



Kingfisher Local Area Plan



MMM GROUP



site360

Schedule "B"
Attached to and forming part of
ELECTORAL AREA "F" OFFICIAL COMMUNITY PLAN
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Deputy Corporate Officer



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1.0 Overview

The purpose of this Local Area Plan is to refine the Electoral Area “F” Official Community Plan with specific policies to the Kingfisher Area. While the existing Official Community Plan covers off many general policies for the Kingfisher Area, the Local Area plan process allows the Kingfisher stakeholders to engage in a consultative process that is specific to their area. The recommendations from the Local Area Plan will be presented to Regional District staff and Board members for appropriate inclusion or modification of the existing Area “F” Official Community Plan.

The Kingfisher/Mabel Lake area is located 37 kilometres east of Enderby in Electoral Area “F” of the Regional District of North Okanagan. Situated at the mouth of the Shuswap River on Mabel Lake, the community is a collection of fulltime, seasonal and recreational residences, commercial, and public properties surrounded by rural and agricultural land uses. During the summer months the character of the community alters dramatically with an influx of people taking advantage of the recreational opportunities in the area.



The Electoral Area “F” Official Community Plan (OCP) outlines broad objectives and policies to guide the form and character of existing and proposed land use development in the area.

In the past fifteen years, three major amendments to the OCP have facilitated significant growth in the area. That growth, along with the associated population growth and increase in day use has led to concerns regarding the current and future capacity to manage the population and infrastructure, the recreational carrying capacity and associated environmental impacts. The increased number of residents (permanent and seasonal) and day users, coupled with the shortage of infrastructure, amenity access points and monitoring, has led to conflicting usage issues both on land (e.g. parking, traffic, trespass, illegal camping, beach users verses boaters) and on water (e.g. lack of moorage, excessive buoys at the river mouth and improper use of boats on the lake and river). Environmental impacts have been noted but not scientifically documented.

The need to develop a comprehensive plan for the area was identified in the 1996 and 2005 Official Community Plans to address the impacts of this growth. The 2005 OCP states:

“The Regional Board recognizes that the sustainability of Recreation Commercial development in Kingfisher and other identified areas of the Plan, has absolute limits defined by physical geography, environmental and social carrying capacity as well as other aspects and it will seek to establish and address such limits through a strategic local area plan which may introduce development containment boundaries, transition and buffer zones between the rural and recreation resort areas of the community, local transportation plans, servicing standards, and open space strategies. Environmentally sensitive areas and important connectivity corridors must also be identified and protected.”

In November 2008 area residents again raised concerns about further development in the area and consistently requested that the local area plan be initiated. On July 8th, 2009, the Regional Board passed a resolution approving a request for proposals to prepare a local area plan based on a previously compiled draft terms of reference. A formal request for proposals was posted and closed November 13, 2009. Site360 Consulting Inc. was the recommended proponent and was formally issued a contract to prepare the local area plan in January 2010. In addition to the stated terms of reference, Site360 included with their work plan;

- ▶ A Community Vision for the plan area based on the results of stakeholder consultation.
- ▶ A timeframe for the plan – both for implementation of specific initiatives and for the future review of the plan in its entirety.
- ▶ An implementation matrix for all new initiatives or actions for existing conditions, there will be a clear outline provided of what needs to be done and by whom.
- ▶ Recommendations for further study to compliment the outcome of the local area plan.
- ▶ Recommended amendments to the Electoral Area “F” OCP beyond adopting the local area plan as an appendix to the OCP.

2.0 Kingfisher Profile

2.1 Physical Description

The Kingfisher Plan area has been defined as either side of the Shuswap River between “Halfway Hill”, or the Shuswap River Islands Park, to the shores adjacent to the outlet of Mabel Lake into the Shuswap River (See Figure [Plan Outline Area]). There are limited private land holdings, mostly close to the north side of the Shuswap River, with crown lands occupying most of land above the valley bottom. The western portion of the plan area is predominantly rural and agricultural. A significant portion of these lands are within the Agricultural Land Reserve. The goal of the Agricultural Land Reserve and Commission is to preserve agricultural land, to encourage the establishment and maintenance of farms, and to use land in a manner compatible with agricultural purposes. Forage crops such as hay and alfalfa and pasture land for livestock dominate the agricultural uses while the remaining rural lands remain mostly in forest. Most of the area consists of larger land holdings with some rural residential parcels existing closer to the river.

The eastern border of the plan area is Mabel Lake. The lakeshore has been developed as two distinct areas separated by the Shuswap River. The north side is accessed by the Enderby Mabel Lake Road and consists of Mabel Ridge Estates, Mabel Lake Resort and its ancillary developments, the airstrip, river mouth marina, and a handful of private lakeshore cabin lots. Slightly further away from the lake is the closed Kingfisher school and the Kingfisher Hall that is still actively used in the community.

North of Mabel Ridge Estates, there is very little private land on the lakeshore within the plan area.

The west side consists of cabin/seasonal residential lots and the church camp (Camp McKenzie). There is no public road access to the west side although there is a rough road route that would be passable in an emergency back through the Hidden Lake area. This road crosses through private lands and is not available for public use. Regular access is provided by private boats to individual or shared docks. Although there are dedicated roads on the west side, there are very few regular vehicles there. There are a few ATV's and some construction equipment that likely never leaves the west side. The west side does have hydro and telephone service across the Shuswap River.

This limited access makes the pontoon boat the watercraft of choice amongst the west side property owners. There is at least one pontoon boat that serves as a water taxi and garbage collection service.



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2.2 Census Data

The 2001 Canada Statistics Census (as reported through BC Stats) indicated that there were 195 residents within the Kingfisher census area who indicated it was their principal residence. This was a drop from 1996 when there was a reported population of 226. The 2001 reporting population was pretty evenly split with 51% male and 49% female. Some other summary data from the 2006 census:

170 of the 195 were over the age of 15 years old, 30 were over 65 years old. 100% of the respondents owned their own dwelling which had an average value of \$167,252.

Of the reported population, there were none listed as aboriginal, none listed as visible minorities, 27% listed as immigrants and of those immigrants, almost 65% of those were born in Germany.

The top two occupations by population were Educational Services; and, Professional, Scientific and Technical Services. These two categories covered all of the full time work force. There were 60 people listed within the labour force with 100% of them listed as employed.

Unfortunately, BC Stats has not published detailed updates of the 2006 Census but the population count rose to 238.

3.0 Current Official Community Plan for Electoral Area “F”

The current OCP for Electoral Area “F” was prepared in 2004 and adopted in 2005. As with many Official Community Plans, there is a lot of background discussion on the overall theme of the OCP and then specific policies within each section. The specific policies are the only portions which have any legal force and effect as part of the OCP bylaw, but the background and discussion materials provide general purpose and intent for the policies.

The OCP for Electoral Area “F” provides a general theme of urban containment and rural preservation. The majority of new permanent residential growth is directed to the City of Enderby where infrastructure and community services are provided. Limited opportunities are identified within the plan area for seasonal residential and comprehensive resort development. Development in rural areas is generally discouraged and preservation of agriculturally viable lands is encouraged. There are few direct references to the Kingfisher area within the OCP but there are many general policies that apply for the purpose of future growth and preservation. The following sections summarize the general intent of the OCP with regard to specific land use categories.

3.1 Rural/Agricultural

The policies listed within Division IV of the OCP generally follow the policies and objectives of the Agricultural Land Commission Act. In summary, non-agricultural development of viable agricultural lands is strongly discouraged. Further policies seek to limit or control non-agricultural development on non-ALR lands in order to minimise impacts to ALR lands. These policies are typical of any OCP where there are ALR lands involved. The ALC has statutory review obligations for an OCP Bylaw and will make sure that these kinds of provision are included before they will “sign off” on the OCP Bylaw.

The ALC’s mission is to preserve agricultural land and to encourage and enable farm businesses throughout British Columbia. Any changes to ALR lands will be reviewed in the context of this mission statement by the ALC and therefore the policies of an OCP must not deviate from the ALC Act nor ALR land designations without prior consultation.

However, the OCP acknowledges that there are conflicting policies with respect to the protection of the environment and the preservation of agricultural activities. When the Riparian Area Regulations were enacted provincially, they imposed province wide standards for environmental protection for all riparian areas adjacent to water bodies. These regulations were also intended to streamline with federal Department of Fisheries and Oceans regulations that protect fish and potential fish habitat.



The reality is that many agricultural areas are found in river valleys, adjacent to wetlands and lakes, and generally in areas where they have a potential influence on drainage courses and ground water. Indeed, many agricultural activities require drainage works to ensure the land is suitable for particular farming activities. The Kingfisher area is typical in this regard in that most of the ALR lands and agricultural activities take place in close proximity to the Shuswap River and its associated tributaries and wetlands.

The 2004 OCP acknowledged that the specific fencing and buffering policies listed in division XI.B of the plan (Development Permit Areas for the protection of the natural environment) were not endorsed by the Ministry of Agriculture and listed specific actions for exemptions and future considerations. It should also be acknowledged that RAR does not apply to agricultural activities. However, that exemption does not exempt agricultural activities from potential offences under the Fisheries Act and DFO.

These are complicated issues that involve several levels of local, provincial and federal governments. The local area plan should promote a common vision for both agriculture and the protection of the environment. It should also provide land owners with simple guidelines to follow in order to ensure that the activities they pursue within their own private lands are consistent with regulations and the vision of the community.

Detailed studies are currently underway for the Shuswap River and Mabel Lake that will create specific mapping, inventory of habitat and quantitative indexing for sensitive habitat areas. The result of these studies will provide the regulatory bodies a clear framework to manage the environmental assets within the plan area. The goal should be to use these studies to also clearly explain new policies and regulations for agricultural activities that not only abide by the various levels of governmental jurisdiction but also strive to meet the vision and objectives of the community.

3.2 Parks, Trails and Open Space

The OCP identifies three general levels of park space; user-oriented areas, intermediate areas, and resource-based areas. The OCP also noted that the public input indicated a need for more user-oriented park space within the Kingfisher community. Specifically, it was suggested that a community park for active use (multi-use ball field) was needed as well as improvement to the beach access for swimming and marine activities (primarily boating).



Intermediate parks are generalised as day use parks generally within a one hour drive from home. Intermediate parks for the Kingfisher residents would therefore typically be outside of the plan area. However, given the proximity to Enderby, many of the user-oriented parks within the plan area are used as intermediate area parks by residents from outside of the plan area. This aspect suggests that a higher ratio of user-oriented parks is warranted within the Kingfisher plan area that the permanent population would normally justify.

The Kingfisher plan area also has two Class A Provincial Parks; Skookumchuk Rapids and Shuswap River Islands provincial parks are the resourced based parks within the plan area. There is also access to significant crown land and forestry campsites through the Kingfisher plan area that are used in both summer and the winter (i.e. Hunter's Range, Noisy Creek, Mount Griffen).

It should be noted that there has been little in the way of trail development in the Kingfisher area. There is a small network of trails that has been developed by Mabel Lake Resort that generally provide linkages from the River mouth boat launch and marina back towards the golf course. This leaves most pedestrians to travel on the gravel shoulders of the public roads. During peak times when parking is at a premium, the pedestrians are left to walk on the roadway. The trail is in varying states of improvement and maintenance.



The Kingfisher area has long been recognised as a popular area for outdoor recreation. The Mable Lake Resort has a long history, dating back to 1928, indicating the early acknowledgement that the area provided outdoor experience worthy of tourist travel. The experiences available in the natural surroundings, including the lake, river and mountains surrounding the plan area continue to draw seasonal residents and tourists to the area.

The lake frontage within the plan is the main access point to Mabel Lake. Other access is available through crown land and from the south end of the lake, but these accesses are more rugged and there are no other communities as developed as Kingfisher on the lake. This makes Kingfisher a very busy place at peak times, particularly during the summer and puts a strain on the most popular user-oriented park spaces.



It appears that no significant initiatives have been implemented to address the needs identified by the 2004 OCP specific to the Kingfisher area. There are undeveloped park resources in the area and other potential park resources that can be targeted for future public acquisition. The key piece of land is the crown land lot at the end of Parkway Road. RDNO (through Fortune Parks) is actively pursuing tenure for this parcel which would provide the opportunity to resolve needed off-lake facilities for parking. Other potential public uses could be accommodated on this site if it were correctly developed and managed.

The 2004 OCP lists the following specific land resources that should be reserved for public use open space:

- ▶ Resourced based area at Skookumchuk Rapids (including the Class A Provincial Park south of the rapids).
- ▶ The narrow strip of land between the Enderby Mabel Lake Road and the Shuswap River from Lot 4, Plan 20671 west of the Cook Creek recreational area.
- ▶ “The Islands” in Shuswap River – now a Class A provincial park.
- ▶ District Lot 2423 on Mabel Lake – south of the west side development.
- ▶ Development of additional public accesses to the Shuswap River for hand launched recreational uses.
- ▶ Commitment to the development and enhancement of the Shuswap River as a recreational corridor with suitable maintenance and management including river bank stabilisation where necessary to minimise erosion problems.
- ▶ The remainder of District Lots 2415 and 5142 at the mouth of the Shuswap River at Mabel Lake.

The Fortune Area Parks Master Plan is currently underway which will address parks needs within the Kingfisher Area. However, there are specific issues to be addressed at the local area plan level that are discussed in the Recommendations section of this plan.



3.3 Transportation

The current OCP addresses the main transportation link to the Kingfisher area as the Enderby Mabel Lake Road. All roads within the plan area are the responsibility of the Ministry of Transportation and Infrastructure (MoTI) and as such, the RDNO can only act in an advisory role to MoTI with respect to road issues. However, the OCP did acknowledge that improvements were warranted on Enderby Mabel Lake Road regarding pedestrian and vehicular traffic safety, and drainage.

