

Open House

An open house was held from 1-3pm on May 25th at water access #9. Approximately 35 people attended. The following notes were taken:

MI-1 – make it a park

MI-2 – no development

MI-3 – no development

MI-4 – no development

MI-5 – no development

MI-6 – To make this a boat launch/barge landing area will need to do the following: clear trees to edge; blast rock to reduce grade, use blasted rock to fill in ledge. This site has the best access for most tides

MI-7 – too narrow & steep – no development

MI-8 – barges have landed here

MI-9 – no development

MI-10 – no development. Has great oyster bed.

MI-11 – no development

MI-12 – reef out front. Not great for landing boats, only on high slack tide. OK for row boats

MI-13 – neighbours keep grass mowed to reduce fire hazard; high bank; has existing stairs

MI-14 – survey need to delineate; seasonal stream; there is an orchard here – if the community knew if the existing orchard was on road allowance then they could look after it; good access to Davidson Bay; wouldn't take much to develop

MI-15-parking improvements needed (including drainage); no barge landing here

MI-16 – beautiful beach but fenced off so can't use it. Leave as is? Survey to delineate

MI-17 – no development; there may be a trespass issue here

MI-18 – survey needed

MI-19 – no development

MI-20 – path with stairs?

MI-21 – viewpoint; leave as is; unstable bank with water erosion; let MOTI know that road ditching leading to the bank is causing bank erosion

MI-22 – viewpoint

MI-23 – nice beach; survey required

NOTE: a great beach walk between 20 & 23

MI-24/MI-25 – great bay, boats are moored here; stairs

MI-26/MI-27 – viewpoint

Questionnaire #2:

The RDN emailed notifications to 75 people who provided their email addresses in survey #1.

A total of 82 responses were received – 66 were completed online; 16 were received by mail and subsequently entered into the online survey and are therefore included in the summary of responses.

The survey was open from May 25th to June 16th, 2013. The following two additional questions were added to the survey on June 18th due to feedback received at the open house held of May 25th:

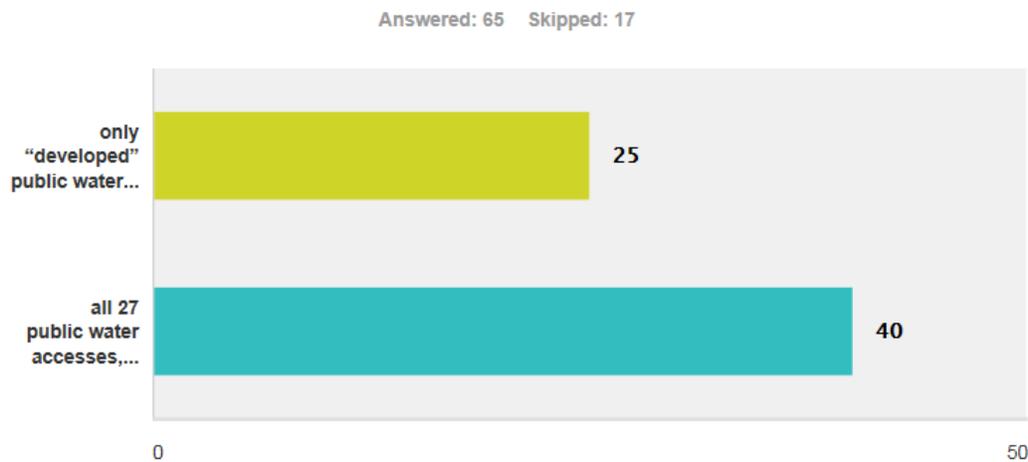
Question 8 - Do you live or own property on Mudge Island?

Question 9 – Is your property located on the waterfront?

QUESTION 1

Island residents expressed interest in providing identification signage at water accesses.

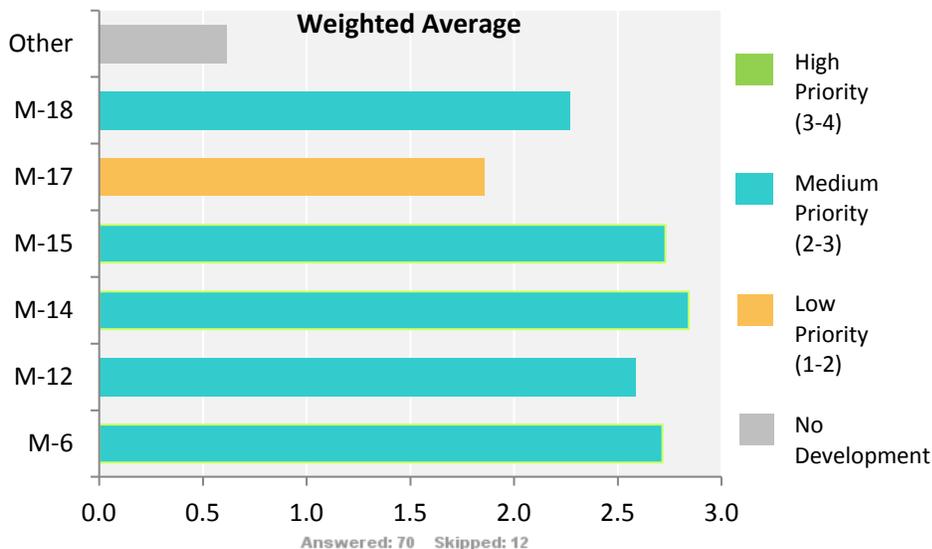
Do you support signing:



QUESTION 2

A car-top boat launch (no trailer launching) typically has a designated parking area, the size of which is determined by available space and the number of users (2-15 spaces); a low gradient path to the shore; identification signage (both at the water and road access) and a bench/picnic table (optional).

Which potential car-top boat launch sites are the most appropriate for development?



