

Archived: May 25, 2026 8:42:08 AM

From: [Loris Davidson](#)

Sent: May 21, 2026 10:18:30 PM

To: [RDNO Public Hearing: Allysa Hopkins](#)

Subject: Rezoning and proposed development of 3315 Enderby/Mabel Lake Rd

Sensitivity: Normal

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I think this letter submitted by my friend of 41 years (we arrived in 1985) covers my concerns, but I would like to add a personal experience of taking my grandchildren to the Rivermouth beach. Knowing it would be busy, we were dropped off as there is no parking available in any proximity of the beach....we arrived to find the beach literally standing room only....we were forced to hitch a ride home...

I live at 3130 Enderby Mabel Lake Rd, ..wedged between the road and river. Between the trucks, RVs and bikes, the jet boats and skidoos there is little place to escape the noise except behind closed doors.

We are at saturation point.

Most of the long time residents CHOSE an alternate lifestyle, one that embraced the environment and a simpler way of life.....these proposals and the development have brought in a different sense of community...based on everything we chose to leave behind.....We have tried to embrace the development since the changes to the OCP and accepted that the development would remain east of Kingfisher Creek...and yet here we are again....

I am including the concerns addressed by my friend.....she sums it up adequately.

I have lived in the Kingfisher area since 1985. The subject property has been underwater on several occasions in my memory and remains at risk of future flooding due to factors outside of RDNO's or the property owner's control. High stream flows, rapid snow melt, rainfall events and debris torrents cannot be predicted or easily managed.

I understand that RDNO's direct responsibility is to ensure proposed developments conform to zoning guidelines and the community vision as stated in the Official Community Plan and that the proponent of this development must adhere to the RDNO's guidelines and complete the necessary studies before consideration by the RDNO board to meet the minimum standards.

In addition to the very real concerns of overland flooding, fires, evacuation, water supply, sewage disposal and potential damage to sensitive salmon bearing habitat, there are intangible issues that must not be ignored. These are the issues of social license and carrying capacity. I believe that approval of this project must consider the effects of cumulative development over the last 35 years. While there remain some parcels of undeveloped land, the recreational access has been over exploited and there are no additional private or public lands that can be developed to access the lake for swimming or parking.

Social License

A definition of social license is the ongoing acceptance or approval of a project by local communities, extending beyond legal permits and regulatory approvals. To gain and maintain social license, the project should provide tangible benefits to the local community such as employment opportunities, infrastructure improvements or increased local economic diversity.

This proposed development project may provide temporary employment opportunities during the construction phase and a few seasonal jobs after completion. This project does not include improvements or solutions that will address the lack of infrastructure for traffic, pedestrian walkways, parking or access to the lakefront. In fact, the proposed development will exacerbate the existing infrastructure deficiencies while offering no benefits or improvements. The applicants state they will

dedicate a strip of land for a path but do not commit to developing such a pathway as a community asset.

I do not believe the applicant or the RDNO have the social license for this development to be approved.

Carrying Capacity

Concerns about the carrying capacity of the area have been expressed at previous development hearings and have never been addressed, as development after development have been approved by the RDNO.

Permanent residents in the area have lost access to Mabel Lake for swimming. There is little access to swimming at Mabel Lake for individuals who are not a guest or owner of resort property. Mabel Lake has very limited beach front in the resort area and the existing beach is backed by a steep rise in the land limiting the development of additional beach area. Mabel Lake is at the end of a dead end road. There is no additional adjacent land to be developed for beach access. This has been a significant loss for year round residents with most residents unable to access the lake for swimming during the busy summer months. I used to enjoy a daily afternoon swim but have not been able to do that for many years due to congestion and lack of accessible parking.

There are few accessible areas on the Shuswap River and intensive use by boaters and tubers creates overcrowding at these sites. The hand launch sites do not offer safe swimming areas. Accessible areas such as the Kingfisher Interpretive Centre are heavily used, despite the less than ideal swimming conditions. The beach there is rocky, the current is swift and the few small sandy areas are heavily used and over crowded in the peak of the summer's heat.

This development, when completed, will attract several hundred additional people to an area that is already over capacity relative to its available recreational access. The problems of traffic congestion and the lack of access to the waterfront will inevitably increase with the increased population, adding to the frustration and conflict.

Other Concerns:

Water Supply The applicant wants to draw from a single private well to service 127 RV sites, a pool, and a recreation centre, without hydrogeological study. Neighbouring wells could be affected.

Sewage. The RV community septic system is near the Kingfisher Creek, which flows into the salmon-bearing Shuswap River.

Environment. No Provincial Riparian Area Assessment is required (one was required for the comparable Cooke Creek application). No wildlife or bear-conflict assessment required despite a treed, bear-active corridor.

Wildfire and evacuation. Wildfire hazard zone, dead-end road, no FUS fire rating, no cell service east of Ashton Creek. The required forestry report covers on-site fuel only - not regional evacuation for up to 500 seasonal occupants.

OCP policy. The Kingfisher Local Area Plan states Recreation Commercial development should be limited to east of Kingfisher Creek. This property is on the west side. Staff propose to waive this without written justification.

Indigenous consultation. Splotsin and Okanagan Indian Band have both formally stated consultation is incomplete. Splotsin requires an Archaeological Overview Assessment. OKIB's referral fee is unresolved. The Crown's duty to consult cannot be delegated to the developer.

Flood contamination risk. Kingfisher Creek runs along the east boundary of this property and has a history of overland flooding - RDNO's own 2018 covenant (CA7016010) restricts development within 30 m of the creek "due to environmental and floodplain aspects." A flood at a 127-site RV park would release fuel from RV tanks, floating propane cylinders, battery acid, and raw sewage from holding tanks and the community septic system directly into the creek and then the Shuswap River. No

Kingfisher Creek flood study has been done, and no contamination-release assessment is required.

Before second reading, I ask the Board to require:

Full hydrogeological study and impacts on neighbouring wells

Groundwater-surface water connectivity study for the septic system with public reporting

Provincial Riparian Area Assessment and a wildlife / human-wildlife conflict assessment

Kingfisher Creek flood hazard study with climate change adjustment

Fuel, propane, sewage, and battery contamination-release assessment for flood conditions

Expanded wildfire report covering regional evacuation capacity on Enderby Mabel Lake Road

Written justification on the record for waiving the OCP east-of-creek policy

Confirmation that Splatsin and OKIB consultation requirements are met before second reading

All technical studies made publicly available - no FOI request should be required

I am asking the RDNO Board to consider all risks as part of their approval process. I am asking that the conditions match the scale of the risk. A 127-site RV park beside a salmon-bearing creek, on a dead-end road, in a wildfire zone, with unresolved Indigenous consultation obligations is a major and permanent land use change.

Loris Davidson

3130 Enderby/Mabel Lake Rd.,

Enderby



Archived: May 25, 2026 9:42:16 AM

From: [JL](#)

Sent: May 22, 2026 5:28:28 AM

To: [RDNO Public Hearing: Allysa Hopkins](#)

Subject: File 25-0753-F-OR - 3315 Enderby Mabel Lake Road - Objection to 127-site RV Park Rezoning

Sensitivity: Normal

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

May 22, 2026

To Regional District of North Okanagan

Attn: Public Hearing / Allysa Hopkins

Sent via email: publichearing@rdno.ca, allysa.hopkins@rdno.ca

Re: File 25-0753-F-OR - 3315 Enderby Mabel Lake Road - Objection to 127-site RV Park Rezoning

I am writing to formally state my strong opposition to the proposed Electoral Area "F" Official Community Plan Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071. I demand that the Regional District of North Okanagan deny this application to develop a 127-site campground/RV park at 3315 Enderby Mabel Lake Road.

This proposed development directly infringes upon my Aboriginal rights and title. The Mabel Lake and Kingfisher area where I live is my unceded and unsurrendered traditional territory. As an Indigenous person, I hold inherent rights to this land that have never been signed away, traded, or extinguished.

The expansion of commercial tourism into this area threatens the ecological and cultural integrity of our lands. The pristine beauty of this region is home to many sacred medicines that I gather and use. Access to these undisturbed lands and traditional medicines is absolutely critical for reconciling with my culture, which is my fundamental human right.

An influx of tourists and the infrastructure required for 127 camping sites will disrupt this fragile ecosystem. I am demanding the denial of this application to protect the forests, the water, and the land from irreversible damage. The RDNO must honor its obligations to Indigenous peoples and respect our unceded territories by halting developments that compromise our cultural practices and environmental stewardship.

I urge the Board to reject Bylaw No. 3070 and Bylaw No. 3071.

Respectfully,

Jody Leon, B.S.W., LLB.

Splatsin First Nation member

Sent from my iPhone

Archived: May 25, 2026 9:42:39 AM

From: [Graham Kirk](#)

Sent: May 22, 2026 6:41:42 AM

To: [RDNO Public Hearing](#)

Subject: Application by 0779841 BC Ltd. to Amend the Official Community Plan Land Use Designation and Rezone 3315 Enderby–Mabel Lake Road for an RV Campground Proposal

Sensitivity: Normal

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To the Regional District of North Okanagan Board of Directors and Planning Department,

Re: Application by 0779841 BC Ltd. to Amend the Official Community Plan Land Use Designation and Rezone 3315 Enderby–Mabel Lake Road for an RV Campground Proposal

I am writing to formally oppose the application to amend the Official Community Plan (OCP) land use designation and rezone 3315 Enderby–Mabel Lake Road to permit a new RV campground development.

My primary concern is public safety, specifically wildfire evacuation risk in the Kingfisher area. Enderby–Mabel Lake Road functions as a single-access corridor for residents, visitors, and recreational properties throughout the Mabel Lake and Kingfisher region. With the Shuswap River constraining alternate access and forestry roads offering uncertain reliability during emergency situations, evacuation options are extremely limited in the event of a fast-moving wildfire.