The RDNO commissioned traffic counts for Enderby Mabel Lake Road during the summer and early fall of 2009 in advance of the local area plan process. While the exercise indicated a definite increase in traffic during the summer period (July 28 through August 12) compared to the fall period (September 9 through September 24), the traffic volumes are well within the parameters for a two lane rural highway (using TAC guidelines).

For example, the peak hourly traffic count occurred On August 1st between 1:00 PM and 2:00 PM and was 196 vehicles total in both directions. The maximum capacity for a two lane rural highway at sustained speeds above 80 km/h is 920 vehicles per hour in both directions. This is a generalised statement as the capacity numbers would change through various sections due to geometry and other factors that could influence maximum capacity. However, at 21% of maximum capacity under ideal conditions at the maximum peak hour, the general conclusion is that traffic volume is not anywhere close to being a technical constraint.

Despite the fact that overall traffic volumes on Enderby Mabel Lake Road are well within capacity for the engineered design of the road, there are still concerns about pedestrian and cycle safety and the general condition of the road surface.

Local roads within the plan area are fairly limited. Most of them in the western portion of the plan area are either short dead end roads to serve a few rural lots or they are part of the Forestry Service road network. In the eastern portion of the plan area, there are a few local network roads that serve to access Mabel Ridge Estates and some of the rural parcels such as Beatie Road. The OCP does specify that Lusk Lake Road should be connected through to Lusk Lake Road East. This connection is available by a dedicated road right of way but it has not been constructed to date due to grades and third party ownership issues. It would serve to provide linkage from Mabel Ridge Estates and the resort area back to Enderby Mable Lake Road by way of Beatie Road. Currently, the local road network does not provide any looping connectivity such that all traffic must follow the main route of Enderby Mabel Lake Road. Lusk Lake, Beatie, Kingfisher and Stoney Roads are still gravelled surfaced roads. All other local roads east of Kingfisher Creek are paved.

The OCP also identified that improvements were needed to the intersections of Enderby Mabel Lake Road and River mouth Drive and Beatie Road to improve geometric alignments and provision of parking.

The residential development within the Mabel Lake Resort has primarily been developed with private strata roads that generally have one point of access from the public road systems. Therefore, they serve as access for the development within the resort only and do not provide for public vehicular connectivity. There could be connectivity in an emergency situation along the east side of the airstrip utilising private roads within the resort strata development.

In the absence of lands being released from the ALR for further development, there are few opportunities to improve alternate access to Enderby Mabel Lake Road. However, there are improvements to be considered to enhance and promote safe pedestrian and other non-motorised modes of travel. The one option that should be explored is the Forest Service Road to Three Valley Gap. This is a long route but the road is reasonably good in summer conditions. If the east end of Kingfisher had to be evacuated, this would be a potential route out of the valley.

3.4 Infrastructure

The predominantly rural nature of the plan area dictates that there is limited community infrastructure available other than in the immediate area of the Mabel Lake Resort. BC Hydro provides electricity and Telus provides telephone service by way of land lines. There is no reliable cellular phone service within the plan area.

The provision of water and sewage disposal is therefore limited to private on site systems for each rural parcel. Water is typically provided by private wells or water licenses from surface sources. Sewage disposal is handled by private onsite septic systems. The OCP has used the lack of services as one of the primary reasons to discourage further development in the rural portions of the plan area but defers regulatory approval for water and sewage disposal to the respective divisions of the Ministry of Environment and Interior Health Authority.

The Mabel Lake portion of the plan area has been historically developed with lakefront lots and the resort development. The development prior to 2000 was facilitated by a similar approach to infrastructure as the rural areas – private water and sewage disposal. In 2001, the golf course expanded and made improvements to the water and sanitary systems.

The community water system consists of a lake intake, two 15 hp domestic pumps and one 25 hp backup pump, all operated and maintained by RDNO. The distribution network fronts 317 residential properties that could be hooked into the system but to date only 247 properties, plus one apartment site, one commercial golf course, one commercial RV Park and the campground are connected to the system. The design of the water system is such that the two 15 hp pumps should provide enough capacity for all domestic requirements and the 25 hp pump is for back-up to be used in the case of a malfunction of one of the 15 hp pumps or during routine maintenance. Typically the pumps will be used in a rotation to extend the overall lifecycle of the pumps.

Recent data from the summer of 2010 indicates that peak demand flows were 27% over the capacity of one 15 hp pump, meaning that both domestic pumps would have been in operation for at least 6 hours per day (during the peak day) to meet demand flows. This indicates that the system still has some design capacity available for growth. However, it is recommended to replace the lake intake with a larger diameter pipe for that portion that was not increased previously in 2001.

As a condition of the golf course and related development at Mabel Lake Resort, a community sewer collection and disposal system was required to be implemented. A Liquid Waste Management Plan was prepared in the late 1990's and the initial collection and disposal system was installed concurrently with the golf course in the early 2000's and subsequently turned over to RDNO. The scope of the Liquid Waste Management Plan was such that the system needed to be designed for growth such that it could eventually accommodate service to Mabel Ridge Estates and the West Side cabins.

The current system is connected to approximately 101 homes that have all been developed by the resort. There are no homes outside of the resort development that have been connected to the community system. The system is currently designed to accept effluent into a community septic tank and then dispose the effluent to ground through disposal field. Individual homes are still required to have a septic tank to capture solids and only deliver effluent (i.e. liquid waste) to the collection and disposal system (STEP system). Based on flow monitoring, the summer peak use is estimated at approximately 23,000 US gallons per day (87 cubic metres) which is well below the maximum limits of the Operational Certificate issued by the Ministry of Environment of 250 cubic metres per day. The off season usage of the system is estimated to be minimal as only homes within the resort lands are currently connected.

The system is designed to be easily expanded to serve all of the north side development (Northside lakefront lots, Mabel Ridge Estates and the Mabel Lake Resort controlled properties) and, with additional efforts, can also serve the west side properties. At a certain threshold, secondary treatment of the effluent will be required to preserve capacity in the field areas. However, based on the data presented in the Liquid Waste Management Plan, the sewer system seems to be operating within the intended parameters. There should be enough capacity within the existing system to provide sewer service to the extent of the original service area included within the Liquid Waste Management Plan. Detailed analysis by a professional engineer would be required before any formal service extension program is initiated. The Northside lakefront lots would likely be the first stage to be added, followed by the Mabel Ridge Estates and then the Westside properties (if feasible).

Ground water sampling was originally conducted in 1996 during the first stages of the Liquid Waste Management Plan and it was found that there were probable impacts to ground water from existing septic systems. Water sampling has been conducted at different times since the original report and there are still results that indicate ongoing impacts to ground water. Some of the water quality issues can be attributed to natural occurrence but the pattern of increasing quality issues as you move closer to the river mouth suggest that a good portion is related to human impacts.

This is a reasonable outcome as none of the residential users closest to the lake have been able to hook up to the community sewer system. It is also a reasonable expectation that these impacts will continue until such time as more of the existing residences can hook into the community system. The Mabel Lake Water system is tested every two weeks and has not recorded any water quality concerns. This is likely due to the fact that the intake is upstream of most of the waterfront developments and existing private septic systems. Many of the waterfront lots still derive their water directly from the lake and therefore, water quality issues in the shore zone area are a great concern for those private users.



3.5 Residential / Affordable Housing

The OCP makes a firm commitment that all new residential uses will be serviced by community water and sewer. This leads to the fact that no new residential growth is likely within the Kingfisher plan area unless it is tied into the community sewer and water system available in the vicinity of the resort. Based on the current OCP land use designations, there are additional lands to be developed to accommodate residential units and there are also residential lots that have already been created that are still vacant (i.e. no permanent residential structures constructed). These opportunities are all within the vicinity of the resort, in Mabel Ridge Estates or on the West Side.

Other opportunities for modest growth are found in the rural areas within the plan in the form of potential subdivision within the constraints of the Zoning regulations and the Agricultural Land Reserve. These would be developed to be serviced with on-site water and onsite septic disposal systems.

Given the requirement that RDNO has set for services, the current ALR boundaries and the established development pattern, there is little opportunity to designate additional lands for residential development. However, should ALR lands be released by the ALC that are generally north and west of the existing settlement on the north shore, potential residential policies should be revisited. There are also lands around Lusk Lake that are generally suitable for development and close enough to service with water and sewer. Mabel Ridge Estates could be extended to the north. However, there are no current applications for the release of these lands. There is also the fundamental question of whether residential growth into these areas is consistent with the vision for the community. More detailed analysis of residential growth potential is examined in the Recommendation Section.

The current OCP acknowledges that affordable housing strategies are difficult to implement in rural areas. The Kingfisher plan area is predominantly rural and affordable options are most likely in the form of manufactured or mobile homes. The Zoning Bylaw makes provisions for accommodations on rural parcels predominantly to accommodate on farm workers. The ALC Act similarly limits most additional residential accommodation within the ALR for bona fide farm labour.



Within the Mabel Lake area of the plan, most of the older residential development is situated on lots that are not currently serviced to accommodate secondary suites. However, there would be some potential, particularly within Mabel Ridge Estates to consider allowing secondary suites once sanitary sewer is available. Within the resort development, most of the residential development has been created as second residences or vacation homes. These are not affordable options. Similarly, any of the lots that are located in relative proximity to the lake will be valued for their recreational amenities and would not fall within affordable definitions.

Future development potential in the Parkway Road area could create some smaller multiple dwelling units that could be purpose built for rental to seasonal employees in the form of mixed use development. The need for permanent affordable residential units is difficult to assess as most of the employment generated by the commercial activities is seasonal. Until the community establishes year round employment, it is difficult to justify affordable housing as a community need beyond what is currently possible within the rural context.

3.6 Commercial / Resort / Resource

The OCP identifies limited potential for commercial land uses within the Kingfisher Plan area. A potential opportunity exists for the two lots at the intersection of Parkway Road and Enderby Mabel Lake Road with the emphasis on a community commercial establishment.

The resort lands are rezoned for development and have been generally subdivided into all intended lots. It is not anticipated that additional land development will occur within the current resort boundaries although there are a number of vacant lots that have not been built on. The resort cabins on the lakeshore, although they are old, have been maintained and updated to continue their seasonal use. Due to their proximity to Mabel Lake and current environmental restrictions redevelopment of these cabins would be challenging. Similarly, the store, which also serves as administration for the holiday park, is old but well maintained. It is unlikely that redevelopment of these facilities would result in any increase in development density due to current environmental regulations.

Without new lands being released from the ALR, no significant expansion of the resort boundaries is possible. The main area where development potential exists is north of Parkway Road and it has been identified for residential development with some future park needs. There are also two vacant lots south of Parkway Road that have been designated and zoned for general commercial use.

Resources in the area generally refer to forestry and mineral (including gravel) deposits. The OCP identified that the areas with the least limitation to growth of forestry activities are located south of the river and west of the lakeshore – generally behind the west side cabins. The area north of the river and between Kingfisher Creek and Mabel Lake is indicated as the next best potential for forestry growth (there are recently active blocks located north of the kingfisher community).

Generally, the plan area is categorised as having no significant mineral deposits, but is identified as a favourable geological environment. There are a few probable locations for aggregate reserves and given the nature of the river valley and some localised borrow pits, it is expected that small aggregate deposits could be found throughout the plan area.

If any significant resource development occurs, consideration should be given to access and infrastructure required for the resource development in terms of how it may benefit the plan area in the long term, even after the resource has been depleted.



3.7 Heritage

The current OCP acknowledges the potential to designate heritage sites and to appoint a Heritage Commission. Neither has occurred since the OCP was prepared. However, the Enderby and District Heritage Commission serve as a review committee for any heritage issues within Electoral Area “F”. The OCP acknowledges that there have been public calls for the Shuswap River to be named a heritage river. The OCP also recognises that there are several identified archaeological sites along the river.

An inventory on archaeological sites was carried out within the plan area. There are approximately thirty one identified sites within the Kingfisher area that contain unique information about First Nation’s history. These sites are protected under the Heritage Conservation Act, and a provincial heritage permit is required before development within an archaeological site may take place.

The Enderby and District Heritage Commission encourages any land owner who wishes to consider heritage designation to contact them. Furthermore, that the Archaeological Branch and Splat sin be consulted regarding the location of archaeological sites, particularly along the river. Splat sin would like to be involved in any discussion regarding the designation of the Shuswap River as a Heritage River.

A list of potential heritage sites, buildings and houses has been provided by the Heritage Commission and are listed in Appendix A.

3.8 Environment

The current OCP does not address the broad environment in a specific section. Rather it identifies Special Areas and policies to address these areas over time. Specific to the Kingfisher area, the current OCP identifies;

- ▶ Skookumchuk Rapids
- ▶ Waterfall in Fall Creek
- ▶ The Islands
- ▶ Salmon Enhancement Project
- ▶ The Shuswap River Watershed
- ▶ Various Heritage Buildings and Sites



The OCP identifies policies to protect these features and to recognise them as significant public assets to the area. The OCP further explains that Development Permit areas are established for the following areas: All development/land disturbance within 30 m of a defined watercourse

- ▶ Steep slopes, but only for DL 2415.
- ▶ Floodplain areas for Shuswap River and Mabel Lake (applicable to Kingfisher LAP)
- ▶ Hazardous conditions at Fall Creek (slide area)
- ▶ Wildfire interface areas.
- ▶ Form and character for industrial, commercial and multi-family developments.

A consolidated Development Permit Map is included as Appendix B and a Floodplain Map, based on provincial floodplain data is included as Appendix C.