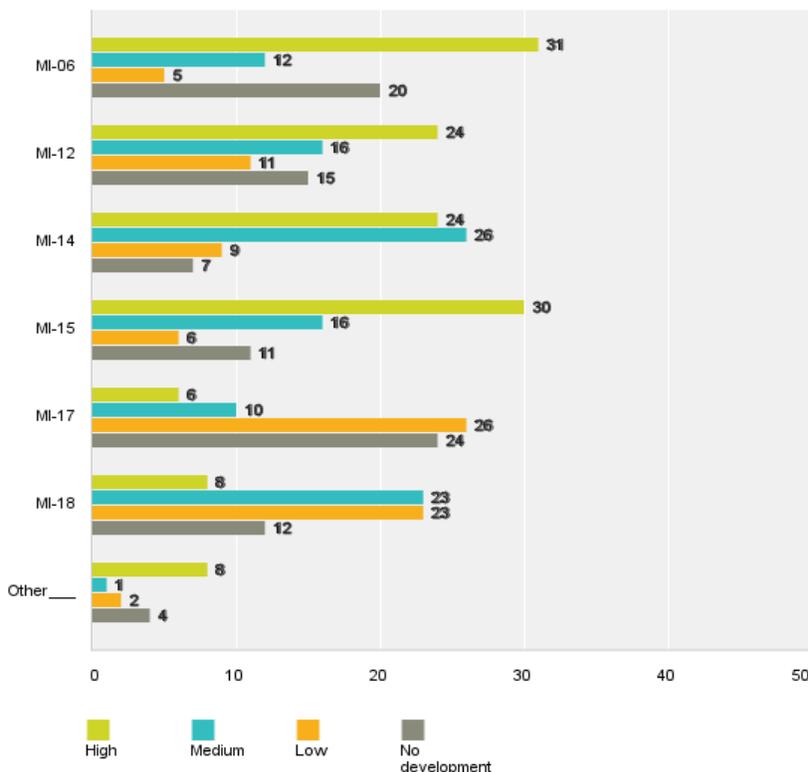
Car-top boat launch development priorities:

MI-14

MI-15

MI-6

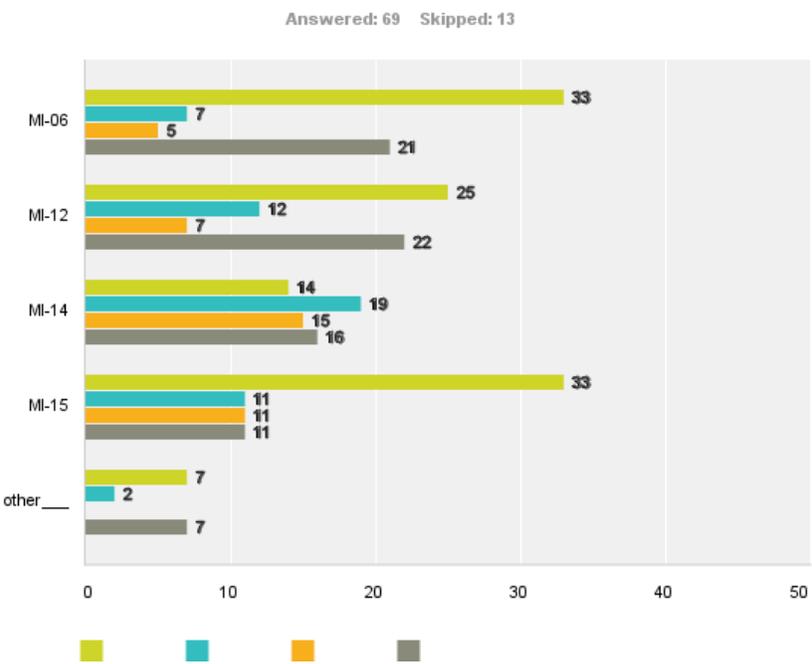
MI-12



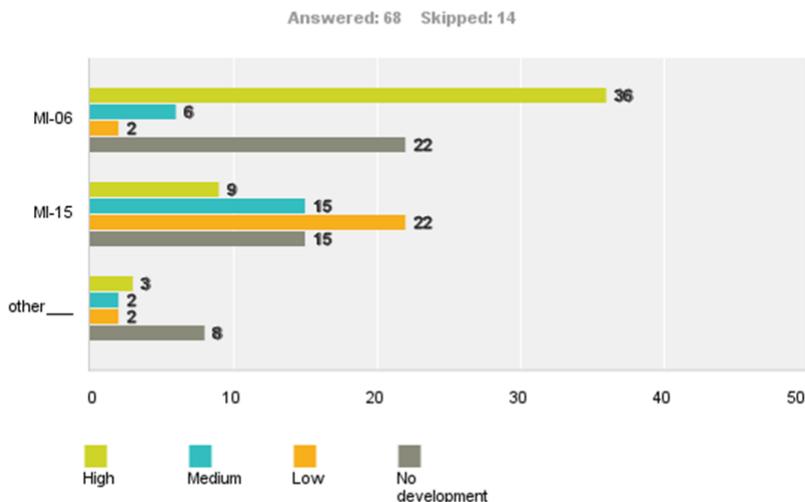
QUESTIONS 3 & 4

The need for boat ramps/trailer boat launches as well as barge landing sites were identified as an important need for Mudge Island residents in Questionnaire #1. However, providing boat ramps and barge landing sites is not within the RDN's Electoral Area 'B' (Gabriola/Mudge/DeCourcy) community parks' mandate - this matter will be addressed through the RDN Transportation Department. The responses for Question 3 and Question 4 will be forwarded to the RDN Transportation Department as background information.

Q3 Which potential public boat ramp sites do you feel are the most appropriate for development? Please rank in order of priority.



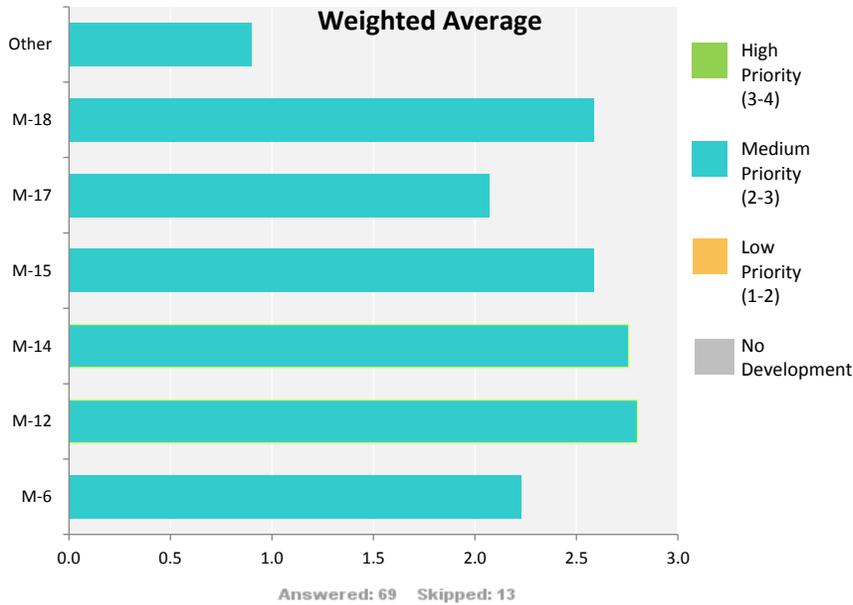
Q4 Which potential barge landing site(s) do you feel are the most appropriate for development? Please rank in order of priority.