This concern is particularly significant given the cumulative recreational density already present in the area. The Kingfisher corridor currently contains multiple resorts and campgrounds with approximately 280 seasonal recreational sites combined. Peak occupancy occurs during the summer months — the same period when wildfire risk is at its highest. Any emergency evacuation would therefore involve not only permanent residents, but also a large population of seasonal visitors who may be unfamiliar with evacuation routes and emergency procedures.

In a wildfire emergency, the evacuation of multiple resorts onto a single roadway would create severe congestion and bottlenecks. Residents farther east, including those near the end of Enderby–Mabel Lake Road, could face dangerous delays or become trapped in traffic during an evacuation event. The proposed development at 3315 Enderby–Mabel Lake Road would add approximately 127 additional RV sites to an already constrained evacuation corridor, substantially increasing both traffic volume and emergency risk.

I believe this proposal raises serious concerns regarding evacuation timing, emergency access, and the overall carrying capacity of the transportation network during a disaster scenario. Before additional high-density recreational developments are approved in this corridor, a comprehensive wildfire evacuation and traffic capacity assessment should be undertaken to evaluate cumulative impacts on public safety.

The RDNO has already approved campground development at 3400 Parkway Road. Given that additional recreational accommodation has already been supported elsewhere in the area, I encourage the Board to consider the cumulative effect of approving multiple campground developments within the same constrained corridor and to avoid further intensification at 3315 Enderby–Mabel Lake Road.

I would also encourage the RDNO to initiate an updated Kingfisher Local Area Plan process. The current plan, completed in 2010, no longer reflects present-day conditions, including increased permanent residency, changing recreational use patterns, wildfire realities, infrastructure pressures, and cumulative development impacts. Since the COVID-19 pandemic, the area has

experienced meaningful growth in full-time residents, many of whom have a vested interest in ensuring sustainable and safe development.

Existing recreational pressures on public infrastructure are already evident. During peak season, parking and access around key lake and river recreation areas, including locations near Mabel Lake Resort and Rivermouth Road, are frequently congested. While the proposed campground is located further west, recreational users are likely to utilize the same limited public access points, increasing strain on already constrained facilities and public spaces.

As part of any future planning process, I strongly encourage the RDNO to require all existing and future resort and campground developments in the Kingfisher area to maintain detailed wildfire evacuation plans coordinated at a regional level to ensure safe and efficient emergency response.

I respectfully urge the RDNO Board and Planning Department to deny this application until updated regional planning and emergency evacuation assessments are completed.

Thank you for your consideration of these concerns.

Sincerely,

Graham Kirk

Unit #83, 3453 Cessna Road Enderby BC V0E 1V5

Archived: May 25, 2026 9:43:02 AM

From: [Jerry Leavitt](#)

Sent: May 22, 2026 10:26:05 AM

To: [RDNO Public Hearing](#)

Subject: Fw: comment form

Sensitivity: Normal

You don't often get email from [REDACTED]. [Learn why this is important](#)

From: Jerry Leavitt <jjerryan@telusplanet.net>

Sent: April 26, 2026 1:50 PM

To: publichearing@rdno.ca <publichearing@rdno.ca>; allysa.hopkins@rdno.ca <allysa.hopkins@rdno.ca>

Subject: comment form

PUBLIC INFORMATION MEETING COMMENT FORM

Concerning the application of 0779841 BC LTd to amend
The Official Community Plan (OCP) and use designation
And to rezone the property legally described as lot 1, Sec
14, Twp 19, R6, W6M, KDYD, Plan KAP45386 located at
3315 Enderby Mabel Lake Road, Enderby, B C for the
Development of an RV Park

Name Jerry Leavitt
Address 73 Walker Road Enderby b C
Phone [REDACTED]

At the meeting landowner indicated that he would be using a water well for water and has requested
being removed from Mabel Lake water system and fees.
With the water line adjacent to property the availability fee should remain.

A well producing the volume of water could possibly lower the water table and affect the local
adjacent wells

When installing a septic system and the amount of grey water daily it could possibly pollute the ground
water over time so

A top of the line treatment plant example (The Lakeside E.A. Aerotor Plant) or something similar and
should be designed for
more than 127 units

The area is a flood plain and could possibly flood depending on weather conditions

The Mabel Lake Enderby Road should have a third lane added to it from Kingfisher RV park to golf
course and public beaches

For walkers, bicycle's and or golf carts either that or a paved trail to beaches and golf course.

Glen & Dalynn Kearney
62 Walker Road
Enderby, BC
[REDACTED]

May 13, 2026

Regional District of North Okanagan
9848 Aberdeen Road, Coldstream, BC V1B 2K9
By email: info@rdno.ca

Re: File 25-0753-F-OR -3315 Enderby Mabel Lake Road -Objection to 127-site RV Park Rezoning

I am writing to object to the proposed rezoning at 3315 Enderby Mabel Lake Road and to ask that the application not be supported until the concerns below are properly addressed.

My biggest concern is with the significant increase in the summer population that will occur in Kingfisher.

Concerns with this increase are: beach access, boat launching facilities, boat moorage, parking, and golf cart traffic on the highway. The Rivermouth Road is also used by Westside Cottage owners during the summer who often have cars parked for extended periods. This, along with the parking of boat trailers has parking already over taxed. Trying to launch a boat is often nearly impossible and dangerous for drivers and pedestrians. These same issues exist at the Mabel Lake Resort marina. This marina is near capacity already with seasonal renters/owners and is not suitable for launching boats later in August due to low water. Mooring balls already take up a great deal of the shoreline and again, with limited options, this will likely increase

Golf carts have become a huge problem on the roadways. Often underage, unsupervised drivers are operating these. This will only increase with the addition of 127 sites.

The only beach in the area, the Rivermouth beach is extremely small and used currently by local residents and tourists. It is currently FULL during the summer. This beach is also used by the Quialakwa on the Lake Campground. They too, are proposing a large development. There are also very few boat accessible beaches on the lake that are not already maxed out during the summer. This continues to add additional stress to the lake's foreshore.

Another concern is that we are on a dead end road with no cell service. In case of fire, the evacuation of all residents will be difficult and the time line greatly increased with the addition of 127 sites.

Allowing a waiver to change the OCP Development policy for the west side of Kingfisher Creek is unacceptable.

Sewage disposal is also problematic within a flood plain and especially so close to the creek.

We cannot see any positive impacts that this development would have on the Kingfisher area.

We are not asking the Board to stop the process. I am asking that the conditions match the scale of the risk. A 127-site RV park beside a salmon-bearing creek, on a dead-end road, in a wildfire zone, with unresolved Indigenous consultation obligations is a major and permanent land use change.

Please place this letter on the public record for File 25-0753-F-OR. I would appreciate written acknowledgement of receipt.

Sincerely,

Dalynn & Glen Kearney

Archived: May 25, 2026 9:44:00 AM

From: [Jolene Hannah](#)

Sent: May 22, 2026 1:13:14 PM

To: [RDNO Public Hearing](#)

Subject: Objection to 127 site RV park rezoning

Sensitivity: Normal

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I am writing to formally state my strong opposition to the proposed Electoral Area "F" Official Community Plan Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071. I demand that the Regional District of North Okanagan deny this application to develop a 127-site campground/RV park at 3315 Enderby Mabel Lake Road.

This proposed development directly infringes upon Aboriginal rights and title. The Mabel Lake and Kingfisher area where I grew up in on unceded and unsurrendered traditional territory.

The expansion of commercial tourism into this area threatens the ecological and cultural integrity of our lands. The pristine beauty of this region is home to many sacred medicines that I gather and use. Access to these undisturbed lands and traditional medicines is absolutely critical.

An influx of tourists and the infrastructure required for 127 camping sites will disrupt this fragile ecosystem. I am demanding the denial of this application to protect the forests, the water, and the land from irreversible damage. The RDNO must honor its obligations to Indigenous peoples and respect the unceded territories by halting developments that compromise cultural practices and environmental stewardship.

I urge the Board to reject Bylaw No. 3070 and Bylaw No. 3071.

Respectfully,

Jolene Hannah

Archived: June 1, 2026 10:25:00 AM

From: [Steve Forrest](#)

Sent: May 27, 2026 10:32:05 AM

To: Kamloops.Regional.Transportation@gov.bc.ca

Cc: [RDNO Public Hearing](#)

Subject: Fw: Written Objection for Delegated Public Hearing - Electoral Area "F" Official Community Plan Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071 – 3315 Enderby Mabel Lake Road, Electoral Area F [File No. 25-0753-F-OR]

Importance: High

Sensitivity: Normal

Sorry we forgot to include Transportation on this. See below sent to RDNO in regard to the above subject line. We are very concerned that the Enderby-Mabel Lake Road is a **Dangerous Chokepoint**: a single-exit corridor hemmed in by a river on one side and mountains on the other side. While an active forestry road exists, it is not a viable or safe escape route during a fast-moving wildfire emergency, particularly one approaching from the north.