3.9 Future Land Use / Growth Potential

As mentioned earlier, there is existing capacity for new housing units (both rural and residential) on land that is zoned and/or subdivided but currently vacant. In the fall of 2010 an inventory of vacant lands was carried out based on property improvement values within the plan area. Concerns were raised that this inventory did not accurately reflect the permitted uses within the Mabel Lake Golf and Country Club Comprehensive Development Zone; specifically the allowance of recreational vehicles. On July 6, 2011 RDNO ground-truthed the inventory and made the necessary revisions to ensure the inventory accurately reflects the number of vacant lots in the resort and Mabel Ridge Estates area. It is estimated that throughout the plan area, there is approximately 165 residential dwellings that could be constructed without any further rezoning applications.



Generally there are about 24 potential units within the resort lands (Golf Course Area, Original Airpark and West Airpark) and approximately 42 units to be built on vacant residential lots in Mabel Ridge Estates. There are approx. 14 vacant lots on the West Side and North Beach areas, the remaining units are located in the rural areas on Small Holdings, Country Residential, Non-Urban and Large Holding zoned properties. During the time of this inventory (July 6, 2011) there were approx. 23 lots in Mabel Ridge Estates that had trailers on them; trailers are permitted on these lots for a period not exceeding thirty (30) days in any calendar year on land which is fully serviced with water and sewage disposal facilities.

There are parcels that are currently zoned NU (Non-Urban) within the plan area that are supported by the OCP for rezoning to more intensive uses. These lands are primarily found in the vicinity of Parkway Road and Enderby Mabel Lake Road in the vicinity of the resort. The future land use designation is shown as residential and includes lands north of Parkway Road and a small portion of land between the golf course and Enderby Mabel Lake Road.

The one other area where the future land use designation supports rezoning is north of Lusk Lake along Beatie Road in the vicinity of Stoney Road. The change supported in the OCP would be from NU to CU (Country Urban) residential which would allow 2 Ha (5 acre) lots to be created on the west side of Beatie Road.

In order to create more potential development lands within the plan area, there would have to be a shift in policy by RDNO to promote more SH (Small Holdings) opportunities in rural areas, not in the ALR. This would require a policy shift from discouraging further development of semi-residential lands without the benefit of community sewer and water.

Another way to create more potential development lands in the future is to promote the exclusion of ALR lands in proximity to the north side developments where logical and feasible extensions to community water and sewer are available. This approach would require establishment of protocol or a joint terms of reference with the ALC to determine how broad based exclusions from the ALR might be achieved. It would most likely require a detailed land use planning exercise including long term benefits to agriculture. Broad based community support for such a land use planning exercise would need to be demonstrated, through a mechanism deemed appropriate by the Regional Board, before it were to occur. The potential for an examination of ALR lands is discussed further in Section 7.

The final option would be to consider a large scale expansion of the Kingfisher community to the north and east of Mabel Ridge Estates where the terrain is challenging but manageable and the lands are not in the ALR. These options will be examined further in the Recommendations section.

4.0 Public Consultation

4.1 Public Meetings

Site360 and RDNO have hosted four public meetings at the Kingfisher Hall. The first meeting was held on May 12th between 4:00 and 8:00 PM. This meeting was intended to introduce the stakeholders to the process and the consultant. Encouragement was provided for the public to use email as the preferred method of contact but fax numbers and mailing addresses were also provided. The evening was well attended with 98 individuals signed in and an additional 25-30 people who did not sign in for an estimated total attendance of 125.

Comment sheets were provided for participants to fill out and leave behind or send in to either Site360 or RDNO at a later date. The consultants made a presentation followed by a participatory discussion of the issues that were brought up by audience members. These issues were recorded on flip charts.



The second meeting was held on June 16th at the same venue between 6:00 and 8:00 PM. For this meeting, the consultant compiled a summary of the issues that had been identified by the public through various correspondence and presented them on ten display boards. The consultants reviewed the summary issues with the audience and engaged in some discussion on each issue. Some clarification and sub-headings were added to the display boards and then each participant was provided five coloured dot stickers. It was explained that this was not a vote but it was a method for the participants in attendance to signal to the consultant what the priority issues were. Forty-two individuals signed in to the meeting but 53 people participated in placing the stickers. Total estimated attendance was approximately 60 people.

A third and a fourth public meeting was held on August 4th with an afternoon session from 1:00 to 3:00 PM and an evening session from 6:00 to 8:00 PM. The format for these meetings was similar to the second public meeting as the intent for these meetings was to capture seasonal residents who were not able to attend previous meetings. The consultant reviewed the issues presented on the display boards and engaged the attendees in a group discussion about the issues. Furthermore, a blank flipchart was provided for attendees to write down their ideas for vision statements for the plan area. Signed in attendance for the afternoon session was 73 and 54 for the evening session. While there were not necessarily any significant new issues brought up, earlier themes were expanded and participation by the audience in the discussion period was generally thorough.

4.2 Written Correspondence

Throughout the process to date, stakeholders have been encouraged to send comments to the consultant by email, regular mail or fax. All correspondence has been retained and provided to RDNO. An issues identification paper was prepared following the second public meeting which summarized the issues and their weighted response based on the individual submissions and then again on the feedback during the public meetings.

To date, Site360 is in receipt of the following;

Letters and Emails	Completed Comment Forms	Form Letter Submissions
87	27	552

The 552 form letters are unaudited.

A form letter campaign was initiated by the owners/developers of the resort. The form letter asked petitioners to sign in support of a general statement;

“That the Mabel Lake Community should be allowed to grow as a ‘Resort Community’ as envisioned by the Regional District with the approval of the golf course in 2001.”

The form letter also included nine specific issues that were promoted as the focus of the new planning program (Local Area Plan):

- Expansion of sewer and water services to all property owners who request these improvements.
- Develop local environmental policies for the foreshore of Mabel Lake (Riparian Area Policies).
- Obtain ownership and expand the upper river mouth parking lot area.
- Develop a long range trail network system.
- Open some existing public access points to Dolly Varden Beach.
- Develop policies for the proposed commercial hub near the golf course clubhouse.
- Confirm that Mabel Lake is a “resort community” and provide long range land use policy strategy.
- Develop a tourism policy for the whole area from Shuswap Falls to Mabel Lake.
- Open new land to encourage new commercial and recreational opportunities for Mabel Lake.

The form letter was signed by a total of 552 individuals: 361 who are categorized as resident/property owners east of and including Club Kingfisher RV Resort and 189 who are categorized as guests of owners.

By comparing the written submissions (including the items raised by the petition) versus the comments (and sticker “voting”) at the public meetings, the consultant was able to derive a wealth of discrete issues from the 1 submissions and also gauge the group sentiment from the public meetings.



4.3 Issue Identification

Prior to the public meeting on June 16th, Site360 compiled a list of general topics that summarized the input received to date. Many of the stakeholders who responded provided extensive detail with their input and all written correspondence has been retained and copied to RDNO for reference into this plan. The general topics were elaborated on during the presentation and discussion sessions. The consultant did not reveal the distribution of areas of concern prior to or during the June 16th session in order to try and get a comparison between the input received from individuals and the input received during the June 16th meeting. The following table indicates the general topics and summarizes the distribution of concerns received directly by the consultant and the distribution received during the public meetings.

	General Topic	Distribution Prior to June 16 Meeting	Distribution At June 16 Meeting	Total Distribution of Comments	Distribution at August 4 Meeting
1	Policing: traffic/speeding, unlicensed vehicles, summer parties	5.7%	6.0%	4.6%	4.7%
2a	Noise/Pollution: seasonal peak use	4.4%	0.3%	3.7%	
2b	Growth: Development of Complete Community, Affordable Housing, Servicing for vacant lots			2.8%	4.3%
3	Fire Safety: emergency planning, summer congestion	6.9%	3.4%	6.9%	8.9%
4	Over Population, Crowding and Growth: public amenities, building/bylaw enforcement, generally carrying capacity of the area	4.4%	40.8%	6.0%	24.3%
5	Parking: lack of parking for summer visitors, lack of parking for Westside residents and guests	13.9%	7.2%	12.5%	11.6%
6	Traffic: general congestion in vicinity to lake/campground, Enderby-Mabel Lake Road	13.8%	13.6%	13.4%	10.6%
7	Parks: trails, public parks, public beach, sidewalks/multi-use trails, public washrooms	11.9%	10.2%	13.2%	9.0%
8	Water Quality: lakefront and riverfront, groundwater, fish habitat	5.7%	6.4%	6.9%	9.6%
9	Boating: congestion at ramps, proliferation of buoys, storage (trailer) parking	23.3%	7.5%	20.3%	8.4%
10	Sewage Disposal: extension of sanitary sewer service, capacity of community system, capacity of private fields, monitoring of groundwater	10.0%	4.6%	9.7%	8.6%
	TOTALS	100.0%	100.0%	100.0%	100.0%

Analysis

When reading the detailed emails and letters, it is clear that the majority of the specific issues that have been raised are in some way related to growth. However, what is interesting is that a very low percentage (6.0%) of the individual submissions suggested that the area had reached or exceeded capacity while the group response at the public meeting clearly indicated this was the prime concern (40.8% and 24.3% responding to this category at the respective public meetings).

It is apparent that the issues of concern can also be divided into two broad categories; (i) physical and evident issues, and (ii) perceived or suspected issues. Examples of the physical and evident issues are issues such as the proliferation of buoys and parking congestion. Examples of the perceived or suspected issues are issues such as ground water quality and capacity and function of the community sewer system.

Physical and evident issues are easier to quantify and qualify as they are visible and the cause and effects are usually relatively easy to interpret. Perceived or suspected issues typically need to be quantified and qualified through additional study to either validate them as physical and evident issues or to dismiss them as being non-issues.

The majority of the issues identified to date are physical and evident issues. They could be mitigated by effective management and/or capital expenditure. There will be a few perceived or suspected issues which will require additional study and data gathering and will therefore not be fully addressed by this planning process.

4.4 Issues Arising from Public Input

It is impossible to capture all of the specific statements into general categories but the majority of the individual submissions did fall into a few generalized themes.

“Friends of Mabel Lake” Petition

The only group petition that was submitted was by the resort owners/developers and that petition has already been summarized above. It generally indicates that the people who have bought into the resort development or those who patronize it, are generally happy with the way the resort has developed and would like to make sure that it continues to be successful. One of the aspects of success, as stated by the petition, is the ability for growth of similar land uses into new lands, not already developed. The group submission seeks to have the area generally east of the Club Kingfisher RV park to be recognised as a Resort Community in order to further support recreational businesses and developments.

While the Terms of Reference for this Local Area Plan did not include specific land use expansion into ALR lands, it is important to acknowledge that there seems to be a desire by some of the owners, residents and guests within the Mabel Lake Resort lands to continue to apply investment, construction and capacity to expand the resort land use component in Kingfisher. It is also important to acknowledge that six out of the nine stated items in the petition conform with the recommendations of the plan. This plan recommends that a land use based planning exercise is needed in the area, specifically in the vicinity of Mabel Lake. If growth of the resort land use is to occur, it must be done in a planned and logical way to ensure that the majority of the items raised by the petition are addressed concurrently with any expansion plans.

The individual submissions covered multiple issues, summarised as follows.

Seasonal Use of Community Amenities

Seasonal use is prevalent in the area closest to the lake and is expanding westward through the recent development of two new RV resorts. Public use of the river is also extending from the west to impact areas along the river. Community amenities such as public parking, boat launches, boat moorage facilities, retail (i.e. convenience store), public beach access, trails and park space are all impacted by the seasonal influx of non-resident owners, visitors and permanent residents who also use these amenities on a seasonal basis. The discussion through the public meetings indicated that this seasonal peak use was the contributing factor to the sense that the area had reached or exceeded the carrying capacity.

Some of the impacts are the result of the lack of any management of the public resources, some public resources are inappropriately located in conflicting locations and some are simply undersized for the peak use. Further review of existing underutilised resources in the community is a key component to fully understand the capacity for the seasonal peak use. The Parks Master plan currently underway should identify existing public land resources that are under-improved or not improved at all for public use.



Existing Development Potential

There have been a lot of comments regarding new or further development of the area. There is an existing inventory of lots that are vacant or under developed based on the current land use regulations (currently estimated at approximately 165 lots). Discussion about future growth needs to recognise how much future growth is already de facto approved by way of existing lot and zoned land inventory. There also needs to be a better community understanding of what can be done with these lands in terms of services, maximum buildable areas and current environmental regulations. The plan area has a relatively small land base with respect to non-rural (i.e. less than 1 hectare lots) development potential. A detailed inventory and clear set of criteria for development on all lots less than 1 hectare and all lots that allow for multi-family, commercial or tourist commercial should be prepared. This would help evaluate the current capacity that the community should expect without any changes in the OCP or other planning policy documents. There needs to be a clear understanding of what the approved but undeveloped land potential holds in terms of additional buildings and population growth before any future growth and development models can be examined.

It should be noted that this discussion about existing vacant lots is intended to point out that there is future demand on infrastructure and amenities that will occur as these lots are used more frequently or when permanent buildings are constructed. It is not intended that this is a reflection on demand for such lots. It is recognized that while these lots may be vacant in terms of permanent construction, they are mostly being utilized as vacation properties already, and there could very well be a demand for more such lots in the vicinity of Mabel Lake.