QUESTION 5

A shore access site typically has limited parking (0-5 spaces, dependent on need); a maintained trail to the shore with stairs or ramps (if required); identification signage (both at the water and road access); and a bench/picnic table (optional).

Which potential shore access sites are the most appropriate for development?

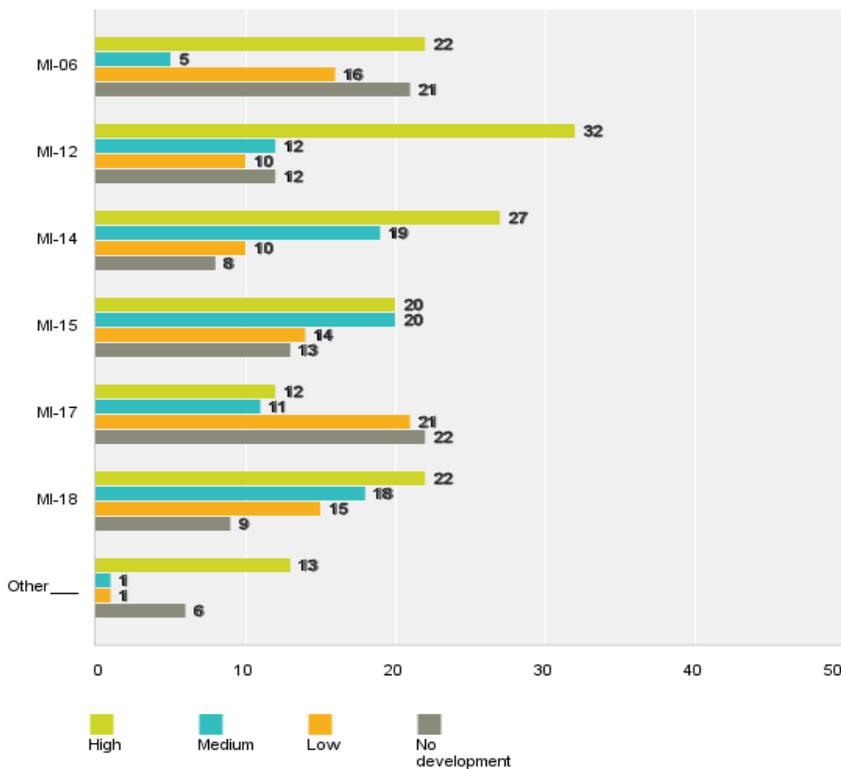


Shore access development priorities:

MI-12

MI-14

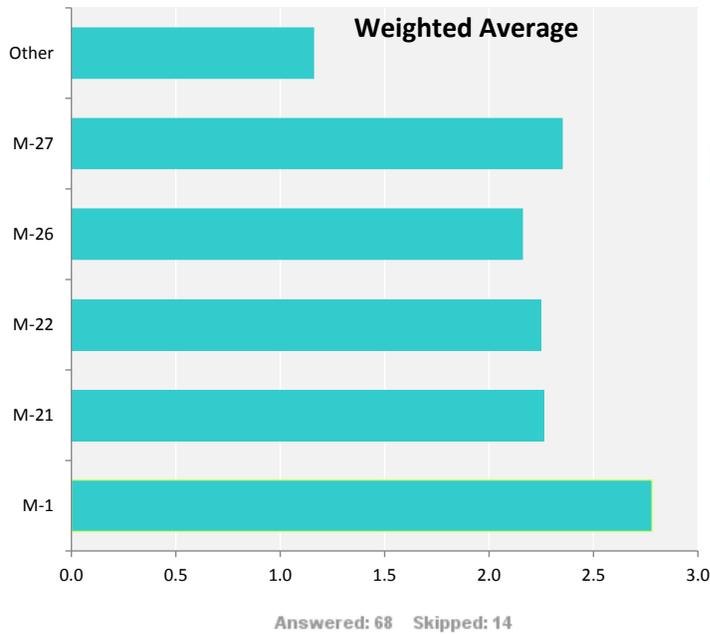
MI-18



QUESTION 6

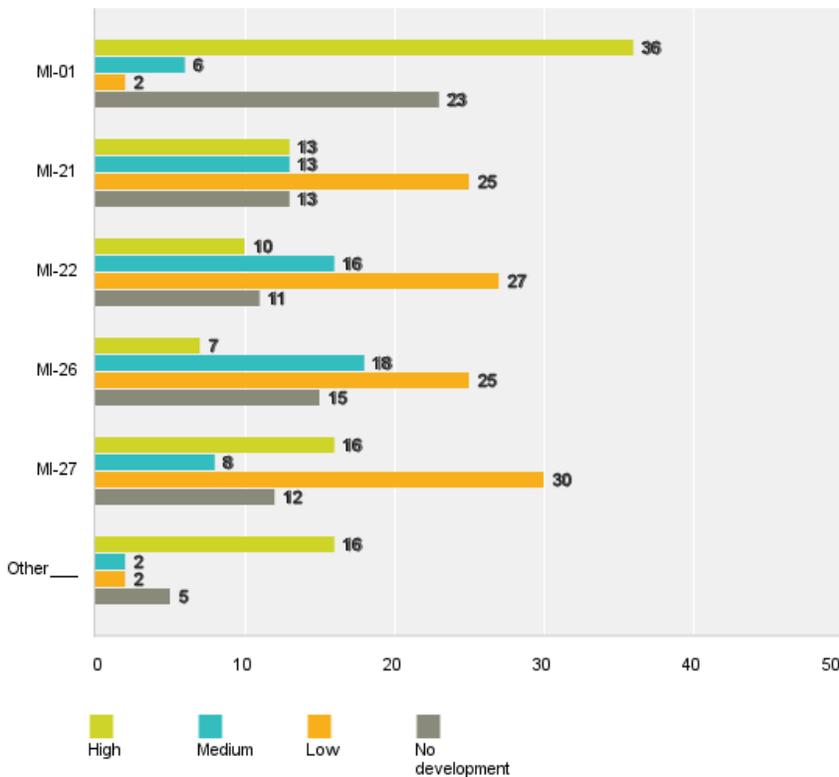
A viewpoint site typically has limited parking (0-5 spaces, dependent on need); a maintained trail to the viewpoint; safety fencing/barriers (if required); identification signage (at the road access); and a bench/picnic table (optional).

