appropriate BMPs <ul style="list-style-type: none"> • Recommendation to clarify what habitat is important and impacted by docks (Discussion:April24) • SCCA fully supports the goals and objectives of the DMP to protect cultural resources and critical habitats (SSCA:May9) • Provide a grant/funding stream to support habitat monitoring and restoration projects (SSCA:May9) • Prioritize enforcement of high hazard docks, require substantial compliance within 2 years. (SSCA:May9) • Identify all environmental hazards not simply docks and boat houses. Site specific science that takes into consideration all potential influencing environmental factors (WPC:May22) • Net environmental benefit analysis: environmental mitigation strategies in sensitive areas (WPC:May22)
Mooring buoys	No prior commitment	No prior commitment	The Province and shishalh will work together to identify areas suitable for new additional mooring buoys to support continued boat travel through the swiya.	9. Suitable areas for additional mooring buoys (to be discussed with Transport Canada) <ul style="list-style-type: none"> • demonstrate a buoy would have no adverse impact/influence on habitat and ecological values (not 'no net loss' or 'offsite mitigation') (SSCA:May9) • Develop BMPs for eco-friendly mooring buoys, add to the DMP prior to approving new buoys (SSCA:May9)

3. New recommendations

Topic	Themed DMPAG Members' Recommendations and selection of specific comments from DMPAG members
Building Community	<p>1. Opportunities for community dialogues that offer spaces for a diversity of perspectives, information sharing and education</p> <ul style="list-style-type: none"> • Interest in exploring the potential for a continued round table to continue the education, dialogue and engagement, including others in this conversation and bringing the learning gained back to our community (Discussion:Apr24) • The SCCA supports the immediate implementation of the swiya Dock Management Plan with recommendations to: track DMP implementation and recommend improvements; educate and enlist community and stakeholders (SCCA:May9) • Recommendation to establish an ongoing bi-monthly DMP Working Group with a mandate to track DMPAG progress and make recommendations a) Enlist environmental professionals to support the working group b) Review habitat assessments, studies, reports and monitoring data c) Propose recommendations for future updates to DMPAG, monitoring and restoration (SCCA:May9) • Suggestion for ethical space training, blanket exercise, ways of spreading the conversations/learnings here and spread it into community. (Discussion:May16) • Educate, Engage and Enlist Community and Stakeholders: (SCCA:May9) • Encourage planning of dialogue circles with one another, opportunity to hear other's perspectives in a real way. (Discussion:Jun20)
Cost Implications	<p>2. Off-set the costs of studies or improvements to docks to support reaching the objectives of the DMP</p> <ul style="list-style-type: none"> • Recommendation to incentivize dock owners to upgrade portions of their dock even if not aligning with all the BMPs (Ex. replacing Styrofoam) (Discussion:Apr17) • Provide a mechanism for low income property owners to manage costs of assessments and DMP compliance (SCCA:May9) • Conduct an economic and tourism impact assessment before implementing the DMP (WPC:Mar22)
Environment	<p>3. A science-informed adaptive management approach that can refine/improve how we manage in response to environmental changes</p> <ul style="list-style-type: none"> • Proposal to establish methodologies and practices to continually adjust the DMP as more things are learned over time but still allow legacy structures to apply with flexibility as built/designed (Discussion:Mar22) • Improve the understanding of the Environmental Science before we implement a DMP SOLUTION We can identify many peer reviewed science papers and reviews that already exist which could improve the plan (WPC:May22) • Use the most appropriate Environmental Science to develop a defensible and sustainable DMP SOLUTION: Holistic view to identify all environmental hazards not simply docks and boat houses (WPC:May22) • The SCCA supports the immediate implementation of the swiya Dock Management Plan with recommendations to: B. Resolve issues stemming from proposed amendments (SCCA:May9) • Review/update Construction & Maintenance BMPs every 3 years to account for climate change (SCCA:May9) • Impacts of noise on marine life has not been addressed in the report (SCCA:May9) • Contract a ITK survey and literature review on clam gardens, including their ability to buffer impacts of climate change and recommendations for restoration as a climate change solution (SCCA:May9) • Contract a review of Washington State Coastal Zone Management Program & Policies, analyze if/how guidelines support/align with BC Coastal Strategy. Share report with DMPAG within one year (SCCA:May9) • Site-specific solutions for new construction where appropriate, such as grating and LED lighting. (WPC:May22) <p>4. Management of the foreshore by studying and then managing for environmental, social and cultural importance of the foreshore</p> <ul style="list-style-type: none"> • Recommendation to encourage more use of community docks and to encourage shifting away from the expectations that all waterfront property needs a dock, to encourage boats to come out of the water for storage/repairs. (Discussion:Apr30) • Permit larger docks, boathouses and marinas to accommodate vessel moorage requirements (WPC:May22) • Focus on septic and commercial fishing mitigation strategies to ensure a holistic approach (WPC:May22) • Demonstrate a buoy would have no adverse impact/influence on habitat and ecological values. (Not 'no net loss' or 'offsite mitigation'.) (SCCA:May9)
Monitoring	<p>5. Monitoring and compliance strengthens public understanding about the importance of coming into compliance over time</p> <ul style="list-style-type: none"> • A volunteer committee of 1 government, 1 shishalh Nation and 1 community dock owner will tour the swiya and review each dock and boathouse to identify those that will be identified as unsafe, or requiring a management plan (WPC:May22) • Incentivizing Compliance, escalating consequences for non-compliance with clear enforcement timelines: Education; Fines; Burden of costs to improve or remove structures; Revocation of permissions (SCCA:May9) • Potential for fines and legal ramifications for people who do not comply with requirements for moorage authorizations and have fines significant enough they are a deterrent (Discussion:Apr30)
Process Efficiencies	<p>6. The application review process, building in more resources and efficiency to improve the applicant experience</p> <ul style="list-style-type: none"> • Suggest opportunity to have physical space within Pender Harbour to house in-person staff from the Province to support on dock applications and understanding (DiscussionLG:Apr30) • Ensure appropriate staffing levels in all relevant departments (WPC:Apr26) • Recommendation to work with a small group to explore process mapping and flow and to review the process from a customer-experience lens and explore opportunities for streamlining and simplification (Discussion:Apr12). • Provide funding for increased staffing at: Front Counter BC and WLRS to administer tenure applications AND Front Counter BC and MOF to administer heritage permits applications. (SCCA:May9)