Community Infrastructure

There are reports that were prepared when the community sanitary sewer system was implemented by Mabel Lake Resort and RDNO that describe how the system can be expanded to serve a broader segment of the lakeside and near lake community. However, it does not seem as if there has been a clear mandate by the community nor the local government since that time to see the expansion of the system, despite efforts by both parties. There are also perceived issues with the capacity, both current and future, of the system as well as the quality of the effluent and the effectiveness of the ground disposal system. Reporting and monitoring of the system is required and has likely been done over the years. If the broader community is to have faith and confidence in the sewer system, this reporting should be made more readily available to the community. Until there is a more complete buy in to the system, it will be difficult to get a majority of support for expansion. Similarly, the local government will have options for expansion of the system and they will have tools to mandate connection. These issues or challenges need to be discussed with the community within the design limits of the system to see if a strategy can be developed and championed by the community.

The community water system has not been a significant topic of discussion to date but it also deserves the same kind of disclosure on monitoring and capacity. Both of these infrastructure systems are demand driven. The community can have a significant impact on how effective and efficient these systems are, how capacity can be preserved through demand management and how both individual and community sustainable practises can influence the need for infrastructure in the future. However, if the community is not aware of anything beyond the tap or the toilet, they will not establish any sense of ownership in the systems.

Environment

Concerns about the environment are evident as a thread in almost every piece of correspondence. The issues range from protection of surrounding mountains and forest by way of provincial park dedication to concerns over groundwater quality. The plan, as per the terms of reference, addresses best practises for development, Riparian Areas Regulations and

Development Permit Guidelines. However, the main issue of identifying carrying capacity of the environment to accommodate future growth and peak season use needs some baseline work that will also require future monitoring and analysis.

There is no doubt that human activity leaves a footprint on the environment. The question for Kingfisher is how big should the footprint be? There needs to be a fixed set of data collection that can be used as a “yardstick” for the environmental health of the community. It need not be complex but it should be a consistent set of tests that are done on an annual or semi-annual basis and made available to the community. The primary issue, based on feedback so far, should be water quality in the lake and in the ground. There are provincial standards that the data can be compared to, and over time, they can see what is happening to their local environment.



Similar to the issue with the infrastructure, awareness in the community needs to be established based on physical evidence rather than perception or suspicion. Kingfisher is a relatively isolated area and is near the top of an elaborate water basin. If the community desires to take extensive measures on their collective environmental impact, they can likely do so without a lot of impact from neighbouring communities.

The environmental issue in general will cross over to all other issues. It is impossible to develop a local area plan without addressing the environment in all other divisions of policy.

Valley Specific Issues

The most specific issue that has come up with respect to the river valley portion of this community has been a few opinions about the ALR. It does not seem that further exclusion from the ALR is desired by the valley residents nor have they expressed any need for changes in land use. They are concerned about river use by the public and general traffic issues. There have also been a few comments made about affordable housing options within the more rural parts of the plan area and the recent RV parks created west of the Kingfisher Road. In the later correspondence, issues regarding home based economic opportunities in the rural area were mentioned a few times. Current ALC and Zoning policies already make provisions for bed and breakfasts, farm tourism and farm accommodation that should be adequate for rural opportunities. However, the Zoning Bylaw should be reviewed to ensure that all opportunities that are afforded by the ALC Policies are also accommodated by zoning regulations.

Although many of the issues seem to be focused around the lakeside of the plan area, these issues seem to be consistent across the participants to date. It seems to indicate that the Valley residents are also concerned about issues at the lake as they see it as a community resource.

5.0 Other Area Plans

5.1 Enderby and Area “F” Services Parks Master Plan

The Parks Master Plan is currently in its fourth draft and is not available for thorough evaluation in the context of the Kingfisher LAP. However, the master plan is structured on defining existing park resources in the community and determining short term and long term strategies for acquisition and park development. The draft plan acknowledges a few specific acquisitions and improvements within the Kingfisher LAP boundaries to acknowledge existing use patterns by the public and for future trail opportunities.

The focus of the Parks Master Plan within the plan area is on the river and does not suggest any new beach access for Mabel Lake nor does it acknowledge the extent of existing land resources for potential park and public use. It does acknowledge that the acquisition of the crown land above the current river mouth boat launch would benefit the operational aspect of the boat launch and related parking.

5.2 Lower Shuswap River Inventory and Mapping

The Lower Shuswap River Inventory and Mapping is a detailed report that studies the Shuswap River from Mara Lake to Mabel Lake and includes the Mabel Lake shoreline. The study examines habitat values of the River and shore zones and creates an inventory of habitat values. This study will provide a detailed baseline inventory that RDNO can use to fine tune Environmental Development Permit standards and related land use policies.

- ▶ A review of the current draft that is available to the public indicates that most of the Shuswap River through the plan area is important salmon spawning grounds. The report provides four sets of mapping that inventories;
 - ▶ Land Use, Bank Erosion, Bank and Channel Modifications
 - ▶ Significant Habitat areas/features for Fish and Wildlife
 - ▶ Instream and Riparian Vegetation
 - ▶ Retrospective Account of Riparian Communities, Condition and Channel Migration

The last set of mapping does not include data for the plan area. The combined inventory is intended to be the baseline information for the Shuswap River within the study area. Further work will be based on the inventory to form a ranked index of the environmental condition along the length of the river. Once this is complete, the data should be used to evaluate Environmental Development Permit applications within the study area. Furthermore, the combined data will be a benchmark for further studies to evaluate longer term impacts to this part of the ecosystem.

5.3 Community Wildland Fire Protection Plan

The Community Wildland Fire Protection Plan was presented to RDNO Board in August 2010 for information and recommendation. The report generally outlines strategies to mitigate the effects of interface wildfires and to increase preparedness for and monitoring of interface wildfire hazards. The report identifies the developed area at the east end of the plan area as a High Interface Fire Hazard Zone, with the remaining portions of the plan area ranked as Moderate to Low. The report covers the entire RDNO and includes the recommendation for a district wide Wildland Fire Protection Committee to be formed and to examine specific areas in more detail. Other general recommendations for the district include education and awareness campaigns, “FireSmart” demonstrations and overall monitoring of Pine Beetle affected forests.

The report also focuses on a few recommendations specific to the Kingfisher LAP area:

- ▶ Establish and maintain 10 m (where feasible) vegetation clearance from the edge of the Enderby-Mabel Lake Road.
- ▶ Prepare a community survey of water sources available for firefighting purposes.
- ▶ Establish a 20-35 m open fuel break to the north and east of Dolly Varden Road.
- ▶ All road easements within the Kingfisher community should be cleared of vegetation where interface issues exist.
- ▶ Further efforts to establish a Regional Volunteer Fire Service, for at least six months of the year.
- ▶ A major FireSmart campaign including demonstration projects on volunteer’s property.

The report was accepted by the Regional Board for information and endorsed the following recommendations:

- ▶ Incorporate wildland fire mitigation goals into Regional Planning
- ▶ Establish prescription, pilot and treatment projects for hazard mitigation in Mara, Shuswap Falls, Kingfisher, Cherryville, and the Keddlestone/Jackpine Road locations.

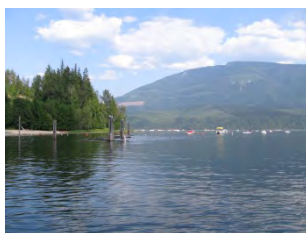
- ▶ Refine RDNO hazard and emergency mapping to include water sources, firebreaks, areas requiring treatment and those that have been treated.
- ▶ Continue with liaison and education of residents.

Liaise with BC Hydro, Ministries of Parks, Forests and Highways as well as large tract property owners to maintain hazard free transportation corridors.

6.0 Local Area Plan Recommendations & Policies

6.1 General

First of all, the Kingfisher Community should be praised for their level of involvement with the Local Area Plan process. There was a very high participation rate at the public meetings and with the number of individual written and form letter submissions. There were times when emotions ran high, but the community members continued to be respectful of RDNO staff, the consultant and their fellow citizens. Thank you.



The main issue that evolved was that of the carrying capacity of the area in terms of social, environmental, and physical characteristics and impacts. This is a subjective question to answer, but to be clear, it is primarily an issue during the peak times between the May long weekend and Labour Day. What may seem like overcrowding to the Kingfisher community could be interpreted much differently in any larger centre. Many of the people who come to the area during the peak times are indeed from larger cities and therefore do not perceive that there is any kind of an overcrowding issue.

However, those who are permanent residents or long time seasonal residents view the peak use time much differently. They relate to how things use to be when they first started coming to the area. There is little doubt that the number of people coming to the Kingfisher area and the lake head in particular has grown over the years and will likely continue to grow in the future. This change in small communities that enjoy spectacular outdoor amenities, particularly in the summer, is nothing new. Places like Sorrento, Celista, and Anglemont on Shuswap Lake; Osoyoos in the Okanagan and Christina Lake in the Kootenay Boundary area have all experienced similar growth trends, albeit at different scales. The Kingfisher community will, over time, face the same challenges as those other communities and will have to revisit community issues.

There were a lot of comments made by the public that indicated they were frustrated by the process of the local area plan – that they had done this all before and didn't see any results. They certainly did not want to go through this process again! The goal of this process was to provide some current recommendations based on our involvement with the community over the last eight months. It is also to provide a long term vision for the community that can be re-visited from time to time as the needs and desires of the stakeholders may change in the future.

The long term vision can also assist RDNO to prepare for future needs of the community.

6.1.1 Vision Statement

The main point is that a Local Area Plan is a guide. It is not static and it does not last forever. The recommendations and policies made here are the best advice for the current conditions and current vision for the future. Based on the input received and the participation at the public meetings, the following paragraph represents the collection of visions presented by the community:

The Kingfisher Community will remain an area known for its pristine environment, strong environmental values vibrant community spirit and natural beauty. These attributes will continue to draw new residents and visitors to the area as they have throughout the history of Kingfisher. The community needs to ensure that a balance is achieved between the existing rural lifestyle and the growing recreational and residential pressures. Actions are required to ensure that none of the attributes that make the community a great place are lost to the pressures of growth. Principles of sustainability need to be applied with regard to infrastructure, public amenities, access to natural resources, future land uses and impacts on the environment.



6.2 Environmental Issues

6.2.1 Monitor Water

Water monitoring is currently done on a relatively ad hoc basis, other than the regulatory requirements for the Mabel Lake Water System. The Westside residents association has been doing annual testing and has been able to increase the number of samples due to funding of the testing by Interior Health Authority. The Lower Shuswap River Inventory and Mapping study will provide an excellent baseline study for aquatic and riparian habitat values but will not necessarily include water quality testing. RDNO should offer to be the keeper of records collected to date and should be the catalyst to make sure regular water testing, at least annually, from a set number of sites is provided to IHA. Furthermore, the results of this testing should be made available through the RDNO website or coordinated through the Kingfisher Hall society for availability to the community.

Policy 6.2.1: Continue to work with the Ministry of Environment and local stewardship groups on water quality monitoring within the Shuswap River Watershed.

6.2.2 Use SHIM and FIM to Supplement DP Process

The results of the Lower Shuswap River Inventory and Mapping study will include a detailed inventory mapping of Sensitive Habitat Inventory and Mapping (SHIM) and Foreshore Inventory and Mapping (FIM). The mapping and inventory will include an evaluation that will indicate where the most sensitive or valuable habitat exists within the Lower Shuswap River system, called an Aquatic Habitat Index (AHI). This index should be used to guide developments that seek to change habitat values within 30 m of any inventoried watercourse as well as guide the application process for in-water facilities such as boat launches, hand launches and marina facilities. Once the report is finalized, the collated mapping of

SHIM, FIM and AHI should form the basis of the Development Permit Requirements where development is proposed within 30 m of a watercourse.

Policy 6.2.2: Incorporate the Lower Shuswap River Inventory and Mapping data into the RDNO mapping system and planning regulations so planners can use this data when processing development, rezoning and official community plan amendment applications.

6.2.3 Consult on Riparian Areas Regulation

Consult Ministry of Forests, Lands and Natural Resource Operations and Department of Fisheries and Oceans with respect to North shore cabins and the implications of Riparian Areas Regulation. The north shore cabins are some of the oldest improvements on private land within the plan area. They are also the most challenging lots with respect to the location of the road, the lake boundary and topography. It is likely that the application of standard Riparian Areas regulations (RAR) would introduce site design and development challenges on these lots should they seek redevelopment. However, RAR is limited in its approach to the overall environmental decisions that need to be made when evaluating development plans adjacent to the lake. RAR only addresses riparian habitat potential and does not look at existing conditions. The Department of Fisheries and Oceans may look at these situations differently and be willing to look at conditions that may provide improvements to the natural environment, rather than only looking at the potential to restore habitat values.

This issue is also applicable to the Westside properties but they generally have better topographic conditions. The reason to use the north shore cabins as a trial area is that they have the potential to be serviced by sanitary sewer in the very near future and therefore there is a greater likelihood of re-development (i.e. new construction) that would trigger RAR analysis.

Policy 6.2.3: Continue to work with the Ministry of Forests, Lands and Natural Resource Operations and the Department of Fisheries and Oceans Canada on processing Development applications that require a variance to the Streamside Protection and Enhancement Area to ensure that the riparian areas within the plan area are minimally disturbed and or improved.

6.2.4 Commence Sewer Collection Extension

The RDNO has relied on survey analysis as the basis for decisions on whether to extend sanitary sewer collection systems in the past. Based on the community input, there is interest in extending the sewer collection

system for Mable Ridge Estates, the north shore cabins and other ancillary lands on the north shore that were contemplated to be serviced by the Kingfisher Liquid Waste Management Plan. RDNO should proceed with a plan to extend the collection system and;

- ▶ Make all new construction contingent on connecting to the system wherever it has been installed.
- ▶ Make all new construction provide “dry services” in areas where future collection service is planned;

And also consider:

- ▶ Explore incentives for voluntary connection.
- ▶ Look at providing economical financing for those who do not need immediate service.