Which potential viewpoint sites are the most appropriate for development?



Viewpoint development priorities:

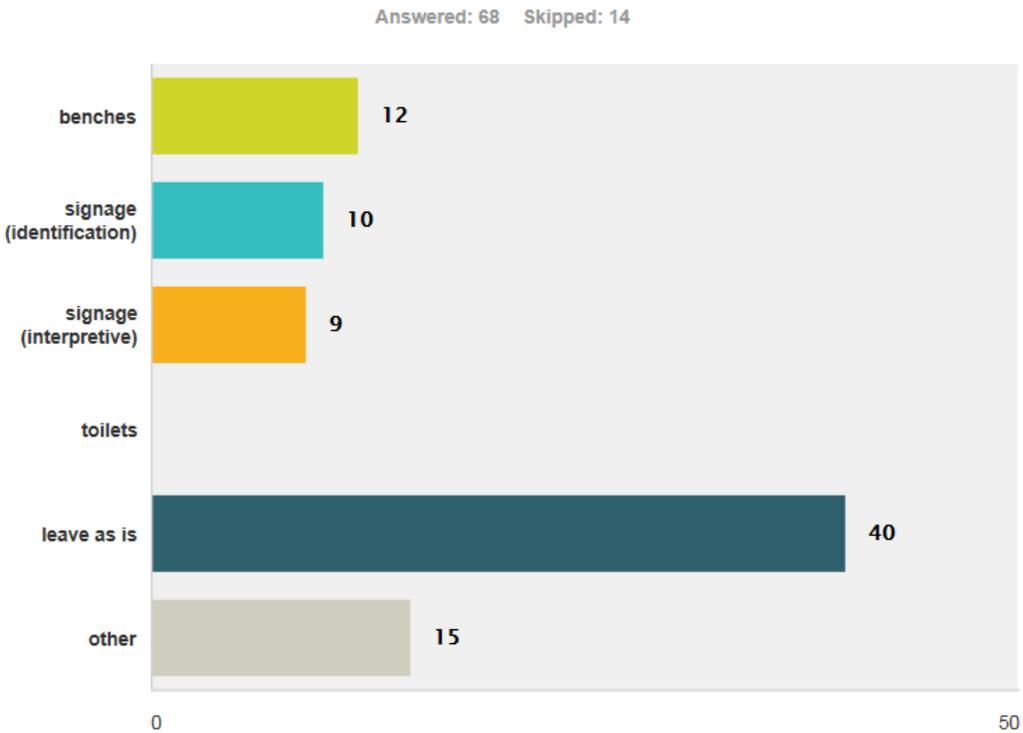
- MI-1**
- MI-27**
- MI-21**
- MI-22**
- MI-26**



QUESTION 7

MI-1 (Dodds Narrows) was identified by many residents as being a very important viewpoint/shore access with little or no further development required.

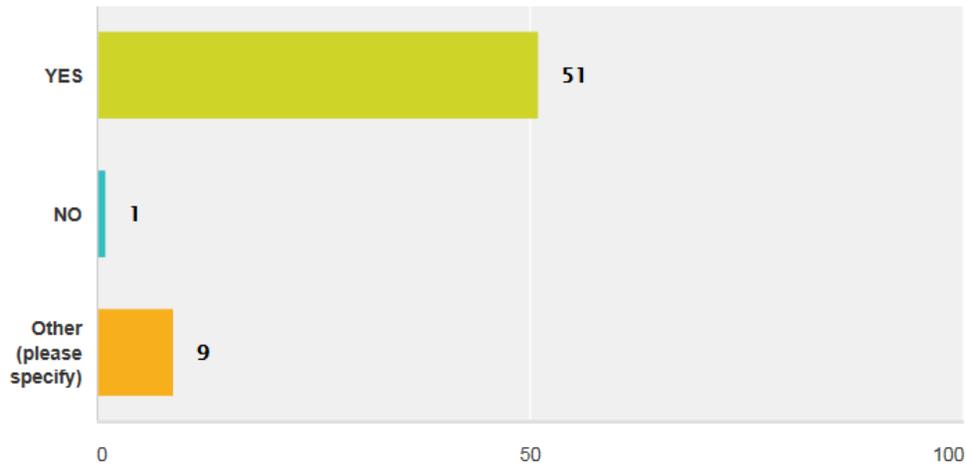
Is there anything else you wish to see provided/maintained at this site?



QUESTION 8

Do you live or own property on Mudge Island?

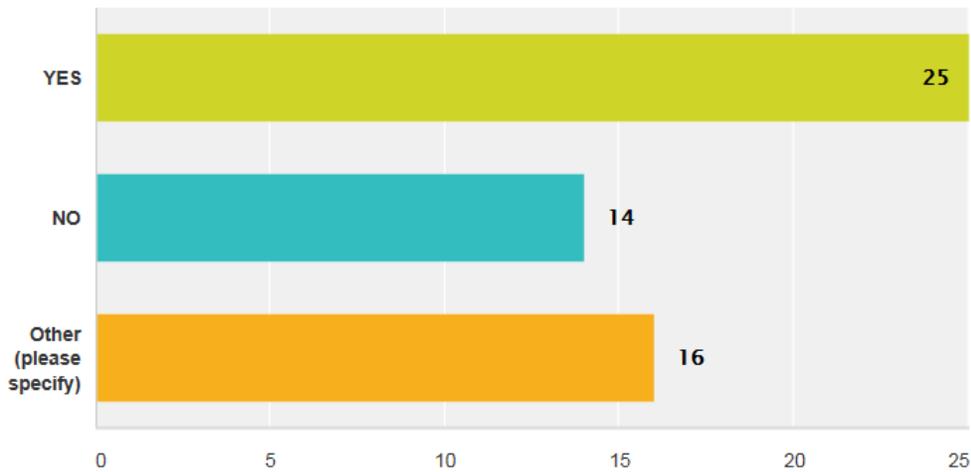
Answered: 61 Skipped: 21



QUESTION 9

Is your property located on the waterfront?