Regards,
Steve Forrest
71 Walker Road
Enderby, BC V4Y 4L5
[REDACTED]

From: Steve Forrest <[REDACTED]>

Sent: Friday, May 22, 2026 5:09 PM

To: publichearing@rdno.ca <publichearing@rdno.ca>

Cc: [REDACTED]; danica.kimberley@rdno.ca <danica.kimberley@rdno.ca>; stacy.yow@okanagan.org <stacy.yow@okanagan.org>; tanya.williams@splatsindc.com <tanya.williams@splatsindc.com>; info@rdno.ca <info@rdno.ca>; planning@rdno.ca <planning@rdno.ca>; david.sewell@rdno.ca <david.sewell@rdno.ca>; rob.smailes@rdno.ca <rob.smailes@rdno.ca>; allysa.hopkins@rdno.ca <allysa.hopkins@rdno.ca>; david.williams.mla@leg.bc.ca <david.williams.mla@leg.bc.ca>; info@splatsindc.com <info@splatsindc.com>; [REDACTED]

Subject: Written Objection for Delegated Public Hearing - Electoral Area "F" Official Community Plan Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071 – 3315 Enderby Mabel Lake Road, Electoral Area F [File No. 25-0753-F-OR]

22-May/2026

Regional District of North Okanagan (RDNO)

Planning and Building Department

9848 Aberdeen Road

Coldstream, BC V1B 2K9

Written Objection for Delegated Public Hearing - Electoral Area "F" Official Community Plan

Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071 – 3315 Enderby Mabel Lake Road, Electoral Area F [File No. 25-0753-F-OR]

Hello,

We are writing a **second time** (first email sent 22-April/2026 following the Public Information Meeting) to formally oppose this rezoning application. We respectfully ask that the Regional District of North Okanagan **NOT to amend the Electoral Area “F” Official Community Plan Bylaw No. 2702 by changing the land use designation of a portion of the property legally described as Lot 1, Sec 14, Twp 19, R6, W6M, KDYD, Plan KAP45386 and located at 3315 Enderby Mabel Lake Road, Electoral Area “F” from Non-Urban to Commercial.** We assert a vigorous objection to this change, as no answer has been given to concerns (outlined in previous letter and reiterated below) from the proponent nor from RDNO in the last month:

1. Wildfire and Evacuation

This property is served by a single access road. In an active wildfire evacuation, up to 500 guests and residents could be attempting to leave simultaneously. The fire safety report submitted with this application focuses exclusively on hazard conditions within the site boundary — it does not assess whether the road itself can support a mass evacuation under emergency conditions. A dedicated evacuation capacity study should be completed and reviewed before any approval is granted.

2. Water Supply

The proposal relies on a single well to supply 127 RV sites, a swimming pool, and a recreation centre. No hydrogeological study has been submitted to confirm the well can meet this demand, nor to assess whether drawing at that scale could deplete water available to neighbouring properties. A proper water supply assessment should be a prerequisite, not an afterthought.

3. Sewage Disposal

Waste from RV holding tanks is significantly more concentrated than typical residential sewage. The proposed disposal area is approximately 30 metres from Kingfisher Creek, which drains into the Shuswap River — both a salmon-bearing waterway and a downstream drinking water source. Given the sandy soil composition in this area, contaminants can migrate laterally underground and reach the creek without any visible surface sign. The application includes no groundwater monitoring infrastructure to detect a problem before it causes lasting harm. We are asking that a subsurface flow study be required and that ongoing monitoring wells be made a condition of any approval.

4. Environment

Kingfisher Creek provides active salmon habitat. The scale of vegetation clearing and septic system loading proposed for a site this close to the creek warrants a formal environmental assessment — not a general reference to best practices. Beyond the creek itself, this corridor is known bear habitat, with both black bears and potentially grizzly bears in the area. A 127-site operation generating food waste and attracting hundreds of people in close proximity to a wildlife corridor creates conditions for serious human-wildlife conflict. Neither the creek impacts nor the wildlife risks are meaningfully addressed in the current application.

5. Official Community Plan Consistency

The applicable OCP designates Recreation Commercial land uses to the east side of Kingfisher Creek. This parcel sits on the west side. Staff have recommended an exception, which may or may not be appropriate — but the rationale

should be stated explicitly and entered into the public record. Without that, this decision becomes an unacknowledged precedent that could be quietly relied upon to justify future west-side applications without any further public discussion.

6. Indigenous Consultation

Both Splatsin and the Okanagan Indian Band (OKIB) have indicated that consultation is not complete. Splatsin has formally requested that an archaeological assessment be carried out by a qualified archaeologist of their choosing prior to any approval. OKIB has stated that without capacity funding, they are unable to participate in a meaningful way — and that permits issued under these conditions may be subject to legal challenge. The constitutional duty to consult cannot be delegated to the proponent. We are asking RDNO to confirm the current state of consultation and to hold second reading until both Nations have confirmed that their minimum requirements have been met.

7. Community Parking

The Enderby Mabel Lake Road corridor already has critically limited public parking, and this is a recognized problem for residents and visitors alike. A development of this scale — potentially adding hundreds of vehicles to the area on any given day — will place additional strain on parking that the community can ill afford. The application makes no reference to this existing shortage and offers nothing to address it. Any approval should require the proponent to demonstrate how the development will avoid worsening an already inadequate situation, and to contribute meaningfully to a solution.

To summarize, None of this was addressed, as such we oppose change to the zoning for this property:

- A road and evacuation capacity study for wildfire emergency scenarios
- A hydrogeological assessment of the proposed water supply
- Groundwater monitoring requirements tied to the septic disposal system
- A formal environmental assessment addressing both the creek and wildlife
- A written, on-the-record explanation for the west-of-creek OCP exception
- Confirmation of meaningful consultation with both Splatsin and OKIB
- A demonstrated plan for how the development will address the existing community parking shortage
- Public availability of all technical studies without requiring an FOI request

A 127-site RV park situated beside a salmon-bearing creek, accessed by a single road, located in a wildfire-prone area, with unresolved Indigenous consultation obligations, represents a significant and permanent change to this landscape. It deserves rigorous review before any approval is granted.

Please enter this letter into the public record for File 25-0753-F-OR.

Respectfully,

Steve Forrest
71 Walker Road
Enderby, BC V4Y 4L5
[REDACTED]

Archived: June 1, 2026 10:27:15 AM

From: [Steve Forrest](#)

Sent: May 29, 2026 3:07:13 PM

To: [RDNO Public Hearing;RDNO Planning;Allysa Hopkins](#)

Cc: Kamloops.Regional.Transportation@gov.bc.ca

Subject: Request to Defer 4-June public hearing

Sensitivity: Normal

Archived: June 1, 2026 10:27:15 AM

[Some people who received this message don't often get email from sjf_calgary@hotmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear RDNO Directors,

We are writing to respectfully request that Council defer the delegated public hearing on June 4, 2026 for the proposed high-density development on 3315 Enderby Mabel Lake road until a comprehensive, updated assessment of the existing emergency evacuation plan has been completed and verified.

During peak vacation season, the proposed development will introduce at minimum 127 additional vehicles to the area. When combined with existing residents, heavy recreational traffic, and the additional recently approved campground (Quilakwa-at-the-lake) on the east side of Kingfisher Creek, the cumulative strain on our local road network is concerning.

Before proceeding with this high-density development, we must ensure that all residents can be safely and efficiently evacuated during an emergency. The current evacuation plan is based on population estimates from the 2016 census and 2009 road count. Therefore, I urge Council to pause this application until an updated evacuation plan is provided that explicitly verifies that increased capacity levels can be safely supported.

Additional concerns conveyed by community members include:

1. The geohazard risk was not properly addressed and is also outdated- case studies should have included: June 2012 Ashton Creek/Shuswap RV Flooding; May 2014 Cooke Creek Debris Flood; June 1990 Fall Creek Landslide and; March 2018 Mabel Lake Road slope failure.
2. The development is out of scale for the size of the Community, changing the rezoning from 'Non-Urban' to 'Recreation Commercial' and developing a 127-site campground into this specific location is an egregious leap in density. Infrastructure in the local area is already strained from recreational users and permanent residents. Currently there is 3 campgrounds, a resort, golf course within a small proximity. The local area plan recommends consideration of permanent residents and promotes developing a 'complete community.'
3. Members request additional time to review the plan and prepare an informed response.

Regards,
Steve Forrest
71 Walker Road
Enderby, BC V4Y 4L5

Archived: June 1, 2026 10:25:53 AM

From: [Steve Forrest](#)

Sent: May 29, 2026 12:15:41 PM

To: [Allysa Hopkins](#)

Cc: [RDNO Public Hearing](#)

Subject: Re: a proposed 127-unit RV campground development at 3315 Enderby–Mabel Lake Road

Importance: High

Sensitivity: Normal

Hi Allysa,

Just thought I'd do a follow up as you are aware the Delegated Public Hearing for this RV Campground Development is next week and I wanted to ensure we spoke before that.

Regards,

Steve Forrest

71 Walker Road

Enderby, BC V4Y 4L5
[REDACTED]

From: Steve Forrest <sjf_calgary@hotmail.com>

Sent: Wednesday, May 27, 2026 1:00 PM

To: allysa.hopkins@rdno.ca <allysa.hopkins@rdno.ca>

Subject: a proposed 127-unit RV campground development at 3315 Enderby–Mabel Lake Road

Hi Allysa,

Left you a voice mail as well here in regards to the proposed **127-unit RV campground development at 3315 Enderby–Mabel Lake Road**. Please give me a call when you are available.

Regards,

Steve Forrest

71 Walker Road

Enderby, BC V4Y 4L5
[REDACTED]

Archived: June 1, 2026 10:26:21 AM

From: [Steve Forrest](#)

Sent: June 1, 2026 10:07:54 AM

To: [Allysa Hopkins](#)

Cc: [RDNO Public Hearing](#); [Shirley Fowler](#)

Subject: Re: a proposed 127-unit RV campground development at 3315 Enderby–Mabel Lake Road

Sensitivity: Normal

Hi Allysa,
Still awaiting a return email or call?

Regards,
Steve Forrest
71 Walker Road
Enderby, BC V4Y 4L5
[REDACTED]

From: Steve Forrest <sjf_calgary@hotmail.com>
Sent: Friday, May 29, 2026 12:15 PM
To: allysa.hopkins@rdno.ca <allysa.hopkins@rdno.ca>
Cc: RDNO Public Hearing <publichearing@rdno.ca>
Subject: Re: a proposed 127-unit RV campground development at 3315 Enderby–Mabel Lake Road

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Regards,
Steve Forrest
71 Walker Road
Enderby, BC V4Y 4L5
[REDACTED]

From: Steve Forrest <sjf_calgary@hotmail.com>
Sent: Wednesday, May 27, 2026 1:00 PM
To: allysa.hopkins@rdno.ca <allysa.hopkins@rdno.ca>
Subject: a proposed 127-unit RV campground development at 3315 Enderby–Mabel Lake Road

Hi Allysa,
Left you a voice mail as well here in regards to the proposed **127-unit RV campground development at 3315 Enderby–Mabel Lake Road**. Please give me a call when you are available.