It would also be prudent to consider a 20 year capital plan to extend a sewer collection system to the Westside. Although Westside residents have previously indicated that they did not want sewer service, it is not responsible to think that even seasonal use can continue on individual septic system forever. The Westside should be hooked into the community system in due course. Water quality readings at specific locations have shown the presence of coliforms and other traces that are most likely human caused and increase as you get closer to the river outlet, both on the north shore, and on the Westside. These quality issues will not likely be resolved until there is a community sewer system in place that services all lakefront and near lakefront properties.

There were abundant questions about the existing community sewer system and its capacity and efficiency. In reviewing the past technical analysis and current monitoring records, it is clear that the system is functioning well below capacity. There can be improvements in the quality measurements and reporting, and, similar to the water quality analysis mentioned above, these records should be easily accessible by the public. There were limited comments received regarding odour issues from the existing system and about future treatment options. It should be noted that the current system is a STEP (Septic Tank Effluent Pump) system with no secondary treatment provided at this time. The Kingfisher Liquid Waste Management Plan and the current Operational Certificate (draft at the time of writing) both require treatment facilities to be added as connectivity to the system increases. If there are any shortfalls in the existing system, they can be rectified and the overall analysis is that the facility’s attributes are well suited for significant expansion.

Policy 6.2.4: Continue to encourage residential connection to the community sewer within the plan area.

6.2.5 Identify Potential Marina Site

There are challenges accommodating all of the boat moorage during peak times in the summer. Random moorage buoys end up proliferating the outlet area of the lake. Shallow water and exposure to the wind also create hazardous conditions during storm events. RDNO could promote the ability to create a water license area appropriate for an additional marina facility. The current marina at Mabel Lake Resort is reserved for resort patrons and the River mouth Marina is well patronized. The regulatory process to establish a new marina is significant but can be streamlined if the environmental information is current. The SHIM, FIM and AHI information would help to analyze either expansion potential or a new location for marina facilities. RDNO can explore the potential to obtain the water license (or License of Occupation) and then offer it as a partnership to an operator in the community. Some public services could also be secured as part of the partnership.



Policy 6.2.5: Use SHIM, FIM and AHI data to identify potential new marina or expanded marina site.

6.2.6 Prohibit House Boats

The public stakeholders made it clear that there was a desire to prohibit houseboats or other watercraft that had the potential to impact Mabel Lake with grey or black water discharge. As there is quite limited access to Mabel Lake, the ability to control the launching of large scale watercraft should be within the local government's grasp. This may require zoning bylaws to cover the lake area but this is possible to achieve.

Policy 6.2.6: The RDNO will explore its options for prohibiting houseboats on Mabel Lake through the Shuswap River Watershed Sustainability Planning Process,

6.2.7 Provision for Future Water System Upgrades

There is a community water system in place that services approximately 246 residences, 60 apartment units, the golf course, the campground at the Holiday Park and the RV park at Club Kingfisher. There are approximately 71 residences that could be connected to the system (and are paying an annual fee for the ability) but are currently not taking water from the system. RDNO should be planning to add services to west side and north-east water front properties to assure water quality and supply are closely monitored.

Policy 6.2.7: Continue to plan for water system expansion and upgrades as the community requests connection.

6.2.8 Survey High Water Mark

As mentioned earlier, the North shore cabins are likely the ones that will face the greatest challenge in meeting RAR provisions. RDNO should consider commissioning a survey from the end of the lots on Simard Road through to the boat launch at the river mouth that would establish the legal high water mark. This would be a starting point for analysis for all subsequent RAR applications. It may also lead to a long term strategy for acquisition of properties that should not be re-developed.

Policy 6.2.8: The RDNO will work with the Ministry of Forests, Lands and Natural Resource Operations to identify the high water mark along the "North Shore" of Mabel Lake to begin to determine the Streamside Protection and Enhancement area and its impact on the re-development potential of this area.

6.3 Peak Season Use / Management

6.3.1 Work with the Ministry of Forests, Lands and Natural Resource Operations and Splatshin to ensure DL 2415 can be utilized for Marine Use Related Parking.

DL 2415 is found at the west end of Parkway Road and is situated above the river mouth boat launch. It is currently about half cleared and half forested and there is some evidence that it has been used as an ad hoc playfield in the past. The site is now mostly used as parking for vehicles and boat trailers during the busier times of the summer. There is neither organization nor any monitoring of the site. RDNO (through Fortune Parks) has been in negotiations with the crown to gain control of the site either through a crown grant or through a license of occupation. In early 2012 the Ministry of Forests, Lands and Natural Resource Operations indicated that Splatshin has strength of claim on the subject parcel. Ethnographic and historic accounts of aboriginal adaptations of the area describe a semi-sedentary settlement pattern, with winter residency in semi-permanent riverine villages. The lands within DL 2415 have been identified as part of a semi-permanent village site.

For the past forty years the use of this site has been integral to addressing capacity of marine use during the summer months. There is potential to clear more of the site and to formalize a gravel parking lot for vehicles and boat trailers. The RDNO recognizes the significance of the land to Splatshin and respects their strength of claim. However, the community of Kingfisher relies on this parcel of land to accommodate peak season use and RDNO will continue to support the facilitation of a parking facility on this lot. Parking could be managed during the summer by way of pre-paid passes or daily rates. Any other opportunities to create a management presence on site should be investigated and pursued for the months of May, June, July and August.

Policy 6.3.1: Work with the community, Ministry of Forests, Lands and Natural Resource Operations and Splatshin to ensure parking is made available for vehicles and boat trailers on DL 2415.



6.3.2 Review Public Boat Launch

There were several aspects to the operation of the marina at the river mouth raised by the public. RDNO is not a party to the license of occupation or water license for this marina, but it is in the interest of RDNO to make sure that it operates at the highest level possible. There needs to be a better public dock section for temporary moorage while patrons are either parking their vehicles or retrieving them. Currently, many boats pull up on the adjacent swimming beach when there is no more room at the public dock. Some other comments were that if the river mouth marina allowed slips to be shared by more than one tenant, there would be more efficient utilization of the slips.

Policy 6.3.2: Review public boat launch at river mouth and work with the marina lease holder to improve a public dock function and to try to achieve practices that would maximize utility while not compromising revenues.

6.3.3 Develop Road Cross Section

Develop a road cross section with MoTI for a Resort standard that includes a trail/sidewalk on at least one side, specified parking bays and minimum travel lanes with traffic calming.

This standard should be applied to Mabel Lake Road between Mabel Ridge Estates and Kingfisher Hall and also to River mouth Drive. Implementation would have to be phased as funding could be secured and the standard could be modified to include temporary pull outs near the resort store and Large Road boat launch. The standard design would improve parking efficiency, pedestrian safety and can be used for traffic calming.

Policy 6.3.3: Work with the Ministry of Transportation to identify opportunities to implement road improvements along Mabel Lake Rd.

6.3.4 Review Options for Public Launch and Moorage

Large Road is a public road that accesses the resort boat launch and marina. The resort effectively manages their facilities but the opportunity for public facilities at this location remains. Any consideration would have to be done in conjunction with the resort management to ensure safety and effective design.

Policy 6.3.4: Explore opportunities to provide a public launch and moorage site at the end of Large Road.

6.3.5 a Establish “Community Code of Conduct”

The public comments indicated that during summer months, when visitors and seasonal owners frequent the area, many basic traffic rules are ignored. Due to the fact that RCMP are not likely to establish any kind of permanent presence in the community, there should be a “Community Code of Conduct” that is promoted throughout the Mabel lake area. Some examples of activities that are inappropriate are:

- ▶ Unlicensed vehicles on the road
- ▶ Underage drivers
- ▶ Speeding through congested areas
- ▶ Parties on the beach and the ancillary anti-social behaviour, littering, broken glass
- ▶ Excessive noise past 11 PM

Policy 6.3.5 a: Work with the RCMP Safe Communities Coordinator and members of the community to create a Community Code of Conduct.

6.3.5 b Establish an “Environmental Code of Conduct”

During the Lower Shuswap River Inventory and Mapping study it was noted that a number of infractions of the Water Act and Fisheries Act had occurred along the river’s shore (including: importation of sediments, construction of groynes and beach grooming). The creation of an Environmental Code of Conduct could provide an excellent opportunity to address environmental issues within the area and provide information on the:

BC Water Act
 BC Fish Protection Act
 DFO Working Near Water in BC and Yukon
 RDNO and Riparian Areas Regulation

Policy 6.3.5 b: Work with local Stewardship Groups and the community in creating an Environmental Code of Conduct.

6.3.6 Establish Community Patrol

Private patrols (non-commissioned) have been effective in the urban context to provide assistance to people for such things as a safe walk to your car, providing tourist assistance, assistance by-law and police officers. In a seasonal resort context, they can remind patrons of the Community Code of Conduct and provide assistance to visitors. Given the scope of the peak use, it is probably only viable for a few weeks and weekends throughout the summer and would rely on a volunteer organization that could potentially be trained through the safe communities program (RCMP).

Policy 6.3.6: Work with the RCMP Safe Communities Coordinator and members of the community to establish a Community Patrol.

6.3.7 Encourage Trail Development Through Fortune Parks Master Plan

There are a few trails established near the lake that connect the river mouth area with Mabel Lake Road and there is a rough trail established to make a loop around the golf course. However, the standards of these trails vary greatly and there is no common understanding of who the trails are for. A medium range goal should be to establish a trail standard and trail signage to be developed separately from the roadway that would extend from the bridge over Kingfisher Creek to the Holiday Centre.

Policy 6.3.7: Work with the Enderby Area F Services Commission and stakeholders to encourage trail development as outlined in the Fortune Parks Master Plan

6.4 Infrastructure

6.4.1 Expand Sewer Collection System

As mentioned in section 6.2.3, there is fundamental environmental reasoning to provide sewer service to as many properties as feasible over the long term. Furthermore, there are likely many properties that are either currently challenged to prove out their own septic system or will be in the future as replacement systems are required.

Policy: See 6.2.4 Continue to encourage residential connection to the community sewer within the plan area.

6.4.2 Reserve Long Term Potential for Westside Users

It is not apparent that the Westside properties currently need sanitary sewer and they certainly have not expressed a desire for service. However, given that the current community system has been studied and deemed feasible to expand to serve the Westside, it should be a long term capital planning item.

Policy 6.4.2: Continue to plan for sewer system expansion.

6.4.3 Examine Solution for Westside Septic Pump-outs

The Westside is land locked and therefore has no current ability for septic tank pump out vehicles to access and maintain those septic tanks. Regulatory issues prevent this occurring from a barge.

Policy 6.4.3: Work with the Westside community association, Interior Health Authority and Ministry of Forests, Lands and Natural Resource Operations to establish a protocol for water based septic pump-out services.

6.4.4 Plan for Water System Upgrades

As per 6.2.7, the community water system should be planned to service any new construction and all existing development within a feasible catchment area. The current service area includes as far west as Club Kingfisher. When the sanitary sewer is planned to cross the river and provide service to the Westside, it would be appropriate to extend a water main across the river at the same time.

Recent data from peak use in the summer of 2010 indicates that the water system still has some room for growth. In order to ensure community water will continue to be available for existing and future development, it will be necessary to upgrade the lake intake which will require regulatory approvals from the Ministry of Environment. RDNO should initiate discussions with the Ministry now regarding improvements to the lake intake.

Policy: See 6.2.7 Continue to plan for water system expansion and upgrades as the community requests connection.

6.4.5 Initiate Water Demand Management

The community water system is currently functioning within capacity during peak periods in the summer and well below capacity outside of peak times. Many municipalities have successfully stretched existing capacity of their water systems by reducing demand and especially peak demand with simple but effective education program (e.g. WaterSmart in Kelowna). Educational programs can be followed up with measures such as implementing water meters which allow consumption to be charged at unit rates rather than flat rates. These kinds of initiatives can extend the capacity of the system by reducing demand. However, if the service area is to be expanded, physical plant upgrades will still likely be required over the longer term.

Policy 6.4.5: Promote water conservation within the plan area and explore demand management strategies as capacity of the current system decreases.

6.4.6 Prepare Road Standards Plan

The existing main road through the plan area is Enderby-Mabel Lake Road. It terminates at the entry to Mabel Ridge Estates (at Dolly Varden Road). It is recommended that the design standard change at the Kingfisher Creek Bridge and extend to the terminus at Dolly Varden Road. The new design standard should allow for formalized parking on both sides of the road and a sidewalk or pedestrian route on at least one side. Such a design standard should be able to be accommodated within a standard 20 m road right of way, subject to requirements to include cut and fill sections.

This standard would also warrant a posted speed limit of 50 km/h and can include traffic calming measures. Implementation for this standard will need to be phased in gradually and where triggered by development applications. It is recommended that the implementation start at Large Road or the eastern end of Enderby- Mabel Lake Road and progress to the west. Phasing and timing will be dependent on funding ability from MoTI and RDNO.

Policy 6.4.6: Work with the Ministry of Transportation to prepare a road standards plan for the core area to ensure that roads are going to be upgraded to a standard appropriate for the current use.

6.4.7 Prepare Long-Term Road Improvements Plan

West of Kingfisher Creek, Enderby-Mabel lake Road should be reviewed for opportunities for pull outs to allow slower vehicles to get off the road and allow traffic to pass. Opportunities will be limited but should be focused near steeper hills or after sections where posted speeds are reduced. Additional review should be focused on locations where significant attractions exist in order to accommodate minor pavement tapers to allow safe turning movement on and off the main road.

Policy 6.4.7: Work with the Ministry of Transportation to prepare a long term plan for improvements along Enderby-Mabel Lake Road including turning tapers for major attractions, pull outs at scenic and other strategic areas.