Answered: 55 Skipped: 27



QUESTION 2 - comments *(sorted by category)*

Which potential car-top boat launch sites are the most appropriate for development?

No Development:

- I do not support development
- Do not support development. I did not choose to live on Mudge to have it developed. We all knew what we were getting when we moved here and there is no reason to change it.

MI-2

- MI-02 High
- MI-2
- MI 02 provides a good all tide access point for small to large boats.

MI-6

- MI-06 is the only really usable access on west end of island and is used by people to gain access to their inland homes;
- Sites such as MI6, MI12, MI14 and MI15 could be designed to provide multiple uses (car top, boat ramp and beach access)
- M6 is perfectly fine as it is, it has been used as a car top boat launch site for many years.
- M6 is currently using private property and once moved to the proper place it is quite unusable so would need lots of work.
- MI-06 should be all types launching if ramp is built
- MI-06 and MI-15 seem to be the most well used amongst the tiny (car-top) boat people.
- A ramp at 06 and at 15 seem to be well warranted.
- Parking is an issue at all except MI15 and MI06.
- M6 is currently used but is using private property. Once you look at where the access is supposed to be it is quite steep and unusable. I understand that the few people (I think there are about six) that use this access now are worried that they might lose it. If possible it would be nice to see something low scale that would make it easier to pull a small boat out by hand here. Not sure if that is really possible though.

MI-7

- MI 07 is better than 06 for small boat access as it has a lower slope to the water.
- M7 at low tide looks more accessible but still would need work.
- MI-07

MI-8

- MI - 11, 09, and 08 are already being used to access the shore by small boat owners and could be made more easily accessible.
- A site that should be considered as an alternate launch would be MI-08. It is relatively low bank, has open road access and with little bank reduction could service the middle section of the island, including the proponent of opening MI-12 who lives in that area.

MI-9

- MI - 11, 09, and 08 are already being used to access the shore by small boat owners and could be made more easily accessible.

MI-11

- MI - 11, 09, and 08 are already being used to access the shore by small boat owners and could be made more easily accessible.

MI-12

- No to MI-12 because while this is a highway's issue I believe it should be moved to the east so that the Bell farm is no longer divided and so fought over.
- Sites such as MI6, MI12, MI14 and MI15 could be designed to provide multiple uses (car top, boat ramp and beach access)
- M12 requires no development, the problem is intimidation by the adjacent land owner.
- M12 is usable from a medium tide and up but too many reefs at low tide.
- MI-12 would require very expensive road construction or a very long carry to extensive reef beach. Better as a trail access.
- MI-12 leads in to where the emergency air ambulance lands. We currently need to cross private property to get to the landing area. This can be difficult and dangerous depending on the mood of this landowner.
- M-12 does not need a car-top boat launch, we do need foot access however as we use this direct across channel route to El Verano in bad weather. Our boat is moored up the beach.
- I don't know much about MI-12 but it would be nice to listen to the users or potential users.
- MI-14 and MI-12 are also good candidates for the sheer fact that they are close to the Gabriola boat launch at El Verano and in bad weather they afford quick passage to the island. It has been noted in the previous survey that MI-12 has been controversial with owners blocking access. This behavior is absolutely not acceptable and must end.

MI-14

- MI-14 could be more identifiable.
- MI-14 - use of this access, particularly for car top boats and walking, cuts out a long walk down to MI-17 and doubling back;
- Sites such as MI6, MI12, MI14 and MI15 could be designed to provide multiple uses (car top, boat ramp and beach access)

- M14 It is currently possible to use this access as it is. No development is required.
- M14 uses the same bay as M15 but would save a lot of driving if upgraded. The stream would have to be taken into consideration.
- MI14 has a small creek and the beach itself soft, wet sand with clams and oysters that should not be disturbed.
- MI-14 and MI-12 are also good candidates for the sheer fact that they are close to the Gabriola boat launch at El Verano and in bad weather they afford quick passage to the island.

MI-15

- Sites such as MI6, MI12, MI14 and MI15 could be designed to provide multiple uses (car top, boat ramp and beach access)
- MI-15 and 17 are already quite accessible by small boat
- M15 is the most used boat launch on the island, what would you want to change about it?
- MI-06 and MI-15 seem to be the most well used amongst the tiny (car-top) boat people.
- A ramp at 06 and at 15 seem to be well warranted.
- Davidson Bay is fine the way it is, don't need to waste money on this one, a boat ramp in central Mudge Island is far more important.
- Carrying boat to water is best suited to MI15 and MI17.
- Parking is an issue at all except MI15 and MI06.

MI-17

- MI-15 and 17 are already quite accessible by small boat
- M17 is a road that leads to a beach with parking for vehicles, it is possible to drive or walk to the water's edge. Don't see how you could make it any better.
- MI17 is steep bank and not suitable for anything other than a lookout. Many survey respondents confused the Park with this end of Sea Fern Rd location.
- Carrying boat to water is best suited to MI15 and MI17.
- The other side of Mudge needs a water access MI17 provides that.
- MI-17 is not good as parking is limited and there's nowhere for people to tie up. M-17 in my opinion should be kept as a park.

MI-18

- M18 could possibly do with a set of stairs down to the beach. There is a lot of driftwood here though so it would have to be concrete steps and probably just part way down...or else nothing. Most of us are pretty good at scrambling down the logs!
- M18 is subject to erosion by high tides and storms, the beach is always covered with large amounts of drift wood. Any development would be temporary until the next storm.

- M-18 There may be some merit in developing this access if a need exists, i.e. boats coming from Vancouver Island. This also would be dependent on neighbours' approval in this regard and the availability of financing for this project.
- MI-18 is the perfect location for a car top boat launch as proposed here. It has a large area that can be converted into parking along Salal Drive. The site also must have an area where small boats can tie up which MI-18 has. There are number of eye hooks already embedded along the shore for people to tie into. We have good access on the north side of the island with MI-15 and to a lesser degree with MI-14 we need better access on the south side. I can't stress this enough, we need better access on the south side of the island and MI-18 is the logical choice.