Archived: June 1, 2026 10:26:41 AM

From: [Steve Forrest](#)

Sent: June 1, 2026 10:21:29 AM

To: [RDNO Public Hearing](#); [RDNO Planning](#); Regional.transportation@gov.bc.ca; David.Williams.mla@leg.bc.ca

Cc: kariforrest50@telus.net; [Mom & Jerry Sue Leavitt](#); [Alysa Hopkins](#)

Subject: Delegated Public Hearing - Electoral Area "F" Official Community Plan Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071 – 3315 Enderby Mabel Lake Road, Electoral Area F [File No. 25-0753-F-OR]

Importance: High

Sensitivity: Normal

Steve Forrest & Kari Forrest

71 Walker Road

Enderby, BC V4Y 4L5

1-June/2026

Re: Opposition to the Electoral Area "F" Official Community Plan Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071 – 3315 Enderby Mabel Lake Road, Electoral Area F [File No. 25-0753-F-OR]

To the Regional District of North Okanagan Directors, Planning Department, Salmon Arm Shuswap MLA and Regional Transportation.

We are writing to formally oppose the application to amend the Official Community Plan land use designation for the property located at 3315 Enderby–Mabel Lake Road, Enderby, BC, for the proposed 127 RV campground development.

Our primary concern is wildfire evacuation safety in the Kingfisher area. Enderby–Mabel Lake Road is effectively a single-exit route for residents, visitors, and recreational properties along the corridor. The road is constrained by the river on one side, and while there are some forestry roads in the area, these may not be viable evacuation options during a wildfire emergency, particularly if a fire is moving quickly or approaching from the north side.

The Kingfisher area already contains six resort and campground sites (including a youth camp) hosting approximately 280+ seasonal recreational sites combined along Enderby–Mabel Lake Road. During peak vacation season — which also coincides with peak wildfire season — an emergency evacuation would involve not only permanent residents, but also large numbers of seasonal visitors unfamiliar with local emergency procedures.

In a wildfire evacuation scenario, vehicles exiting from multiple resort entrances onto a single roadway would create significant bottlenecks. Residents living farther east and near the end of Enderby–Mabel Lake Road could become trapped in congestion while attempting to evacuate. The proposed campground at 3315 Enderby–Mabel Lake Road, located close to the end of the road network, would potentially add another 127 seasonal recreational vehicles to an already vulnerable evacuation corridor. The current evacuation plan is based on the 2016 population census and a road count from 2009. Subsequent to the evacuation plan, an additional campground in Kingfisher was established.

This proposal raises serious public safety concerns regarding emergency access, evacuation timing, and overall evacuation capacity for the area. Approving another large RV campground further east along this single-exit corridor

would substantially increase evacuation congestion and emergency risk for residents and visitors alike.

Secondly, the development is out of scale for the size of the Community, changing the rezoning from 'Non-Urban' to 'Recreation Commercial' and developing a 127-site campground into this specific location is an egregious leap in density. Infrastructure in the local area is already strained from recreational users and permanent residents. Currently there is 3 campgrounds, a resort, golf course within a small proximity east of Kingfisher creek. The local area plan recommends consideration of permanent residents and promotes developing a 'complete community.' The Kingfisher Local Area Plan recommended this property be rezoned 'commercial' for a boat storage business, it never recommended rezoning that would increase seasonal visitors. (see section 6.6 & 6.6.2).

Regards,
Steve Forrest
Kari Forrest
71 Walker Road
Enderby, BC V4Y 4L5

Archived: May 25, 2026 9:44:32 AM

From: [Sylvia Botkin](#)

Sent: May 22, 2026 10:22:12 PM

To: [RDNO Public Hearing](#)

Subject: Opposed to Mable Lake RV park

Sensitivity: Normal

You don't often get email from [REDACTED]. [Learn why this is important](#)

My letter opposing the RV campground proposal at 3315 Enderby-Mabel Lake Road

Re: application by 0779841 BC Ltd. to amend OCP land use designation and rezone 3315 Enderby Mabel Lake road, Enderby, BC for a RV Campground proposal.

To the Regional District of North Okanagan Directors and Planning Department,

I am writing to formally oppose the application to amend the Official Community Plan land use designation for the property located at 3315 Enderby–Mabel Lake Road, Enderby, BC, for the proposed RV campground development.

My primary concern is wildfire evacuation safety in the Kingfisher area. Enderby–Mabel Lake Road is effectively a single-exit route for residents, visitors, and recreational properties along the corridor. The road is constrained by the river on one side, and while there are some forestry roads in the area, these may not be viable evacuation options during a wildfire emergency, particularly if a fire is moving quickly or approaching from the north side.

The Kingfisher area already contains five resort and campground sites hosting approximately 280 seasonal recreational sites combined along Enderby–Mabel Lake Road. During peak vacation season — which also coincides with peak wildfire season — an emergency evacuation would involve not only permanent residents, but also large numbers of seasonal visitors unfamiliar with local emergency procedures.

In a wildfire evacuation scenario, vehicles exiting from multiple resort entrances onto a single roadway would create significant bottlenecks. Residents living farther east and near the end of Enderby–Mabel Lake Road could become trapped in congestion while attempting to evacuate. The proposed campground at 3315 Enderby–Mabel Lake Road, located close to the end of the road network, would potentially add another 127 seasonal recreational vehicles to an already vulnerable evacuation corridor.

This proposal raises serious public safety concerns regarding emergency access, evacuation timing, and overall evacuation capacity for the area. Approving another large RV campground further east along this single-exit corridor would substantially increase evacuation congestion and emergency risk for residents and visitors alike.

The RDNO has already approved a zoning change for the campground at 3400 Parkway Road. Since campground development has already been accommodated at that location, I encourage the Directors to support the development variance application for the Quilakwa Campground at 3400 Parkway Road rather than approving an additional high-density RV campground proposal at 3315 Enderby–Mabel Lake Road.

I would also encourage the RDNO to initiate a new Kingfisher Local Area Plan process, as the previous plan was completed in 2010 and no longer reflects current community conditions or population changes. The existing Kingfisher local area plan includes a form letter campaign promoting additional resort development submitted by the Resort and Marina owner (at the time) and signed by resort residents and guests; some of the recommendations in the Kingfisher Local Area Plan reference the form letter

campaign. In contrast, many local residents in the public consultations expressed concern regarding the growing saturation of recreational visitors in the Kingfisher area and the increasing strain on local infrastructure and public spaces.

Parking capacity is already limited during peak season, particularly along the roadway near Mabel Lake Resort and Marina and along Rivermouth Road. These areas regularly experience congestion and full roadside parking during the summer months. Although the proposed development at 3315 Enderby–Mabel Lake Road is located further west, access to the lake and river are limited and the new recreational residents of 3315 will also likely converge at these popular lake and river access points.

Since the COVID-19 pandemic, more people have moved to the Kingfisher area as full-time residents. A renewed Local Area Plan would provide an opportunity for current residents to meaningfully contribute input regarding future development, infrastructure capacity, wildfire safety, traffic impacts, recreation pressures, and the long-term vision for the community.

I further encourage the RDNO to require all existing and future resort and campground developments in the area to maintain detailed wildfire evacuation plans designed to facilitate efficient traffic flow and safe evacuation during emergencies.

Thank you for considering these concerns.

S.Botkin

Archived: May 25, 2026 9:44:56 AM

From: Penny

Sent: May 22, 2026 10:27:37 PM

To: RDNO Public Hearing

Subject: Proposed RV park Mable lake

Sensitivity: Normal

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My family and I are "Opposed" to the campground proposal at 3315 Enderby-Mabel Lake Road

Re: application by 0779841 BC Ltd. to amend OCP land use designation and rezone 3315 Enderby Mabel Lake road, Enderby, BC for a RV Campground proposal.

To the Regional District of North Okanagan Directors and Planning Department,

I am writing to formally oppose the application to amend the Official Community Plan land use designation for the property located at 3315 Enderby–Mabel Lake Road, Enderby, BC, for the proposed RV campground development.

My primary concern is wildfire evacuation safety in the Kingfisher area. Enderby–Mabel Lake Road is effectively a single-exit route for residents, visitors, and recreational properties along the corridor. The road is constrained by the river on one side, and while there are some forestry roads in the area, these may not be viable evacuation options during a wildfire emergency, particularly if a fire is moving quickly or approaching from the north side.

The Kingfisher area already contains five resort and campground sites hosting approximately 280 seasonal recreational sites combined along Enderby–Mabel Lake Road. During peak vacation season — which also coincides with peak wildfire season — an emergency evacuation would involve not only permanent residents, but also large numbers of seasonal visitors unfamiliar with local emergency procedures.

In a wildfire evacuation scenario, vehicles exiting from multiple resort entrances onto a single roadway would create significant bottlenecks. Residents living farther east and near the end of Enderby–Mabel Lake Road could become trapped in congestion while attempting to evacuate. The proposed campground at 3315 Enderby–Mabel Lake Road, located close to the end of the road network, would potentially add another 127 seasonal recreational vehicles to an already vulnerable evacuation corridor.

This proposal raises serious public safety concerns regarding emergency access, evacuation timing, and overall evacuation capacity for the area. Approving another large RV campground further east along this single-exit corridor would substantially increase evacuation congestion and emergency risk for residents and visitors alike.

The RDNO has already approved a zoning change for the campground at 3400 Parkway Road. Since campground development has already been accommodated at that location, I encourage the Directors to support the development variance application for the Quilakwa Campground at 3400 Parkway Road rather than approving an additional high-density RV campground proposal at 3315 Enderby–Mabel Lake Road.