6.4.8 Construct Emergency Access Link

Dedicated road allowance exists between Lusk Lake Road and Lusk Lake Road East. There is an existing pedestrian pathway constructed through this area as part of the trail system that goes around the golf course. This is a potential area for a link to be established as an alternate exit from the north shore and Mabel Ridge Estates to Beatie Road in the event of an

emergency where the main road is blocked east of Beatie Road. Construction to a permanent road standard would require significant re-grading but an emergency access only, could likely be established with relatively minor alterations. The emergency access route would be closed to regular traffic by use of a gate or other means that could be opened in an emergency situation.

Policy 6.4.8 Explore the opportunity, with the Ministry of Transportation, to provide an emergency access route via Lusk Lake Road and Lusk Lake Road East to Beatie Road for north shore and Mabel Ridge Estates residents.

6.5 Emergency Planning

6.5.1 Improve Public Awareness of Emergency Response Plan

There does not seem to be a specific emergency plan for the Kingfisher area; however, there is an Area “F” emergency response plan that has identified safe zones, helispots and staging areas within the plan area. The Area “F” Emergency Response Maps should be made available to the community and be the subject of a public awareness campaign. An area specific emergency plan would be beneficial for the community but funding from senior levels of government would first need to be secured.

The existing Emergency Response Plan Map for the Kingfisher Plan Area is included in Appendix B.

Policy 6.5.1: The RDNO will continue to educate the public on the Area “F” Emergency Response Plan and explore the feasibility of creating an area specific Emergency Response Plan for Kingfisher.

6.5.2 Promote FireSmart Education and Awareness

The RDNO is currently in talks with the Ministry of Forest and Range and has hired a consultant to undertake the first steps in identifying prescription for all electoral areas in the North Okanagan. Once these prescriptions have been identified, prioritized and funded there will be an opportunity to invite community members to see the different treatments and how they could apply similar fire mitigation techniques on their lands

Policy 6.5.2 Continue to provide education and demonstrations (when appropriate) to the public on Fire Smart principles and techniques.

6.5.3 Explore Potential for Open Fuel Breaks

The Wildland Fire Protection Plan recommends open fuel breaks in the Kingfisher area to be established north and east of Mabel Ridge Estates. Although it does not specify an open fuel break for the west side subdivision, it does identify that the west side subdivision is a High Interface Fire Hazard Zone. Given that the west side is water access only, it would seem logical to suggest an open fuel break to the west of the established lots.

Policy 6.5.3: Evaluate the feasibility for open fuel breaks along the properties on the west side, which is currently designated as a High Interface Fire Hazard Zone.

6.5.4 Explore Fire Protection Service Options

The Wildland Fire Protection Plan also recommends that a volunteer fire station be established and equipped with basic equipment to suppress fire incidents. RDNO will explore protection services options identified by the Ministry of Public Safety and Solicitor General in the “Establishing and Operating a Fire Department” document. A volunteer fire station can also become a significant community service organization beyond providing fire protection services.

Policy 6.5.4: The RDNO will continue to explore fire protection service options for the Kingfisher community.

6.5.5 Seek Provincial Commitment to Maintain Emergency Egress

Many participants in the Local Area plan process pointed out that there is no alternate road access out of the community. There is a network of well maintained Forest Service Roads in the surrounding area. Specifically, the Kingfisher Main – Noisy Creek does provide a physical link out of the valley to the north all the way to Three Valley Gap. This is a long route but it does provide an alternate route should there be a catastrophic event that severed the Enderby-Mabel Lake Road route west of the Brant’s Hand Launch site. There may be other Forest Service road links available as temporary bypasses. RDNO should work with the Ministry of Forests, Lands and Natural Resource Operations to ensure that valuable linkages are not decommissioned when no longer needed for resource based activities.

Policy 6.5.5: Work with the Ministry of Forests, Lands and Natural Resource Operations to ensure alternative exit routes and forest service roads out of the Kingfisher community are not decommissioned.

6.6 Future Land Use

The public comments during the consultation period were dominated by the impacts of seasonal use at the lake. This is an understandable reaction as the area has undergone a significant transformation in the last ten years with the development of the golf course and the introduction of new residential forms of development. It is easy to attribute the increased volume of people to the growth of development. The recommendations of this Local Area Plan are therefore more heavily weighted on changes that would result in better facilities to handle the influx of population in the peak summer months and on “management” strategies to accommodate the pressures of this recent growth. There was relatively little discussion on specific land use changes outside of the application by the resort ownership group and area residents to release lands from the ALR north and west of the current golf course. As discussed in Section 4.3, the majority of the individual submissions did not indicate that there should not be any further growth in the area, rather, that growth should be conditional on relevant issues being addressed.

After the public consultation periods and the completion of the first draft of the Local Area Plan, a group of land owners with lands in the ALR did have the block exclusion application re-considered by the Agricultural Land Commission. This appeal to the ALC involved several ALR properties between Rohan Peters Road and Lusk Lake. The ALC did approve one of the parcels immediately west of Kingfisher Creek for removal (exclusion) from the ALR. While the Terms of Reference for the Local Area Plan did not include specific analysis for lands to be considered for removal from the ALR, this decision by the ALC late in the planning process cannot be overlooked. By virtue of its exclusion, it is anticipated there will be future (if not immediate) pressure by the land owner to change the land use for this property to facilitate additional resort or residential resort uses. It is recommended that if an application is made on this specific property, that it be examined in terms of the relevant recommendations and policies of this Local Area Plan before any decision on future land use is made.

On this basis, and considering the timing of the ALC decision for the property to be excluded from the ALR, we are not recommending any specific changes to the future land use designations currently found in the OCP. The plan does recommend one new designation as discussed in Section 6.6.2. There is existing development potential that is supported by the current OCP and this potential should be allowed. However, the full recommendations of this plan must be considered to establish appropriate and reasonable developer contributions that should be secured at the time of development approvals.

6.6.1 Preserve Current Official Community Plan

The reality is that without further and significant exclusion of lands from the ALR, there are not enough developable lands to consider for future development that will enable the area to develop into a more sustainable and complete community. Lands currently designated for development are consistent with the vision and concept of the golf course and a small resort community. There could be the potential for significant future growth east of Kingfisher Creek in the longer term future, including additional resort oriented developments. However, such decisions should be made based on establishing a permanent and complete community. The recent exclusion of the lands west of Kingfisher Creek from the ALR is an indication that this next level of planning should perhaps occur in the short term (1-5 years) rather than the longer time frame. Any additional lands designated for development must take into account the principles of sustainability and work towards the creation of a complete community with servicing designed to minimize impacts on the natural environment.

Policy 6.6.1: No broad changes to current Official Community Plan designations to increase land base for development over current scenario are recommended until a detailed land use planning exercise occurs. It is recognized that this could occur through an application driven process. The RDNO will review applications on their own merits and will be given careful consideration in relation to relevant policies outlined in the Electoral Area F OCP and Kingfisher Local Area Plan.

6.6.2 Consider Commercial/Industrial Land for Dry Land Marine Facility

The one specific land use change that warrants further study would be to accommodate a dry land marine facility. Such a facility would accommodate dry land boat storage and a system to allow rapid launch and retrieval of boats from Mabel Lake. A general location on the north side of Enderby-Mabel Lake Road, west of the Rivermouth Drive / Beatie Road intersection is recommended for this designation. Similar facilities have been successfully developed where there are limited access points and limited on lake marine facilities such as at Sicamous and Kelowna. Ideally, a new boat launch area would be constructed to be dedicated to this operation but it can operate in conjunction with a public launch facility. Further investigation is warranted to determine if an additional launch area could be accommodated on the river, recognizing that there are environmental concerns to be addressed. This would be a private enterprise solution to relieve pressure not only on the existing boat launches but also on storage. There are challenges to creating additional marina spaces on the lake and the proliferation of private moorage buoys is creating hazards and detracting from the enjoyment of the foreshore.

Policy 6.6.2: Explore opportunities for a Dry Land Marine Facility

6.6.3 Prepare Guidelines for Infill Construction and Re-Construction

Informal observation of the existing development on the waterfront leads to the conclusion that many cabins that are currently located on waterfront lots would not comply with current environmental setback regulations if they were to be re-constructed. The biggest hurdle would be compliance with the Riparian Areas Regulations (RAR) as this regulation only looks at potential habitat conservation and restoration and does not take into account the existing situation with respect to making incremental improvements. While it is not likely that RAR would be waived for the waterfront lots, there may be potential to work with Department of Fisheries and Oceans (federal) and Ministry of Forests, Lands and Natural Resource Operations (provincial) to develop a protocol that outlines what kind of improvements can be made while providing incremental benefits to the environment including riparian habitat and water quality. Both government agencies are engaged in other studies in the area and are familiar with future challenges. For non-waterfront lots, there are still many vacant lots that are being used seasonally with travel trailers and other non-permanent structures. These lots will be considered for permanent construction over time. As indicated in 6.2.4, consideration should be given to building regulations to ensure that dry sanitary sewer service is included in any new construction that is within the future service area anticipated by the Liquid Waste Management Plan. Similarly, domestic water systems should include a future connection to community water if it is within the service area.

See Policy 6.2.8

Policy 6.6.3: Work with the community and landowners to develop guidelines for infill construction and re-construction of waterfront and vacant lots in the plan area.

6.6.4 Acknowledge Growth

Acknowledge that growth will be led by the recreational/seasonal stakeholders but that permanent residency will grow proportionately. Over the long term, permanent residency will be established to a greater extent as seasonal investment in the community continues.

The Kingfisher area has demonstrated a historical draw as a recreational destination. This will continue to be a primary source of growth pressure into the future. Analogies have already been made to other small communities that have slowly transformed from a purely recreational community to one where permanent residency has grown to a year round

component. It is not considered to be sustainable for the long term if all new growth is only considered for seasonal use. Recreational housing and businesses can be accommodated within a plan for a full time community, but it means that key land uses and infrastructure must be considered and protected for a complete community.

Policy 6.6.4: Acknowledge growth and work towards achieving a balance between recreational/seasonal development and the principles of smart growth / complete communities.



6.7 Rural/Agricultural Policies

The current policy direction has been to limit rural growth in the plan area, focusing on the desire to limit private water and septic installations. There is no compelling reason to change that direction. Furthermore, many of the rural lands are within the ALR and will be retained for their agricultural potential.

6.7.1 Review Zoning Bylaw No. 1888, 2003 Section 301

Review Zoning Bylaw No. 1888, 2003 Section 301 which is currently more restrictive than ALR policies which allow secondary housing units, farm accommodation, farm tourism activities and recreational uses on rural lands provided that these activities will not impact the rural and agricultural nature of the area.

The Agricultural Land Reserve Act, its regulations and policies include provision for individuals to pursue limited non-farm uses. The rural stakeholders commented that they would like to see additional opportunities for them to earn an income from their land but they do not feel that there are appropriate avenues for them to follow. RDNO should clarify how the various policies of the ALC apply to the Kingfisher area and they could produce a short bulletin on what opportunities are available through application to the ALC and are provided within the rural zoning categories within the plan area.

Policy 6.7.1: Review Zoning Bylaw No.1888, 2003 Section 301 in relation to uses permitted in the ALR.

6.7.2 Support Recreational Opportunities on ALR and Rural Lands

There are likely many recreational activities that could be accommodated on rural parcels that do not require extensive or permanent construction activities. Provided a land owner can demonstrate that there are no long term impacts to their land or neighbouring rural parcels, RDNO should be supportive of non-farm use applications to the ALC for recreation based business opportunities within the rural areas of the plan. Some examples might be a zip-line operation, cycling and hiking tours, horseback riding, limited bed and breakfast operations, eco-tours, etc.

Policy 6.7.2: Support recreational opportunities in the plan area that do not negatively impact lands within the ALR and Rural Areas.



6.7.3 Adhere to Septic Disposal and Domestic Water Provisions

The current regulations for new domestic water sources and onsite septic systems provide current best practices for safe operation of these private utility services. Any changes to provincial or federal policies should be implemented without hesitation in order to provide the best protection possible to the rural residents of the plan area.

Policy 6.7.3: Continue to require stringent adherence to septic disposal and domestic water provision for all new rural construction and subdivisions.

6.8 Residential Policies

6.8.1 Require Dry Service Connections for Residential Construction

All new residential construction that is within the future sewer service area as identified by the Liquid Waste Management Plan should provide a dry service connection so that when community sewer is available to them, connection can be made easily. Similarly, RDNO should examine the community water system and map out a future service area so that long term community water can be made available to residences. Any new construction within the future service area should be required to make provision for future connection to the system.

Rural parcels that fall outside of future service areas for community water and sewer would be exempt from this policy.

Policy 6.8.1: All residential construction (new, infill, re-construction) should be required to provide dry service connections for the eventual sanitary sewer connections.

6.8.2 Consider Secondary Suites

Where residential development is connected to sanitary sewer, opportunities for secondary suites for rentals should be considered. The goal is to provide some housing alternatives within the community.

It is acknowledged that there may not be a demonstrated need for permanent rental housing within the plan area due to the seasonal nature of employment opportunities. However, this will likely change over the long term. Secondary suites can provide an affordable option for those seeking alternative housing within the plan area. Where community water and sewer are available, RDNO should investigate zoning regulations that provide for secondary suites on residential parcels.

Policy 6.8.2: Review Zoning Bylaw No.1888, 2003 and examine the potential for secondary suites in the Residential zoned areas of Kingfisher.