M-24

- M24 High Priority. Beach is not accessible at this time without endangerment to life and limb. Nor has the road been built.
- Location of MI24 and MI25 need to be clarified - potential access from Boat Harbour.

MI-25

- Location of MI24 and MI25 need to be clarified - potential access from Boat Harbour.

Other

- The landowners of Mudge have known of all of these access points but only use the ones that are truly accessible year round, not weather and tide permitting.
- If rank in order of priority means putting 1,2,3 etc. - can't do it on this survey.
- This survey has missed all of the good sites on the north side of Mudge. MI 08 through 11 are great sites so need to ask, why aren't they listed as options.
- PLEASE. NO MORE BENCHES ON PUBLIC LAND. NO SIGNS PLEASE. NO SIGNS ANYWHERE ON THE BEACH SIDE!!! Everyone knows where the main accesses are and there is no point marking them except to protect the land owners that live beside. That can be done with a bit of tape or shells or something. The accesses that are hard to find are the ones that need marking though again just some tape along the trees or something would be much cheaper.
- No-one on Mudge can answer any of Survey #1 or #2 without clear identification made on each water access. The only thing anyone can do is guess as we don't know the measurements for any to the public accesses. Until all the accesses are identified, all you have is biased opinions. Mark them all so that we can all see them clearly and then and only then can any informed decisions be made regarding any access.
- Any development for launch sites should have strictly controlled parking to eliminate long term storage of trailer, boats, junk and vehicles. Encourage people to leave all their stuff at home when not on the island.

QUESTION 3 – comments *(sorted by category)*

Which potential boat ramps sites do you feel are the most appropriate for development?

None

- None

MI-2

- MI-02
- MI-02
- MI-02
- MI-02

MI-5

- MI-05

MI-6

- MI-06 could be barge and boat ramp.
- MI-06 could be multi-use.
- MI--06 - great to have a public boat ramp but not as high a priority as ensuring small boats can be safely brought onto the shore
- MI06 could be barge and boat ramp
- MI -06 is listed, but is in no way a suitable site. The error people make is based on an assumption about where the current access is. Right now people are transiting private property. Before a selection is made, this site must be looked in relation to suitability based on actual location, not someone's guess.

MI-8

- MI -08 could be an alternate for Barge/ boat launch in the event MI-06 is deemed to be too expensive or unsuitable. Site has been used for house moves on several occasions and would service the upland neighbourhood's needs as well as heavy barge load access.
- MI-08 would be useful as a trailer boat launch with ramp developed on relatively low bank sloping beach

MI-11

- MI-11

MI-14

- MI-14 very good access but needs survey
- MI-14 – not suitable for boat ramp because there is a stream

MI-15

- MI-15 already has quite a usable area for pulling up boats with a trailer;
- People that need to trailer their boat out can do so at Davidson Bay . Any of the other sites require lots of work and are only useable at high tides. Not really worth the money.
- MI15 Doesn't need more development.

MI-18

- MI17 or MI18 It would be an asset to have a launch on the other side of Mudge across from Cedar.
- MI-18

MI-24

- MI-24

Comments:

- As with question 2, why are our options limited. As well, if this is not within your mandate why are we even discussing the issue in this survey?
- Until all the accesses are identified, all you have is biased opinions. Mark them all so that we can all see them clearly and then and only then, can any informed decisions be made by any one. How can you do what is best or a community when the community has been deceived, misinformed and uninformed. Help us so we can contribute to an open discussion as we cannot do that without the clear indications of what the parameters are of each site. Only full time owners and long-time owners are even aware of where these accesses are and even they have been restricted by lack of legal identification. Everyone has an opinion but are they the right ones? A want.
- MI-12 needs to be restored so that there is appropriate access for the public

QUESTION 4 – comments *(sorted by category)*

Which potential barge landing site (s) do you feel are the most appropriate for development?

Use Moonshine Cove

- use the existing facility at Moonshine Cove
- People should use Moonshine Cove - no further large landing required

No development required

- No development. Mudge is rural and remote. Let's keep it that way.
- Little or no need for another barge landing. Yes, there is a charge for using the private landing but for the number of times it is used the charge is nominal...much cheaper than the construction need for a landing at MI06
- Not needed

MI-05

- MI-05

MI-6

- MI-06 used by MOTI's contractor right now to access the island with their road maintenance equipment – they are trespassing now on private land when they bring the barge in - if this is developed to accommodate barges it should not be done in a way that blocks people from using the access for their small boats and MOTI should perhaps be financing some of this cost because they are a user of the access; This issue is beyond comical. Again, if you don't have the mandate, why cloud the issue with this question.
- Currently MOTI occasionally uses MI-6 as a barge landing site and we would like to see some improvements made there so we can trailer our boats and have a safer more readily useable barge landing site. Currently you must have a good 4x4 to drive up the rolling hill to the flat road.
- Outside of Moonshine Cove MI-06 has been used by big barges, especially when needing more time. It has a nice steep drop-off and therefore barges can remain there longer than at the Cove which has a shallow bottom. Talk with Larry, the barge/tug operator.
- MI 6 is the only real opportunity
- MI-06 is not suitable when looking at its actual location.

MI-8

- MI--08 has been used for large barges to move a complete home, not good for regular small vehicle barging.
- If MI-08 should be considered as an alternate for MI-06 if it is not deemed practical to develop.

MI-12

- M-12 - High

MI-15

- Davidson Bay may not be appropriate for barge as it may be too shallow.
- MI - 15 very difficult to bring a barge into - they have been known to get stuck
- The road at MI-15 does not support large trucks and MOTI equipment that may arrive on a barge.. It is also much more expensive to have a barge come through False Narrows to MI-15.
- The meeting probably clarified the Mudgekins' collective view. MI-15 lends itself to boat ramp/cartop boat launch and is the most common point for those boating to/from El Verano.
- MI 15 not good for barge landing.