I would also encourage the RDNO to initiate a new Kingfisher Local Area Plan process, as the previous plan was completed in 2010 and no longer reflects current community conditions or population changes. The existing Kingfisher local area plan includes a form letter campaign promoting additional resort development submitted by the Resort and Marina owner (at the time) and

signed by resort residents and guests; some of the recommendations in the Kingfisher Local Area Plan reference the form letter campaign. In contrast, many local residents in the public consultations expressed concern regarding the growing saturation of recreational visitors in the Kingfisher area and the increasing strain on local infrastructure and public spaces.

Parking capacity is already limited during peak season, particularly along the roadway near Mabel Lake Resort and Marina and along Rivermouth Road. These areas regularly experience congestion and full roadside parking during the summer months. Although the proposed development at 3315 Enderby–Mabel Lake Road is located further west, access to the lake and river are limited and the new recreational residents of 3315 will also likely converge at these popular lake and river access points.

Since the COVID-19 pandemic, more people have moved to the Kingfisher area as full-time residents. A renewed Local Area Plan would provide an opportunity for current residents to meaningfully contribute input regarding future development, infrastructure capacity, wildfire safety, traffic impacts, recreation pressures, and the long-term vision for the community.

I further encourage the RDNO to require all existing and future resort and campground developments in the area to maintain detailed wildfire evacuation plans designed to facilitate efficient traffic flow and safe evacuation during emergencies.

These are our concerns and why we are so opposed to this.

Cormier family

Archived: May 25, 2026 9:45:18 AM

From: [Penny Reed](#)

Sent: May 22, 2026 10:33:34 PM

To: [RDNO Public Hearing](#)

Subject: RV Park at Mable lake

Sensitivity: Normal

You don't often get email from [REDACTED]. [Learn why this is important](#)

I have lived 25 years in the Mable lake area. I am very opposed to this proposal at 3315 Enderby-Mabel Lake Road

Re: application by 0779841 BC Ltd. to amend OCP land use designation and rezone 3315 Enderby Mabel Lake road, Enderby, BC for a RV Campground proposal.

To the Regional District of North Okanagan Directors and Planning Department,

I am writing to formally oppose the application to amend the Official Community Plan land use designation for the property located at 3315 Enderby–Mabel Lake Road, Enderby, BC, for the proposed RV campground development.

My primary concern is wildfire evacuation safety in the Kingfisher area. Enderby–Mabel Lake Road is effectively a single-exit route for residents, visitors, and recreational properties along the corridor. The road is constrained by the river on one side, and while there are some forestry roads in the area, these may not be viable evacuation options during a wildfire emergency, particularly if a fire is moving quickly or approaching from the north side.

The Kingfisher area already contains five resort and campground sites hosting approximately 280 seasonal recreational sites combined along Enderby–Mabel Lake Road. During peak vacation season — which also coincides with peak wildfire season — an emergency evacuation would involve not only permanent residents, but also large numbers of seasonal visitors unfamiliar with local emergency procedures.

In a wildfire evacuation scenario, vehicles exiting from multiple resort entrances onto a single roadway would create significant bottlenecks. Residents living farther east and near the end of Enderby–Mabel Lake Road could become trapped in congestion while attempting to evacuate. The proposed campground at 3315 Enderby–Mabel Lake Road, located close to the end of the road network, would potentially add another 127 seasonal recreational vehicles to an already vulnerable evacuation corridor.

This proposal raises serious public safety concerns regarding emergency access, evacuation timing, and overall evacuation capacity for the area. Approving another large RV campground further east along this single-exit corridor would substantially increase evacuation congestion and emergency risk for residents and visitors alike.

The RDNO has already approved a zoning change for the campground at 3400 Parkway Road. Since campground development has already been accommodated at that location, I encourage the Directors to support the development variance application for the Quilakwa Campground at 3400 Parkway Road rather than approving an additional high-density RV campground proposal at 3315 Enderby–Mabel Lake Road.

I would also encourage the RDNO to initiate a new Kingfisher Local Area Plan process, as the previous plan was completed in 2010 and no longer reflects current community conditions or population changes. The existing Kingfisher local area plan includes a form letter campaign promoting additional resort development submitted by the Resort and Marina owner (at the time) and signed by resort residents and guests; some of the recommendations in the Kingfisher Local Area Plan reference the form letter

campaign. In contrast, many local residents in the public consultations expressed concern regarding the growing saturation of recreational visitors in the Kingfisher area and the increasing strain on local infrastructure and public spaces.

Parking capacity is already limited during peak season, particularly along the roadway near Mabel Lake Resort and Marina and along Rivermouth Road. These areas regularly experience congestion and full roadside parking during the summer months. Although the proposed development at 3315 Enderby–Mabel Lake Road is located further west, access to the lake and river are limited and the new recreational residents of 3315 will also likely converge at these popular lake and river access points.

Since the COVID-19 pandemic, more people have moved to the Kingfisher area as full-time residents. A renewed Local Area Plan would provide an opportunity for current residents to meaningfully contribute input regarding future development, infrastructure capacity, wildfire safety, traffic impacts, recreation pressures, and the long-term vision for the community.

I further encourage the RDNO to require all existing and future resort and campground developments in the area to maintain detailed wildfire evacuation plans designed to facilitate efficient traffic flow and safe evacuation during emergencies.

My family and my self have experienced first hand, numerous times, what flooding and fires can mean for this area.

This RV park would just making an already dangerous evacuation situation, deadly.

Opposed
P.Reed

Archived: May 25, 2026 9:45:37 AM

From: [Jeremy Halvorson](#)

Sent: May 23, 2026 9:46:54 AM

To: [RDNO Public Hearing](#)

Sensitivity: Normal

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I'm writing to voice an opinion of opposition to this development. As a long term resident who grew up in the immediate area I do not believe this is a good idea.

Ask any long term local about the flooding that's happened on said property, 1990 being one of the worst. As we have seen in the past it's not a matter of if, it's a matter of when properties like this will flood again. When this happens where will all the raw sewage and other contaminated materials end up? In the Shuswap river, contaminating spawning beds for many fish species (including rainbow trout in the spring) and entering many residence who draw water from the rivers water sources.

Add to this the fact the Mable lake road is already in poor shape, adding the influx of more vehicles will add to the deterioration and safety hazards that are already present. There already is 0 parking at both the river mouth and the resort for those who want to use the beach's. Where will these new additions to the congestion park and or access the lake? As the river access directly across from the property in question is not safe for use for general public. Due to the extremely dangerous rapids only a very short distance down river.

Thank you for taking the time to read threw this and hopefully myself and others can make you aware of our concerns.

Archived: May 25, 2026 9:46:23 AM

From: [Kim Wallace](#)

Sent: May 23, 2026 12:51:13 PM

To: [RDNO Public Hearing](#); [RDNO Info](#); [RDNO Planning](#); [David Sewell](#); [Rob Smailes](#); [Allysa Hopkins](#); david.williams.mla@leg.bc.ca

Cc: [Danica Kimberley](#); tanya.williams@splatsindc.com; stacy.yow@okanagan.org; info@splatsindc.com

Subject: OBJECTION - FILE No. 25-0753-F-OR /3315 Enderby Mabel Lake Road /Bylaw Amendments 3070 & 3071

Sensitivity: Normal

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May 23, 2026

Regional District of North Okanagan (RDNO)
Planning and Building Department
[9848 Aberdeen Road](#)
Coldstream, BC V1B 2K9

RE: Written Objection for Delegated Public Hearing - Electoral Area "F" Official Community Plan Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071 – 3315 Enderby Mabel Lake Road, Electoral Area F [File No. 25-0753-F-OR]

Hello,

We submit this letter as a formal objection to the above-noted application and request that it be entered into the public record in full.

We write specifically to address the **infrastructure and emergency evacuation deficiencies associated with this proposal** — matters that, in our submission, have not been adequately considered, studied, or resolved at any stage of this application to date.

The staff report dated May 19, 2026 is entirely silent on these issues, and that silence is *not acceptable* given the foreseeable and serious risk to human life that this development, if approved, would create.

1. The Single-Access Constraint Is a Life-Safety Issue That Remains Unaddressed

The subject property at 3315 Enderby Mabel Lake Road is served by a single access route: Enderby Mabel Lake Road. No secondary or alternate route exists. In the event of a wildfire, flood, or other emergency requiring rapid evacuation, every occupant of the proposed 127-site campground — along with existing residents of the surrounding area — would be required to exit by the same road, simultaneously, under emergency conditions.

This is not a theoretical concern. The British Columbia interior has experienced catastrophic wildfire events in recent years in which single-access communities faced exactly this scenario. The consequences have been fatal.

No evacuation capacity study has been required of the applicant. No traffic modelling under emergency conditions has been submitted. No assessment of evacuation time, bottleneck risk, or emergency vehicle access has been placed on the record. The Forsite wildfire report cited by staff rates the site's fuel hazard as "Low to Moderate" — but a fuel hazard rating is not an evacuation capacity assessment. These are fundamentally different analyses, and conflating them does not satisfy the public safety standard this application demands.

We submit that no responsible planning authority can approve a development that materially increases the population density of a single-access corridor without first demonstrating, with professional engineering analysis, that evacuation

can be achieved safely. That demonstration has not been made.

2. Enderby Mabel Lake Road Cannot Support the Additional Demand This Development Would Generate

The road infrastructure serving this area is already operating beyond a reasonable standard of safety and maintenance. The existing deficiencies are documented, known to local residents, and acknowledged in prior submissions to this process. They include:

- A deteriorated road surface reflecting years of deferred maintenance, not designed or maintained to accommodate increased commercial traffic volumes, including the large recreational vehicles that would be the primary users of a 127-site RV campground;
- On-street parking that is already at or beyond capacity during peak season, with vehicles encroaching into travel lanes and reducing effective road width to a degree that compromises the passage of emergency vehicles;
- Known vehicle speed concerns on a corridor with limited sightlines, narrow effective width, and a mix of pedestrian, cyclist, and vehicle users;
- No formal turning or passing lanes, no designated emergency pull-outs, and no infrastructure to accommodate the simultaneous inbound and outbound movement of large recreational vehicles during peak arrival and departure periods.