6.8.3 Consider Residential Construction as Permanent Residency

Past policies and regulations have acknowledged that most residential construction is intended to be used for only a limited period in any given year. These policies may have provided for reduced servicing standards and/or construction requirements. It is recommended that all new construction be reviewed as permanent accommodation in order to ensure that it will be compatible with the community as it builds a more permanent population.

Policy 6.8.3: All new residential construction, except on the Westside should be considered as permanent residency for the purposes of zoning and construction requirements.

6.9 Commercial Policies

6.9.1 Support Commercial Land Use at Parkway Road

The current OCP designates two parcels of land near parkway Road and Enderby-Mabel Lake Road as general commercial land use. The parcels are also currently zoned C-1: General Commercial which provides for a broad range of general commercial uses on the main floor with opportunities for accommodation above. It is recognized that there may be a limited market for general commercial currently; however, these lands provide a good centralized location for general commercial in the future. The current general commercial business is located at the store near the Holiday Park. It is envisioned that the current store would continue to cater to the convenience necessities of those attending the Holiday park and the beach related functions and that the Parkway Road site would cater to general commercial activities that support the resort development and the broader Kingfisher community.

Should the long term vision discussed in Section 7 be adopted as a long term plan for the area, there may be potential for the Parkway Road commercial lands to be re-designated for commercial accommodation. However, this opportunity will not exist unless additional lands are designated for long term neighbourhood commercial use.

Policy 6.9.1: Continue to support the inclusion of general commercial land use at Parkway Road to provide a commercial alternative to the Holiday Park Store.

6.9.2 Establish Water Lot/License for Marine Use

The limited lakefront available for public use has been discussed in previous sections. One of the resulting impacts is that there are limited marine facilities on the lake within the Plan area. Large Road is a public road that accesses the private marina and boat launch at the resort. RDNO should investigate the potential to create an additional water lot or aquatic lease area for additional marine facilities. RDNO could then make the lease available to private operators in exchange for improved public use facilities such as an improved boat launch and short term moorage. Any investigation into this possibility would need to be coordinated with review of the community water system as the lake intake is also located in the same general area.

Policy 6.9.2: Explore opportunities for an additional marina site which includes public elements and water lot license for marine use.

6.10 Parkland and Open Space Recommendations

The current draft Parks Master Plan focuses on improvements to the existing river access points.

The current draft of the Fortune Parks Master Parks Plan for Area “F” focuses most of the recommended actions for the Kingfisher Area on improving the access points to the Shuswap River. While these access points are important for public enjoyment of the Shuswap River, they were not the priority issues relayed through the stakeholder meetings and input for the Kingfisher LAP. There are existing river access points developed at Dales, Cooke Creek and Brant’s Hand launch sites.

6.10.1 Utilize All Public Land Resources

No plans have been made to increase access to Mabel Lake in the current draft Parks Master Plan. Initiatives should be directed at fully utilizing all public land resources on both Mabel Lake and the Shuswap River. At minimum, this should include clear demarcation of public road access points.

The stakeholder input identified access to the lake for the public as the priority for park and open space needs. In reviewing the legal composite plans, there appear to be several road end access points that have not been cleared or marked for public access. It is recommended that these existing assets be recognized and be cleared and marked with signage for simple pedestrian access to the water. Long term plans should be made to acquire additional public land on the foreshore to Mabel Lake.

Policy 6.10.1: Work with the Enderby Area F Services Commission to initiate a program to clear and improve public access points to the water in the plan area.

6.10.2 Develop Long Term Acquisition Plan

In conjunction with the RAR mapping exercise to identify the high water mark on the north shore, a long term acquisition plan should be developed to acquire those lots that will be difficult or impossible to redevelop for residential use, providing they can be used by the public for access to the lake.

In conjunction with 6.2.8, RDNO should identify the properties that are considered the most difficult to meet current and future environmental guidelines for residential development and add those to a long term acquisition strategy for public use. The criteria for inclusion should include an analysis of whether there is potential to add them to contiguous

public lands and whether they are suitable for public access. This process should be done in conjunction with a review of the specific policies for the Kingfisher Area found in the Area F Parks Master Plan.

Policy 6.10.2: Consider acquiring lands identified in the Enderby & Area F Services Parks Master Plan through development acquisitions or through other opportunities if they arise.

6.10.3 Implement Programs for Public Asset Management

Most of the seasonal peak issues are derived from a lack of management presence at the lake. RDNO should examine potential partners in the community to implement programs that would result in effective management of public assets during the summer and a revenue stream to off-set wages.

Partners in Parks is a template that has been used in other communities where park land assets are made available for limited commercial use in order to provide a community service.

Policy 6.10.3: Explore opportunities for public asset management.

6.10.4 Acknowledge Potential Provincial Marine Parks

The OCP acknowledges a potential future provincial park south of the west side development. This would likely be restricted to boat access only. There could be additional potential for marine based park land to the north of the existing development area on Mabel Lake. Two provincial parks already exist on the Shuswap River at Skookumchuck Rapids and The Islands.

Policy 6.10.4: Work with the Ministry of Environment on potential future provincial park dedications.

6.10.5 Develop Trail System

As mentioned in 6.3.7, the general area could benefit from a dedicated trail system. Short term focus should be on the area east of Kingfisher Creek where seasonal crowding and traffic congestion is most prevalent. However, a more complete trail system should enter the long term planning horizon that extends further to the west. It is unlikely that Enderby-Mabel lake Road will ever be more than a rural two lane highway. Therefore, RDNO should discuss with MoTI what potential there is for a separate trail to be located within the road right of way.

Policy 6.10.5: There is a great potential to develop a trail system with connectivity throughout the Kingfisher area, at least east of Rohan-Peters Road. Options for a trail separated from the road should be explored west of Rohan-Peters Road with the MoTI.

6.10.6 Acquire Ball Field

Other than improved access to the Shuswap River, the Draft Parks Master Plan identifies the acquisition of the ball field property west of Kingfisher Creek as the major parkland acquisition for the plan area. This acquisition would provide for programmable active recreation space for the community and also formalize public access to the Skookumchuck Rapids. Although this land has been used ad hoc by the community, it is still private land and should be owned by the local government if the public use is to continue.

Policy 6.10.6: Work with the Enderby Area F Services Commission to acquire the Ball field as identified in the Enderby & Area F Services Parks Master Plan.

6.11 Heritage Policies

The Enderby and District Heritage Commission is a commission of the City of Enderby and the RDNO and was contacted to provide input regarding heritage resources for the Kingfisher area. The commission is prepared to assist any property owners who feel that they have a heritage resource and are seeking some form of protection. The society has also provided a list of resources in the plan area that is listed in Appendix “A” it is recommended that RDNO continue to use the commission to assist with the voluntary protection of heritage assets within the plan area.

The commission is also an advocate to designate the entire Shuswap River as a Heritage River. There are likely several implications and opportunities that go with a Heritage River designation that are beyond the scope of this plan. RDNO is encouraged to study the implications and opportunities of this action in conjunction with the Enderby and District Heritage commission. Furthermore, all initiatives regarding heritage management should include consultation with Splatins, including an inventory of any additional sites protected under the Heritage Conservation Act.

Policy 6.11: Work with the Enderby and District Heritage Commission, Archaeological Branch and Splatins to facilitate the identification, protection and conservation of heritage resources, including historical buildings, archaeological sites and historic trails. preserve and promote the value of heritage sites within the plan area.

Policy 6.12: Where development will impact a known archaeological site as identified by the Province of BC under the Heritage Conservation Act, the RDNO will direct the developer/applicant to contact the BC Archaeological Branch for instruction on how to proceed before any approvals are granted.

Policy 6.13: The RDNO will endeavor to maintain and up-date their internal mapping database, based upon the RAAD (Remote Access to Archaeological data) mapping system, to ensure archaeological sites are identified early on in the planning and development process as we have been discouraged by the province to include this information in public mapping.

Policy 6.14: The RDNO encourages all lake front property owners to undertake a proactive joint archaeological assessment of the lakefront lots.

7.0 Future Community Planning

The focus of this local area plan has been on addressing existing issues that have been the result of growth. If these issues can be addressed, the community could start to look at what an expanded village and residential community might look like. We heard comments about wanting sustainable growth and to have a complete community. We also acknowledge the desire by Mabel Lake Resort owners and residents that they would like to see opportunities for expansion of resort facilities. The community's observations are that the current area is a mix of rural and seasonal recreational residences with rural agricultural activities more predominant in the river valley and western portions of the plan area. Commercial recreational activities are also found closer to the Mabel Lake portion of the plan area. This mix of land uses forms the Kingfisher community.

The community and RDNO have many recommendations to consider with this Local Area Plan. When looking at future growth and development within the plan area the relevant policies outlined in this plan should be addressed. There will be a point where a more detailed planning exercise for the village area may serve as a catalyst to address some of the recommendations. The timing of this initiative is left to the community and RDNO to best decide. The recent decision by the ALC to exclude a portion of property west of Kingfisher Creek should be considered when deciding if and when a land use planning study should commence. Any future land use planning exercise must include close collaboration with the ALC to ensure that issues regarding agriculture are adequately addressed. It is also imperative that there is broad based community support to look to the lands in the ALR if that is to accommodate the future growth of the community. The Regional Board would need to determine what mechanism is deemed appropriate for establishing the level of community support for such a land use planning exercise.

8.0 Conclusion

We are experiencing a change in what creates great communities. The industrial approach of needing a large factory or industry to support the town is proving to be less important with the advent of communication technologies and the information age. People are creative and they will find ways to be employed in remote areas by connection through the internet. Kingfisher could grow into an area with a vibrant village core and capitalize on all of the natural attributes it has today, but it needs to address some current shortcomings first and set a solid plan for the future. The useable land base within the plan area is too limited to allow a random progression from where the community is at today and still preserve the sensitive environment that makes this place special.

9.0 Summary of Local Area Plan Recommendations

The following matrix summarizes the recommendations of the Local Area Plan. It also provides for targeted time frames and jurisdictional responsibilities to act on each recommendation. The Current time frame is considered between the adoption of the plan and five years from then; the Medium time frame is considered between five and ten years from adoption of the plan, and the Long time frame is beyond ten years from adoption of the plan. The table also includes suggested implications if the recommendations are not acted on by the appropriate jurisdiction. It is recommended that RDNO commit to reviewing this summary as part of any regular review of OCP policy within Electoral Area “F” in the future. It also provides the community a list of opportunities that they may want to assist RDNO prioritize based on available resources and funding.



	Jurisdiction	Time Frame: Current (now-5 years), Medium (5-10 years), Long (beyond 10 years)	Is this a key recommendation for improving carrying capacity?	Implications if not acted on
6.2 Environmental Issues				
6.2.1	Monitor Water	IHA, RDNO, MoE, Community	C	No – but it is important to assist with planning and implementation of water infrastructure
6.2.2	Use SHIM and FIM to Supplement DP Process	RDNO	C	No
6.2.3	Consult on Riparian Areas Regulation	RDNO, DFO, MoE	C	No
6.2.4	Commence Sewer Collection Extension	RDNO, MoE	C – Northside L – Westside	Yes
6.2.5	Identify Potential Marina Site	RDNO, MoE, DFO, Front Counter BC	C – feasibility M - implementation	Yes – for peak use periods
				Future decisions on water and sewer infrastructure will be made on incomplete information. Trend analysis on water quality will not be complete.
				Decisions regarding protection of environment will not be made on the best knowledge available
				Uncertainty for lakefront property owners regarding future improvements including consent to infrastructure improvements.
				Continued impacts from private septic systems on water quality.
				Continued proliferation of buoys, summer congestion at boat ramps and parking area, potential marine and road safety issues

	Jurisdiction	Time Frame: Current (now-5 years), Medium (5-10 years), Long (beyond 10 years)	Is this a key recommendation for improving carrying capacity?	Implications if not acted on
6.2.6	Prohibit House Boats	RDNO	No – but is a factor for water quality over the long term	Introduction of houseboats to Mabel Lake. More difficult to regulate once they are established. Potential water quality impacts.
6.2.7	Provision for Future Water System Upgrades	RDNO, MoE, IHA	Yes – water system is already functioning above design capacity at peak periods	Shortfall in capacity, failure to protect safe and reliable water supply to service area
6.2.8	Survey High Water Mark	RDNO, MoE	No	See 6.2.3
6.3 Peak Season Use / Management				
6.3.1	Collaborate with relevant agencies to facilitate parking on DL 2415	Fortune Parks, RDNO	Yes	Continued parking issues during peak periods, will limit capacity of current boat launch site
6.3.2	Review Public Boat Launch	RDNO	No	Missed opportunity to create more efficient use of existing facilities through partnership
6.3.3	Develop Road Cross Section	RDNO, MoTI	Yes	Continues ad hoc parking solutions, public safety issues
6.3.4	Review Options for Public Launch and Moorage	RDNO, Front Counter BC	No	Solutions to improve marine related capacity will have to be found at existing or alternate sites

	Jurisdiction	Time Frame: Current (now-5 years), Medium (5-10 years), Long (beyond 10 years)	Is this a key recommendation for improving carrying capacity?	Implications if not acted on
6.3.5 a	Community	C	No	Missed opportunity to have community based solution for improving social behavior and awareness of environmental issues.
6.3.5 b	Community	C	No	
6.3.6	Community, RCMP	C – feasibility for peak period only	No	Missed opportunity for community based solution for public safety
6.3.7	Fortune Parks, RDNO, Community, MoTI	C – planning and implementation through development M - implementation	Yes	Pedestrian linkages are important to reduce traffic issues and to increase pedestrian safety
6.4 Infrastructure				
6.4.1	RDNO, MoE, IHA, Community	C – planning, community consent, and potential initial phases of implementation M – implementation for Northside	Yes	Continued potential impacts to ground water, lack of options for property owners
6.4.2	RDNO, MoE, IHA, Community	M – Capital Planning L – Implementation	Yes – but only in the longer term	Continued potential impact to water quality, missed opportunity for long range sustainability planning
6.4.3	RDNO, MoE, IHA, Community	C – feasibility	Yes	Septic system failures with no current viable solution