MI-18

- MI-18

General Comments:

- It is important to note that on this Island we have two proponents for a barge access site. One of whom is twisted at having to pay a \$50.00 landing fee at Moonshine Cove. As an aside, this is a fee that non-members of the Cove are required to pay. Owners are not required to pay for each landing. We pay to belong to the Cove, in my case at a cost of \$25,000, plus an annual fee of \$350.00.
- At the moment barges come into moonshine Cove. It costs \$50. If you can afford a \$3000 barge you can afford \$50. I think the entire yearly profit from the barge by Moonshine Cove is under \$1000. It seems pretty silly to spend many many thousands to save a couple of people \$50. As for the people that want to take their own boat out of the water, Davidson Bay is a good spot...I know it is the other end of the island but the island is only two and a bit miles long.
- Why would you waste tax payers money on a barge landing site for the one person who wants it. A barge site will cost many, many thousands of dollars. It costs \$50 to use the moonshine Cove access. The Cove takes in less than a \$1000 a year from the people that have to pay. To spend that much tax payers money to save a couple of islanders \$50 is crazy. The barge costs about \$3000 I think they can afford another \$50.

QUESTION 5 – comments *(sorted by category)*

Which potential shore access sites are the most appropriate for development?

No Development

- No development needed or wanted.
- All of these sites have been functioning perfectly well just the way they are. No Benches NO SIGNS AT THE WATER ANYWHERE!!! All of these access are very obvious and don't need any marking except for M12 which is taken over by the land owner.

MI-1

- MI-1

MI-2

- MI-02
- MI-02 - we need access at this point. The access is controlled by adjacent property owners.
- MI-02 - many residents need access
- MI-02
- MI-02
- MI-02
- MI-02
- MI-02
- MI-02 - High
- MI-02

MI-6

- MI-06 is primarily suitable for access to the water for boats. Adjacent beach is steep and could be difficult to traverse at any tide.

MI-12

- MI-12 would make good trail access point if properly developed and sited
- M 12 is an access point that has been in place since Mudge Island was developed. There is a Carol Evans print of that area on Mudge Island that shows the old launch area before it was removed by the adjacent land owner.
- MI-12. Ministry of Transportation needs to restore the access road. This is a crucial access point to Mudge Island.
- MI-12 - The local land owner has cut off that historical access, built a dugout for water, and intimidates all who try and use this. Access must be reestablished through this process and MOTI be made to survey and fence property lines so he cannot intimidate. It is just not right and this process may help Mudge Islanders get back that historical access.

MI-13

- MI13
- M13-medium
- MI13- high
- MI13 already has shore access - could be improved as green space

MI-15

- MI-15 is already easily identifiable and accessible so nothing more needs be done, except perhaps signage;
- MI-15 currently has good access to the foreshore and doesn't require further development f or this purpose.
- M-15 and M-17 do not require any further development. Access is good right now.

MI-16

- MI-16 should be Medium priority for access identification as its narrow and not readily obvious where the access is.

MI-17

- 17 is already easily identifiable and accessible so nothing more needs be done, except perhaps signage;
- MI-17 is a steep bank.
- M-15 and M-17 do not require any further development. Access is good right now.
- The park (#17) needs to be surveyed in order to show the park limits and interpretive signage would be an asset

MI-18

- View point only MI-18 would access good beach

MI-19

- MI-19
- MI-19;

MI-20

- MI-20

MI-21

- MI-21
- MI-21

MI-22

- MI-22
- MI-22

MI-23

- MI23 – high
- MI-23 has a nice beach below it but is very steep to access now.
- MI-23
- MI-23
- MI-23
- 23 -medium ranking
- MI-23 should be High priority for development of a beach trail off Herring Heights connected to both Halibut Hill and the bottom of Herring Heights off Ling Cod. This is one of the nicer less used beaches on Mudge
- MI-23 is another key (HIGH) site, as it allows access to the beach area between MI-18 and MI-23. There is no other good access, although MI-20 may be usable with some work. It would be a lower priority though, in my view.
- MI 23 has good potential for a path to the beach.

MI-24

- MI24
- MI24 - high
- MI24
- M-24 boundaries are not clear - survey
- 24-medium ranking
- M 24
- MI-24, the access with a volunteer-built stairway is a wonderful little beach on the Cedar-facing side of Mudge. It's pretty good as is but the stairway is wooden and could use a railing and some repairs

MI25

- MI25
- MI25 - high
- MI25
- M-25 boundaries are not clear - survey
- 25-medium ranking

MI-26

- MI-26

MI-27

- MI-27

Other Comments:

- I do not want signage to occur anywhere at the water access side.
- At the open house information event held on Mudge Island, the participants commented on what accesses were useable and should/should not be developed. Survey # 1 was representative of residents and land owners.
- Some comments at the open house that some accesses were clearly apparent or unsuitable for development were made by landowners who have specific interests. It is taking these comments without verification is why we are in this position today. All accesses should be marked to ensure that people are not trespassing on private land, and to allow the public the right to use these accesses.
- No benches or picnic tables.
- As there's nowhere else to comment on this, I just want to say that I think it's crucial to identify ALL accesses as they are all public. I and others have experienced harassment and obstruction from adjacent landowners to the accesses because there's no signage/ designation currently . These accesses belong to everyone, whether a resident of Mudge or not, just like every other jurisdiction. Thanks for your consideration on this.
- I think that the shore access sites should be left alone. The only help that the RDN could provide is to deal with the access and property owner at M-12. That situation is unfair and does affect the community.
- I don't think any identification signage is necessary from the water side. There is no good access to the east side of the island between Link and Dodds –
- NO SIGNAGE ON THE WATER. NO PICNIC TABLES. I already talked about M6. M12 is only usable at a medium or high tide but is blocked off by the land owner. The people with small boats that they drag up might want to use this spot since it is the closest to El Verano but there are definitely a couple of reefs that you won't get across at a low tide and the shore is closed off by the landowner. M14 is an access into Davidson Bay that is only usable on foot at the moment but could possibly be developed to be car friendly . There is a little stream here that would have to be taken care of. If it was made usable for cars it would be a shortcut for people to Davidson Bay. There is all this talk about boat accesses but now about how to access the entire Cedar facing side of the island! Most of these "accesses" are on impassable steep cliffs but a couple could probably be opened up if we just knew where the actual access was and put in a zig zag style path. M23 is the main candidate for this but I think there might be hope or M20 as well. You wouldn't be able to haul your boat up the cliff but you might be able to walk down to the beach for a walk! What we need is some surveying so we know where the actual access is and a bit of tape versus a sign so we know what's public

QUESTION 6 – comments (sorted by category)

Which potential viewpoint sites are the most appropriate for development?