A 127-site RV campground represents a substantial intensification of use on this corridor. At even modest occupancy rates, the development could add hundreds of vehicle movements per day to a road that is already compromised. At full summer occupancy — the very period when wildfire risk is also highest — the cumulative impact on road function, safety, and emergency access would be severe.

No traffic impact assessment has been submitted. No road condition or parking study has been provided. The staff report does not reference these deficiencies or propose any conditions to address them. This is an unacceptable gap in the evidentiary record.

3. Emergency Services Access Would Be Materially Impaired

The combination of the concerns outlined above creates a compounding risk: in an emergency requiring evacuation of the campground and surrounding area, emergency services would need to move against the flow of evacuating traffic on a road that is narrow, in poor condition, already subject to parking encroachment, and without designated passing infrastructure.

Ambulance, fire, and emergency management vehicles require guaranteed clearance to reach a site. That clearance cannot be guaranteed on Enderby Mabel Lake Road under current conditions, let alone under conditions of increased traffic volume, peak-season parking saturation, and simultaneous evacuation demand.

This is not a risk that can be deferred to the Development Permit stage or managed through covenant conditions on the title. It is a fundamental infrastructure question that must be resolved before the zoning of this land is permanently changed.

4. Requested Conditions Prior to Any Further Advancement

We request that the Electoral Area Advisory Committee decline to support Third Reading of Bylaw Nos. 3070 and 3071 until the following have been completed and made publicly available:

- A professional engineering assessment of evacuation capacity on the single-access route serving this property, modelling conditions under simultaneous campground and residential evacuation scenarios;
- A traffic impact assessment prepared by a qualified traffic engineer, addressing peak-season vehicle volumes, road condition, passing capacity, emergency vehicle access, and on-street parking;

- A road safety audit of Enderby Mabel Lake Road that identifies existing deficiencies and quantifies the additional risk associated with the proposed development;
- A demonstrated commitment from a responsible authority — whether the applicant, the Regional District, or the Ministry of Transportation — to fund and complete the infrastructure upgrades necessary to bring the road to a standard capable of supporting this development safely;
- Confirmation from the relevant emergency management authority that the access route and associated infrastructure meet the standards required for a development of this occupancy and risk profile.

5. The Public Interest Requires a Higher Standard

This application proposes a permanent land use change that would introduce up to 127 recreational vehicle sites — and the hundreds of occupants they represent — into an area where the infrastructure is already strained and where evacuation by a single road presents a foreseeable and serious risk. The technical reports provided to date do not address these concerns. The staff report does not address them either.

The public hearing process exists precisely to ensure that decisions of this permanence and consequence are made with full information. That standard has not been met with respect to infrastructure and emergency evacuation. We urge the Committee to require that it be met before this application proceeds further.

We respectfully request written responses to each of the concerns raised in this submission, circulated to all registered stakeholders prior to any vote on Third Reading.

Lastly, we question the validity of the 203 written comments in favour of the proposal. I would expect these comments to be validated for authenticity as part of the due diligence process conducted by the RDNO.

Respectfully,

Kim & Jamie Wallace
3473 Lakeview Place
Enderby, BC
V0E 1V0

Archived: May 25, 2026 9:46:56 AM

From: [Bernadette Mitchell](#)

Sent: May 24, 2026 8:41:34 AM

To: [RDNO Planning](#)

Cc: [RDNO Public Hearing](#)

Subject: Opposition to the Mabel lake rezoning

Sensitivity: Normal

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

To: planning@rdno.ca

Cc: publichearing@rdno.ca

Dear RDNO Board of Directors and Planning Department,

As a property owner on Mabel lake I am writing to formally oppose the application to amend the OCP land use designation and rezone 3315 Enderby–Mabel Lake Road for a proposed RV campground.

My concerns are as follows:

- **Wildfire evacuation risk:** Enderby–Mabel Lake Road functions largely as a single-exit evacuation corridor. Adding another high-density campground would increase congestion and could delay evacuation for residents and visitors during wildfire emergencies.
- **Cumulative campground saturation:** The Kingfisher corridor already contains multiple campgrounds and seasonal recreational sites. Peak tourism season coincides with peak wildfire season, creating significant public safety concerns.
- **Traffic and emergency access:** In an emergency, vehicles from multiple campgrounds would funnel onto one constrained roadway, increasing bottlenecks and potentially restricting access for emergency responders.
- **Infrastructure strain:** Roads, parking, lake access points, and recreational areas are already congested during summer months. Additional seasonal occupancy will further strain public infrastructure and services.
- **Environmental and servicing concerns:** Increased RV density raises concerns regarding waste, septic servicing, water use, shoreline recreation pressure, and cumulative impacts on the surrounding area.
- **Outdated planning:** The Kingfisher Local Area Plan was completed in 2010 and does not reflect current full-time residency growth, wildfire realities, traffic volumes, or infrastructure pressures.
- **Premature approval without updated community planning:** Significant new recreational development should not proceed until a new Local Area Plan is completed with meaningful public input on wildfire safety, road capacity, infrastructure, environmental impacts, and long-term community vision.

The RDNO has already approved campground development elsewhere in the area. Approving another large RV campground farther along this vulnerable corridor would unnecessarily intensify existing risks and infrastructure pressures.

I respectfully urge the RDNO to deny this application and prioritize updated planning and wildfire evacuation preparedness before considering additional large-scale campground development in Kingfisher.

Thank you for your consideration.

Sincerely,
Bernadette mitchell

31 Mabel lake subdivision road

Enderby BC V4Y 4N5

Bernadette

Archived: May 25, 2026 9:47:48 AM

From: [Susie Middlemiss](#)

Sent: May 24, 2026 10:14:08 AM

To: [RDNO Public Hearing](#)

Subject: 127 lots at Mabel Lake

Sensitivity: Normal

Archived: May 25, 2026 9:47:48 AM

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Not a good idea
For so many reasons
Sent from my iPhone

Archived: May 25, 2026 9:48:34 AM

From: [Dave Kirby](#)

Sent: May 24, 2026 11:09:31 AM

To: [RDNO Public Hearing](#)

Subject: Proposed development at. 3315 Enderby Mabel Lake Road

Sensitivity: Normal

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I am totally in favour of this proposed development. I have seen first hand how this developer and his associates have vastly improved the Mabel Lake resort area! From a beautiful golf course to a groomed 3000' airstrip and surrounding taxi ways, to a 260 slip marina, to the Kingfisher RV park, to many paved walking and biking trails and to a great campground among several other improvements. This has all been done in a first class manner and I know that this development will also be done in a first class way. Complaints about how the developers are only "in it for the money" are ridiculous! Of course they want to make a profit, who doesn't expect a profit on their investments? This one will be done in a fitting and proper way to expand the present community! The developers offer employment opportunities to young adults and others in the store, golf course etc. Thank you for your consideration, Dave Kirby. PS, I am a full time resident in the immediate area !

Archived: May 25, 2026 9:48:54 AM

From: [Cathy Belliveau](#)

Sent: May 24, 2026 2:26:09 PM

To: [RDNO Planning](#); [RDNO Public Hearing](#)

Subject: Opposition to Proposed RV Campground Rezoning – 3315 Enderby–Mabel Lake Road

Sensitivity: Normal

Archived: May 25, 2026 9:48:54 AM

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear RDNO Board of Directors and Planning Department,

As a property owner at Mabel Lake, I am writing to express my opposition to the application to amend the OCP land use designation and rezone 3315 Enderby–Mabel Lake Road for a proposed RV campground.

My concerns include the following:

- Wildfire evacuation concerns: Enderby–Mabel Lake Road effectively serves as a single-access evacuation route for many residents and visitors in the area. Adding another large campground could significantly increase congestion and delay safe evacuation during wildfire emergencies.
- Existing campground concentration: The Kingfisher and Mabel Lake corridor already contains numerous campgrounds and recreational properties. During peak summer months, the area is heavily occupied at the same time wildfire risks are at their highest.
- Traffic and emergency response limitations: Increased campground traffic would place additional pressure on an already constrained roadway. In an emergency situation, this could create major bottlenecks and interfere with emergency vehicle access.
- Strain on local infrastructure: Roads, parking, recreational areas, and lake access points already experience significant congestion during the summer season. Additional seasonal development will place even more pressure on infrastructure and public services.
- Environmental and servicing impacts: Increased RV occupancy raises concerns related to septic servicing, water demand, waste management, shoreline use, and cumulative environmental impacts on the surrounding area.
- Outdated planning framework: The Kingfisher Local Area Plan was completed in 2010 and no longer reflects the current realities of increased residency, tourism growth, wildfire risk, and infrastructure demands in the area.
- Need for updated community planning first: Major recreational development approvals should not proceed until an updated Local Area Plan is completed with meaningful community consultation regarding wildfire evacuation capacity, road safety, infrastructure, environmental considerations, and long-term planning for the area.

Given the existing campground development already approved within the corridor, I believe approving another large RV campground farther along this vulnerable access route would unnecessarily increase both safety risks and infrastructure pressures.

I respectfully urge the RDNO to deny this application until updated planning and wildfire preparedness measures are properly addressed.

Thank you for your time and consideration.