Public Information Sharing	<p>7. Public awareness about how the DMP supports management of the foreshore</p> <ul style="list-style-type: none"> • Recommendation to provide examples of docks that are successful under the DMP and build those examples into the communication plan (Discussion:Apr30) • Opportunity for education around history and existing eelgrass and other resource values within Pender Harbour to support DMP (Discussion:Apr30) • Recommendation to have discussion on relevant and appropriate science for the DMP (Discussion:Apr24) • Educate, Engage and Enlist Community and Stakeholders a) communicate DMP news to the public, share public perspectives with the working group b) demystify co-governance and shared decision making c) support citizen science, incl. training volunteers in standardized data collection, compiling and submitting data to recognized public databases, coordinating restoration (SCCA:May9) • The application process to include educational materials on the environmental and cultural history of the shishálh Nation (WPC:Apr26) <p>8. Public understanding about reconciliation and shishalh Nation by making more information available</p> <ul style="list-style-type: none"> • Create educational infographics on archaeology issues, needs and steps for property owners, provide to DMPAG as communications tool with our members (SCCA:May9) • Recommended further education on upland property and public foreshore differentiation (Discussion:Apr24) • Recommend release of public materials to support understanding of the Land Act (Discussion:Apr24)
Water Access Only	<p>9. Recognition of the needs of residents who only have water access to their properties</p> <ul style="list-style-type: none"> • The DMP must provide flexibility for the unique moorage and dock needs and site-specific conditions of water access properties, including: multiple docks/slipways, adequate size to provide adequate moorage for a larger boat or a barge (WPC:May22) • Recommending looking at the bigger picture and shifting the expectations that waterfront property ownership means having a dock. Explore reinforcing the benefits around community docks as a way of addressing impacts and serving the broader community (Discussion:Apr30) • Remove maximum size restrictions for dock and ramps/piers at water access properties in favour of site-specific needs including acceptance that ramps may be raised or moved away, and docks may be free-floating, relocated, or removed seasonally. (WPC:May22) • Ensure quick approvals for water access only property inquiries and applications. (WPC:May22) • Remove maximum size restrictions for dock and ramps/piers at water access properties in favour of site-specific needs. Ensure that docks can be designed and built to provide for emergency response (WPC:May22) • Ensure existing boathouses and boat ports at water access properties are protected, and applications are allowed for new construction in non-sensitive areas (WPC:May22)
Zones	<p>10. The zones in kalpilin Management Area and increasing public awareness regarding the management approach</p> <ul style="list-style-type: none"> • Net environmental benefit analysis: environmental mitigation strategies in sensitive areas (WPC:May22) • Consideration for dock owners targeted by earlier removals (WPC:Apr26). • Strictly enforce kalpilin Management Area [zones] guidelines and PFR requirements (SCCA:May9)