No Development

- No development

MI-1

- Secure more land at MI01
- MI -01 already is very usable but the boundaries of the access are unclear
- We only need the land adjacent to Dodd Narrows to be purchased and made a park.
- MI needs to be a regional or provincial park. The property on either side of the roadway needs to be purchased.
- If anything can be accomplished, above all else MI-01 should be kept as park
- MI-01 needs to be licensed as a Community Park, as supported at the May 25 meeting. Protect the natural beauty of this area, no more benches, no picnic tables or other development.

MI-2

- MI-02,
- MI-02,
- MI-02
- MI-02
- MI-02
- MI-02
- MI-02

MI-6

- MI-06
- Move turnaround further up LingCod Lane and expand area enclosed by present boulders to include a level grassed area where the existing turn-around is located.

MI-9

- MI-09 is already used as a viewpoint (has bench) and is used for small boat tie-up, pull-outs, etc. It is a wonderful viewpoint for looking towards Gabriola and is the site of the Craft Fair. Some nearby residents, however, seem to discourage use. Check with them for degree of concern, what the concerns are, and how prevalent.

MI-20

- MI-20 is not on list but has lovely view and is quite accessible as a view point.

MI-21

- MI-21 has a steep eroded bank making it potentially dangerous

MI-22

- MI-22 could support a bench viewpoint

MI-23

- MI-23
- MI-23-high
- MI-23 High

MI-25

- MI-25
- MI-25 –High
- MI 25
- MI-25
- MI-25 High
- Secure more land at MI25- beautiful sandy beach but lot lines are not clear

MI-24

- Secure more land at MI24

MI-26

- MI-26 is open for access now and would not require any further development for use

MI-27

- MI-27 has potential for views over Dodd Narrows south toward Thetis and Salt Spring if properly developed in the future.

Signage

- This goes back to question one. All access should be signed, all with clear and usable trails. Above all else on this Island, I would suggest that this issue is the most divisive. You cannot sign one, without all. If we can't have all access signed, then there shouldn't be any.
- We don't need benches or parking or barriers or even signs here really we all know where these spots are. I know I ticked off signage for all sights but really it is only the hidden ones that need locating and then a bit of tape or shells or something would do the trick. A sign on the road still doesn't tell us which way the public access runs.

Other Comments

- To "develop" any area on Mudge would detract from its natural beauty. No picnic tables. No safety barriers. Just a bit of something marking where the path actually is when it is unclear. All public access on Mudge qualify for viewpoint status. No sight should be exempt from this designation but no development is wanted.
- I believe that every access point should be clearly marked at all corners. This will help reduce the number of unintended trespassing. The viewpoint sites on Mudge do not require parking spaces, in fact that would destroy them. Creating parking areas will directly result in increased traffic when it is not necessary. People can walk on the Island. More traffic affects everyone negatively, especially our environment and our children.
- All sites need to be cleared and marked

QUESTION 7 – comments *(sorted by category)*

Is there anything else you wish to see provided/maintained at this site?

Make it a park and expand

- Purchase Adjoining Property and preserve as a park
- more land
- It would be nice to acquire the lots on either side eventually to ensure this site is not spoiled by development.
- Just buy the adjoining land! If there was a way to not do anything else but to funnel all of the funds to this cause it would probably be the only one you would get us all to agree on!
- Acquire adjacent land as it is available right now
- RDN needs to elevate the importance of securing the adjacent lands to the parks committee or perhaps Parks Branch. The area is an important viewscape for travelling boaters through Dodds Narrows as well as those people hiking to Dodds on the Vancouver Island side. The properties are available, and I am sure the owner would be amenable to sell for tax breaks, naming rights and cash as he/the family company owns a lot of land still on Mudge Island and elsewhere.
- Make this a Community Park, in its natural and undeveloped state. RDN needs to engage the adjoining property owners in a proactive effort to option, lease and eventually purchase.
- the land on either side needs to be purchased.

Make it a park

- should be a park
- should be a park.
- Make it a park!
- make it a park
- leave as park
- this site should be the source of a Park which would be a wonderful benefit the Island
- it should be made into a Park and preserved for posterity.
- make this a park
- This is a great spot and is enjoyed by Mudge Islanders, boaters as well as hikers on the opposite side. It's always busy when we go there and we would like to preserve it.

No development – make it a park

- Do not develop. Put the money into making it a park.
- No Development - should be a park
- no development, should be a park
- would nice to see park status here at Dodd Narrows for future generations

No development

- Do nothing!
- no development at Dodds Narrows.
- Please leave the natural beauty of Mudge alone. There is no need for more man-made objects cluttering the landscape. I come to Mudge to get away from signs, please no signs, benches, picnic tables etc...
- This location currently has two benches and would not support any further additions. Many visitors are not aware that the areas to the right and immediate left are actually private property. Litter and discarded smoking materials continues to be a problem. In the past, fires were an issue but more recently most users respect the natural beauty of this special spot. No picnic benches please, as these would only add to the deterioration that heavy use would bring.
- Please do not add toilets. These just become garbage pits by some visitors to our island who can't be bothered to haul their garbage off island. Benches and signage are not needed. It is a lovely grassy area for picnics and viewing boats passing through Dodd Narrows.. It does not need to be "citified"
- It is fine with the two benches already there.
- Leave benches. Does not need any other development
- No picnic tables, benches or other 'improvements' that gather litter, damage the areas surrounding by overuse, no fire pits. This area has been maintained by volunteers in its current state for many years, without cost to the taxpayer.

Add signage

- An appropriate sign for identification and interpretation would be a good addition.
- Interpretive signage, outlining special points about Dodd Narrows and the "Mudge Wall" nearby would be helpful to many people, I believe. There are already donated benches (2). Warnings about powerful currents may be worthwhile. The nearby Mudge Wall, is supposed to be the #2 diving spot in all of BC! The rich sea life on the wall, due to the well oxygenated water, makes it especially desirable to divers. Also, identifying Joan Point and the Cable Bay trail across the narrows might increase appreciation for the area and the city park across the water.

Other Comments

- If you provide toilets / benches etc. to any sites make sure you provide a custodian to look after the clean- up, grass cutting, garbage and cigarette butt picking, etc. This task is now done voluntarily and will cease if new tasks are added.
- Picnic tables
- One issue that has not been mentioned is the encroachment of neighboring property owners and intimidation of access users. This has happened on sites M16, M7,M3,M12 ,M14 All that needs to happen here is to buy the adjoining property !!