Sincerely,

Cathy Belliveau

25 Mabel Lake Subdivision Road
Enderby, BC V4Y 4N5
Canada

Sent from my iPhone

Archived: May 25, 2026 9:49:46 AM

From: [Amanda Lym](#)

Sent: May 24, 2026 2:59:28 PM

To: [RDNO Public Hearing](#)

Subject: Objection- File # 25-0753-F-OR/3315 Enderby Mable Lk Rd/ bylaws amendments 3070 + 3071

Sensitivity: Normal

You don't often get email from [REDACTED]. [Learn why this is important](#)

To whom it may concern,

I grew up in Kingfisher and Enderby and go back several times a year for community events and to visit friends and family. I have been following the unfolding of this proposal and am sending this email to officially voice my opposition to this project. I support the Kingfisher community members, and urge you to take into account their concerns, which are based upon their deeply rooted knowledge and experience of the area. There are a multitude of reasons why this project is a bad idea, any one of them should be reason enough to put this project on hold.

Sincerely,

Amanda Papailhau

407 first St, Nelson, BC V1L 2K6, Canada
[REDACTED]

Re:

OBJECTION - FILE No. 25-0753-F-OR /3315 Enderby Mabel Lake Road /Bylaw Amendments 3070 & 3071

Amanda Papailhau
[REDACTED]

Archived: May 25, 2026 9:50:43 AM

From: [Scott Savage](#)

Sent: May 24, 2026 7:56:52 PM

To: [RDNO Public Hearing](#)

Cc: [Shamon Maloney-Savage](#)

Subject: OBJECTION - FILE No. 25-0753-F-OR /3315 Enderby Mabel Lake Road /Bylaw Amendments 3070 & 3071

Sensitivity: Normal

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After being in the area for 20 years and seeing the developments generate progress for the area, I will have to say adding another RV ownership park to an area that has numerous RV options already is the wrong decision.

Currently you have two Provincial Parks on the lake plus Cooke Creek off the lake, two RV/park model(Shushwap Falls, Club King Fisher) options, Mabel Lake resort Airpark(leased land option), Mabel lake resort Golf Course(deeded property ownership), plus seasonal and weekly rentals at the Mabel Lake Campground.

Presently infrastructure is stretched far too thin, just to support what is already in place and would need considerable investment to support the extra load this would generate.

A few years ago a fire event clearly showed the area was ill prepared for a major fire event as the area isn't supported by any Fire Department and a single road situation in/out(not considering the FSR route as a viable option) puts the current developed area at risk. Adding more to the area just adds additional risk in my view.

I do see the potential economic upside, but with nominal new tax revenues being generated, I don't see this as a good economic decision for area.

I am certain the RDNO will engage all the proper resources for complete studies and will make the right decision based on the facts that these generate. I just hope the economic impact is also reviewed when a final decision is rendered.

Regards

Scott S. Savage

Future Decisions Consulting(FDC) Ltd.

[#20, 55 Cranford Drive](#)

[Sherwood Park, AB T8H 1W5](#)

Archived: May 25, 2026 9:51:07 AM

From: [Marcy Peel](#)

Sent: May 24, 2026 10:36:58 PM

To: [RDNO Public Hearing](#)

Subject: 3071 Mabel Lake Road

Sensitivity: Normal

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Re: The proposed 127 campsites RV Park.

I agree with the following concerns. These are serious objections that I hope you will understand, look past the increased tax dollars going to NORD and make the only reasonable decision.....deny this application.

Kingfisher 127 campsites is a baaaad idea for the Community

After reading the application for the 127 campsites at Kingfisher, I can see very few advantages to the local community and many disadvantages. Below are some of my concerns:

The Enderby Mabel Lake Road is a single-access, winding road. It serves as the only corridor in and out for residents and existing tourists.

The impact of adding 127 campsites means potentially adding more than 127 vehicles (many towing trailers or RVs) moving slowly on this road. Most of these potential lot owners will have more than one vehicle. They will have visitors. In the event of a wildfire, medical emergency, or a major accident blocking the road, evacuation routes would be instantly bottlenecked.

The Enderby Mabel Lake Road is their only lifeline. Forcing hundreds of additional transient vehicles onto a single-access, rural road creates an unacceptable situation during a wildfire evacuation or medical emergency. This is a severe public safety liability that the current infrastructure is not equipped to handle.

Lake Access & Waterway Congestion

Mabel Lake already faces heavy watercraft use during peak season, and public boat launches and parking are limited. The impact of 127-site campground could easily introduce 127 new boats, jet skis, and vehicles looking for a place to launch and park daily. This creates friction at local access points, increases water safety risks, and degrades the peaceful nature of the lake.

The existing boat launches and public access points are beyond capacity during the summer. Adding a large commercial campground will overwhelm local marine access, spill boat-trailer parking onto narrow roadsides, and compromise safety and environmental health on the water.

Solid Waste & The Kingfisher Transfer Station

Rural transfer stations are sized and funded based on local residential tax bases, not not a commercial operations.

Campers generate a high volume of waste, often including bulky items (broken lawn chairs, large propane canisters, air mattresses). If campers dump their waste at the Kingfisher Transfer Station rather than the campground hauling it to a major landfill, it will quickly overwhelm local bins, leading to wildlife attractants (bears) and increased costs for local taxpayers.

The Kingfisher Transfer Station is designed for a small, rural community—not the daily commercial waste output of hundreds of transient campers. Without strict, independent waste hauling mandates, this development will overwhelm our local facilities, attract wildlife, and pass the financial burden onto Area F and RDNO taxpayers.

Off-Road Vehicle (ORV) Traffic & Local Disturbance

Campgrounds frequently attract users with All-Terrain Vehicles (ATVs) and dirt bikes. In the Mabel Lake /Kingfisher community has many illegally off road vehicles driving on main highways. It is rare to go there and not see them on the highway. Increased usage of ATVs on the Enderby Mabel Lake Road creates noise pollution, disrupts local wildlife corridors, damages sensitive ditch environments, and poses a safety risk to standard vehicle traffic and pedestrians.

A campground of this size inevitably brings a high concentration of off-road vehicles. Our rural roads and sensitive surrounding ecosystems cannot tolerate the increased noise, environmental degradation, and traffic friction caused by widespread ORV use in a traditionally quiet, non-urban zone.

This development has many elements of poor planning and carbon foot print is one of the main issues that the RDNO. It is however a concern of all us.

Carbon Footprint & Environmental Degradation

Shifting land from "Non-Urban" to "Recreation Commercial" inherently increases emissions and environmental impact. The construction phase, the idling of large RVs, the operation of campfires, and the constant flow of traffic from surrounding cities significantly increase the local carbon footprint. Furthermore, the sheer density of over 127 sites risks straining local groundwater tables and septic capabilities.

Amending this land from Non-Urban to Commercial fundamentally contradicts local climate and conservation goals. The cumulative carbon footprint of constant RV traffic, campfire smoke, and the potential strain on our local aquifer and septic carrying capacity threatens the exact natural values that make Mabel Lake special.

Marcy Peel

Archived: May 25, 2026 9:51:36 AM

From: [matt davis](#)

Sent: May 25, 2026 7:28:35 AM

To: [RDNO Public Hearing](#)

Subject: Objection

Sensitivity: Normal

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OBJECTION-File No. 25-0753-F-OR/3315 Enderby Mable Lake Road/ Bylaw Amendments 3070 & 3071

Mathew Davis 3151 Mable Lake Road

Archived: May 25, 2026 9:51:53 AM

From: [sienna Koenig](#)

Sent: May 23, 2026 10:19:55 AM

To: [RDNO Info](#)

Sensitivity: Normal

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Sienna Koenig
84 walker rd
Enderby, BC V4Y 4L5
[REDACTED]

May 23 2026

Regional District of North Okanagan
9848 Aberdeen Road, Coldstream, BC V1B 2K9
By email: info@rdno.ca

Re: File 25-0753-F-OR -3315 Enderby Mabel Lake Road -Objection to 127-site RV Park Rezoning

I am writing to object to the proposed rezoning at 3315 Enderby Mabel Lake Road and to ask that the application not be supported until the concerns below are properly addressed.

I have grown up around here my whole life and this draws some deep concerns , like where will they be able to safely swim ? What are your plans for all the added traffic and vehicles ? Side of the road is not safe! Also for our river mouth and marina, they are already in need of more spots as some people who think they are can just park in front of our mailboxes , yes our mailboxes the ones who are here year round. Truly, this does not need to be brought to Mabel lake

Concerns:

1. Water supply. The applicant wants to draw from a single private well to service 127 RV sites, a pool, and a recreation centre, without hydrogeological study. Neighbouring wells could be affected.
2. Sewage. The RV community septic system is near the Kingfisher Creek, which flows into the salmon-bearing Shuswap River.
3. Environment. No Provincial Riparian Area Assessment is required (one was required for the comparable Cooke Creek application). No wildlife or bear-conflict assessment required despite a treed, bear-active corridor.
4. Wildfire and evacuation. Wildfire hazard zone, dead-end road, no FUS fire rating, no cell service east of Ashton Creek. The required forestry report covers on-site fuel only -not regional evacuation for up to 500 seasonal occupants.
5. OCP policy. The Kingfisher Local Area Plan states Recreation Commercial development should be limited to east of Kingfisher Creek. This property is on the west side. Staff propose to waive this without written justification.
6. Indigenous consultation. Splotsin and Okanagan Indian Band have both formally stated consultation is incomplete. Splotsin requires an Archaeological Overview Assessment. OKIB's referral fee is unresolved. The Crown's duty to consult cannot be delegated to the developer.
7. Flood contamination risk. Kingfisher Creek runs along the east boundary of this property and has a history of overland

flooding -RDNO's own 2018 covenant (CA7016010) restricts development within 30 m of the creek "due to environmental and floodplain aspects." A flood at a 127-site RV park would release fuel from RV tanks, floating propane cylinders, battery acid, and raw sewage from holding tanks and the community septic system directly into the creek and then the Shuswap River. No Kingfisher Creek flood study has been done, and no contamination-release assessment is required.