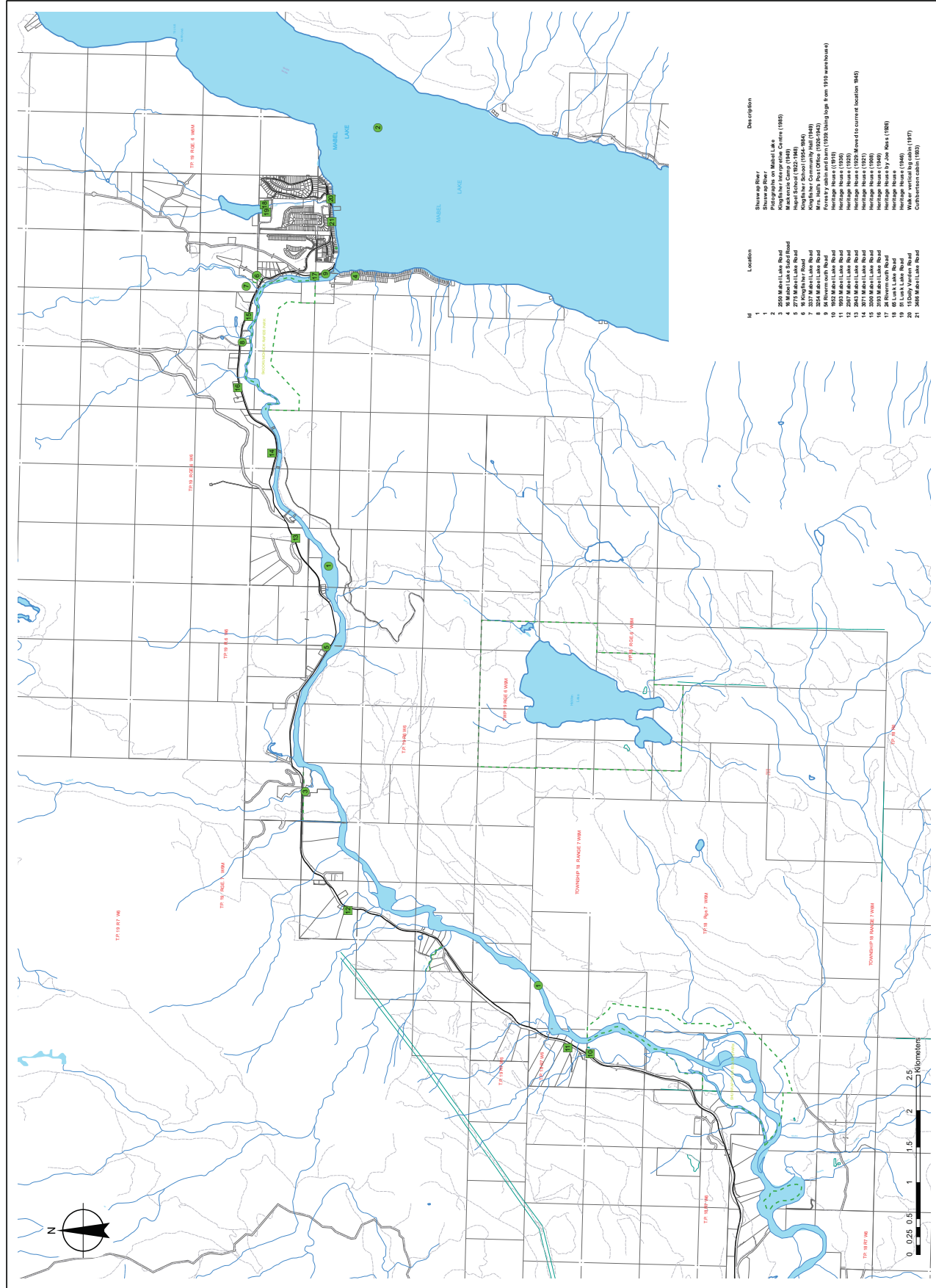
	Jurisdiction	Time Frame: Current (now-5 years), Medium (5-10 years), Long (beyond 10 years)	Is this a key recommendation for improving carrying capacity?	Implications if not acted on
6.4.4	Plan for Water System Upgrades	RDNO, MoE, IHA	Yes	Water system will continue to function above capacity at peak periods, no opportunity to expand service area
6.4.5	Initiate Water Demand Management	RDNO, Community	Yes	Missed opportunity to extend functional capacity of existing water system
6.4.6	Prepare Road Standards Plan	RDNO, MoTI	Yes	See 6.3.3
6.4.7	Prepare Long-Term Road Improvements Plan	RDNO, MoTI	No – but is a perception of safety issue	Leaves all road issues to the sole discretion of MoTI
6.4.8	Construct Emergency Access Link	MoTI, RDNO	Yes	No alternate emergency access routes (loops) to Enderby-Mabel lake Road
6.5 Emergency Planning				
6.5.1	Improve Public Awareness of Emergency Response Plan	RDNO	No	Lack of community awareness of Emergency Planning
6.5.2	Promote Fire Smart Education and Awareness	RDNO, MFR, Community	No	Missed opportunity for community involvement in wildfire hazard mitigation
6.5.3	Explore Potential for Open Fuel Breaks	RDNO, MFR	No	No improvement to broad based community wildfire hazard mitigation

	Jurisdiction	Time Frame: Current (now-5 years), Medium (5-10 years), Long (beyond 10 years)	Is this a key recommendation for improving carrying capacity?	Implications if not acted on
6.5.4	Explore Fire Protection Service Options	RDNO, Ministry of Public Safety and Solicitor General	Yes	No reduction in fire risks, missed opportunity for community based volunteer organization
6.5.5	Seek Provincial Commitment to Maintain Emergency Egress	RDNO, MFR	Yes – but only in Medium and Long term	Potential loss of alternate route out of the east end of the community
6.6 Future Land Use				
6.6.1	Preserve Current Official Community Plan	RDNO	Yes	Does not require action
6.6.2	Consider Commercial/Industrial Land for Marine Facility	RDNO	Yes	Missed alternative to marine based facilities to increase boating capacity and efficiency of exiting boating facilities
6.6.3	Prepare Guidelines for Infill Construction and Re- Construction	RDNO, MoE, DFO	Yes	No clear direction on future development standards, particularly on waterfront lots
6.6.4	Acknowledge Growth	RDNO, Community	Yes	Ad hoc planning
6.7 Rural/Agricultural Policies				
6.7.1	Review Zoning Bylaw No. 1888, 2003 Section 301	RDNO	No	Missed opportunities for rural land holdings
6.7.2	Support Recreational Opportunities on ALR and Rural Lands	RDNO, ALC	Yes	Missed opportunity to diversify recreation industry, promote eco- tourism














	Jurisdiction	Time Frame: Current (now-5 years), Medium (5-10 years), Long (beyond 10 years)	Is this a key recommendation for improving carrying capacity?	Implications if not acted on
6.7.3	RDNO	C	Yes	Effective growth management tool, sustainable development practice will be lost
6.8 Residential Policies				
6.8.1	RDNO	C	Yes	Commitment to future conversion to community sewer is weakened
6.8.2	RDNO	C	No	Potential housing alternative will be missed
6.8.3	RDNO	C	Yes	Potential for reduced servicing standards will hamper future sustainability
6.9 Commercial Policies				
6.9.1	RDNO	C	Yes	No action required.
6.9.2	RDNO, Front Counter BC	C - feasibility	No	See 6.3.4
6.10 Parkland and Open Space Recommendations				
6.10.1	Fortune Parks, RDNO, Front Counter BC	C – planning M – implementation	Yes	Missed use of existing resource
6.10.2	Fortune Parks, RDNO	C – planning, feasibility M/L – implementation	Yes	Continues peak period pressure on existing resources

	Jurisdiction	Time Frame: Current (now-5 years), Medium (5-10 years), Long (beyond 10 years)	Is this a key recommendation for improving carrying capacity?	Implications if not acted on	
6.10.3	Implement Programs for Public Asset Management	Fortune Parks, RDNO, Community	C – planning	Yes	Existing and future resources/assets will not be used in the most efficient way
6.10.4	Acknowledge Potential Provincial Marine Parks	Fortune parks, BC Parks	M/L	No	Future provincial park strategies will not be developed.
6.10.5	Develop Trail System	Fortune Parks, RDNO, Community	C	Yes	Missed opportunity to establish trail requirements through development, community projects
6.10.6	Acquire Ball Field	Fortune parks, RDNO	C	Yes	Missed opportunity to capitalize on community recreation opportunity and private property owners good will
6.11 Heritage Policies					
6.11- 6.14	Continue to work with the Enderby and District Museum Commission, Archaeological Branch and Splitsin to manage heritage resources within the plan area.	RDNO, City of Enderby, MFLNRO, Splitsin	C	No	No effective heritage resource management

Appendix A: Heritage Resources



Legend

-  Heritage Sites
-  Heritage Site
-  Heritage House
-  Rivers
-  Lakes, Inlet
-  General Road
-  Local Road (paved)
-  Major Road (paved)
-  International boundary
-  National boundary
-  Railroad boundary
-  Park boundary
-  Cadastre

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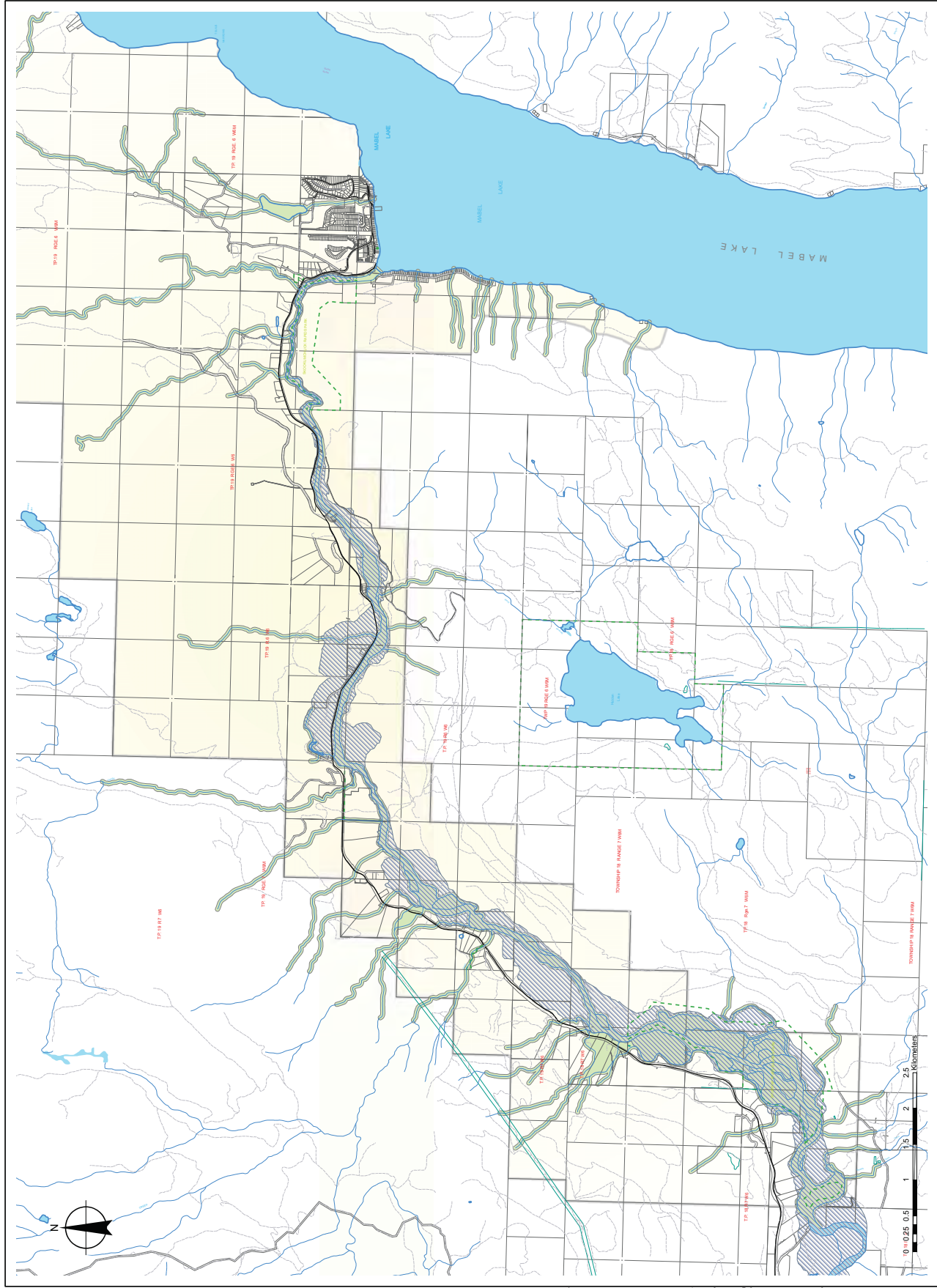
NORTH OKANAGAN REGIONAL DISTRICT

**KINGFISHER
LOCAL AREA PLAN
MABEL LAKE, BC**

HERITAGE SITES

project no.	5110-006-001
file name	SITEMAP.mxd
sheet no.	1 of 1
drawing no.	C001
revision no.	A

Appendix B: Development Permit Areas Map

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Appendix C: Floodplain Mapping



Appendix D: Emergency Response Plan Mapping