Before second reading, I ask the Board to require:

- Full hydrogeological study and impacts on neighbouring wells
- Groundwater-surface water connectivity study for the septic system with public reporting
- Provincial Riparian Area Assessment and a wildlife / human-wildlife conflict assessment
- Kingfisher Creek flood hazard study with climate change adjustment
- Fuel, propane, sewage, and battery contamination-release assessment for flood conditions
- Expanded wildfire report covering regional evacuation capacity on Enderby Mabel Lake Road
- Written justification on the record for waiving the OCP east-of-creek policy
- Confirmation that Splatsin and OKIB consultation requirements are met before second reading
- All technical studies made publicly available -no FOI request should be required

I am not asking the Board to stop the process. I am asking that the conditions match the scale of the risk. A 127-site RV park beside a salmon-bearing creek, on a dead-end road, in a wildfire zone, with unresolved Indigenous consultation obligations is a major and permanent land use change.

Please place this letter on the public record for File 25-0753-F-OR. I would appreciate written acknowledgement of receipt.

Sincerely,

Sienna Koenig

Lynda Megli
128 Watershed Road
Enderby, B.C. V4Y 5K4

May 12, 2026

RDNO Planning Department
9848 Aberdeen Road
Coldstream, B.C. V1B 2K9

Re: The proposed application for rezoning of the property described as Lot 1, Sec 14, Twp 19, R6, W6M, KDYD, Plan KA45386 located at 3315 Enderby Mabel Lake Road, Enderby, B.C. for the development of a 127 site RV Park.

To whom it may concern,

I was present at the public information meeting that took place on April 21st, 2026 at Kingfisher Hall. The concerns regarding this development are numerous. Mr. Larson failed to have answers to any of the impact issues raised during the meeting. In addition to the many significant environmental threats posed by the location of the development, there is the issue of insufficient road and lake access infrastructure.

This area simply cannot accommodate more seasonal residents. The applicant has not provided current population data for the area during peak season, nor projections as to population increase expected from the proposed development. The region is limited by its topography; two crowded areas are the only public access points to the lake on the short stretch of accessible shoreline. To the west, the area is bounded by the Shuswap River, and to the east, steep, rocky shoreline prohibits further development.

During the summer months, the area is already overpopulated raising legitimate concerns for safety in the event of fire emergency. Roads and boat launches are congested with daily users, and are frequently blocked. When the concern of fire escape was raised at the meeting, Mr. Larson stated that "I know what I would do, I would be the first to the marina to get on my boat." Does he think that he alone would have this idea? Hundreds more would make the same choice, ending up with vehicles blocking all roads, stopping others from leaving, and preventing emergency vehicles from access to residences. Insufficient roads

coupled with almost non-existent parking could have dire consequences in an emergency situation.

Boat launch access and parking are not only an emergency issue, they are a daily concern during the summer months. I have witnessed numerous confrontations between boat launch users at the government boat launch where overcrowding is the norm during peak use times. The boat launch operated by Mabel Lake Resort becomes unusable with now-common lower water levels, leaving a single launch for all lake users. This presents an almost insurmountable barrier for local day-use boaters as there is no place to park a vehicle and boat trailer. Mr. Larson's flippant response to the inadequate parking and road infrastructure was that the Kingfisher area should become a "golf cart only community". The area is not a private club, and this is not a solution.

Enderby Mabel Lake Road is also put under immense strain during the summer holiday season. Along its length, this road has multiple problem areas which create dangerous driving situations year-round. The addition of 127 residences, means significantly more vehicular pressure on the road.

In summary, all concerns raised at the meeting are wholly valid, from environmental threats, to safety, and to overcrowding an already stressed area. The desire of a landowner to turn a property into revenue is diametrically opposed to what is best for the area and the area's permanent, full-time residents.

Sincerely,



Lynda Megli

Archived: June 1, 2026 9:12:48 AM

From: [Donlea M](#)

Sent: May 25, 2026 10:08:36 PM

To: [RDNO Public Hearing](#)

Subject: Urgent.

Sensitivity: Normal

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I oppose this Amendment for many reasons.

Please don't let Terry Larson bulldoze his way into creating more problems at the kingfisher area.

I have previously sent a letter. This is a follow up.

Thank you,

Donlea McCombs

Re:

!! URGENT 📣 Follow up needed for impending 127 site Campground/ RV Site!

“Delegated Public Hearing - Electoral Area “F” Official Community Plan Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071 –

3315 Enderby Mabel Lake Road, Electoral Area F [File No. 25-0753-F-OR]

Public Notice

Notice is hereby given that a Delegated Public Hearing covering Electoral Area “F” Official Community Plan Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071 will be held in the Board Room of the Regional District of North Okanagan at 9848 Aberdeen Road, Coldstream, BC at 2:00 p.m. on Thursday, June 4, 2026.

Official Community Plan Amendment Bylaw No. 3070 proposes to amend the Electoral Area “F” Official Community Plan Bylaw No. 2702 by changing the land use designation of a portion of the property legally described as Lot 1, Sec 14, Twp 19, R6, W6M, KDYD, Plan KAP45386 and located at 3315 Enderby Mabel Lake Road, Electoral Area “F” from Non-Urban to Commercial.

Zoning Amendment Bylaw No. 3071 proposes to change the zoning of the same property from the Non-Urban (N.U) and Service Commercial (C.4) zones to the Recreation Commercial (C.5) zone.

If approved, the applicant proposes to develop a 127 site campground.

Archived: June 1, 2026 9:20:45 AM

From: [M L](#)

Sent: May 26, 2026 9:20:06 AM

To: [RDNO Public Hearing](#)

Subject: 3315 Mabel Lake Rd

Sensitivity: Normal

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Hello,

I live at 1101 Mabel Lake Rd. and I am against this development.. Specifically for me, the extra traffic on the road, especially on the weekends disturbs my peace, and I can't hear the birds. I'm concerned about the garbage situation because we had a tourist put their dirty diaper in our fire barrel last summer and there's always garbage littered along the roads in summer. Increased tourists also means increased theft and crime issues. There's no police presence. Then the campground that already exists across from the beach is an eyesore, and the campers takes up all of the parking on the roads and there's no place to park to go to the beach now. another 500 people is going to make this situation far worse. This is not a huge beach area. Then on top of that, there is only one road going in and out and there's no cell phone reception to call anybody for an emergency situation. I don't think there should be any more developments until the roads are figured out, parking and an emergency plan is in place.

Thanks,
Melanie Little

Archived: June 1, 2026 9:21:15 AM

From: [Marilyn Anions](#)

Sent: May 26, 2026 9:56:23 AM

To: [RDNO Public Hearing: Jennifer Miles](#)

Subject: Input of proposed development at 3315 Enderby-Mabel Lake Road

Sensitivity: Normal

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Hello

Once again I am writing with huge concerns about the rezoning of the area located at 3315 Enderby-Mabel Lk Road to allow a 127 site RV Park. Plan KAP45386.

There are many issues for which I believe this development should not be allowed. I've listed ones that I think are of primary importance.

Flooding/Water: This has been a flooded area previously. Changing the landscape through soil changes in construction will alter water flow within the soils of the area and nearby areas. The report by hydrogeologists mention suitable gravel/sand substrate for permeability, but with the huge landscape changes in the building of the campground with surface changes and compaction – this will alter water flow. Further I believe that all septic/sewer should be completely self-contained and removed externally, and not allowed to permeate through area soils which will eventually flow to Kingfisher Creek or Shuswap River. Any land use causes some quality impact, whether through direct or indirect pollution and being situated next to a waterway directly flowing to a salmon river is a huge concern.

Wildlife: This is a riparian area which is important to wildlife. The current treed area next to the waterway stabilizes the area, provides shade to the waterway and a multitude of other wildlife-related features.

Road: This is a dead end roadway. Already there are concerns with road conditions, escape from wildfires, illegal use of vehicles, which increased traffic will escalate. Currently ambulances will attend an emergency when called, but there isn't any fire service for a large area – the whole eastern portion of the road. Fire trucks will arrive if there is a vehicle accident but will not arrive for a building fire.

Also, access to this proposed campground is near the bottom of a hill past Club Kingfisher, the turning in or out of this area could cause problems on the roadway.

Population Pressure: The area cannot support additional pressure with increased tourists and related traffic. Currently being a local, it's really difficult to drive over to the Mabel Lk/Kingfisher area in summer. There are cars/trailers parked all over and on both sides of the road going into the area near the lake. Also there is always illegal traffic of quads or side-by-sides travelling on the road all the way to the other area resort (Club Kingfisher which is located further west of the proposed development). Many times these travellers are underage drivers.

Carrying Capacity: This will take this lovely recreation area way beyond its carrying capacity. Increased traffic, overcrowding at beaches, lack of access to beaches (no parking, no space), lack of launching success (especially at Rivermouth), will all degrade any recreation experience.

I don't think economic reasons should drive the focus for approving more development which will degrade the environment or the area. What economic benefit is there if one cannot drive to the store at Mabel Lk (already I went to the store on Sun May 24th and there wasn't any parking!), get a seat at the restaurant, a tee time at the golf course, find a spot to sit or swim at a beach, or find a space to launch a boat, canoe or kayak due to lack of parking.

Our regional director has stated in the Vernon Morning Star that this development would be a benefit for our area. I don't think she realizes the congestion this area faces or understands how increasing usage will affect the area. Has a decision already been made without considering input from residents or all the factors?

I don't think that capitalism should be the reason for allowing this development. I think as an educated society we can attain higher values for quality experiences, such as use of this recreation area.

Residents Input is Primary: One item which I think is of paramount important to consider – is to take residents concerns as the primary focus for input on this proposed development. I understand there is much input from many seasonal and non-residents into this issue. I wouldn't imagine that any development in any area, such as a town of Enderby, which would solicit input from the public, that non-residents input is either required or allowed. Hence I would cross-reference names with a voter list for allowing input or at least allowing residents views to prioritize input for this proposed development.

Thank you for providing an opportunity to raise concerns about this proposed development.

I don't think this development should be allowed.

Please provide receipt of this email, thanks

Marilyn Anions

2246 Enderby-Mabel Lake Road