

RE: PROPOSED DEVELOPMENT AT 3315 ENDERBY MABEL LAKE ROAD

June 3, 2026

To the Regional District of North Okanagan,

I am writing regarding the proposed development at 3315 Enderby Mabel Lake Road.

My primary concern is not development itself, but public safety and infrastructure capacity. I do not believe this development should proceed until the Regional District of North Okanagan undertakes a comprehensive review of the Mabel Lake Official Community Plan and establishes a framework ensuring that growth is supported by adequate infrastructure and that growth-related costs are borne by development rather than existing taxpayers.

The Mabel Lake area has changed significantly since the current Official Community Plan was developed. Recreational use has increased, marina facilities operate at or near capacity during peak periods, parking shortages have become commonplace, and transportation infrastructure is experiencing increasing pressure.

Public Safety Concerns

The RDNO boat launch, public beach, Rivermouth Marina, and adjacent parking areas are already operating beyond comfortable capacity during much of the summer season.

Current issues include:

- Insufficient boat trailer parking.
- Competition for parking between boat launch users, beach visitors, marina patrons, seasonal residents, and other recreational users.
- Vehicles, golf carts, and ATVs occupying areas intended for boat launch operations.
- Increasing congestion and traffic conflicts.
- A noticeable increase in confrontations between users competing for limited parking and access.

These issues create safety concerns not only for boaters and launch users but also for pedestrians, children, beach users, and emergency access.

Marina Capacity

Rivermouth Marina and Mabel Lake Resort Marina form the primary boating hubs serving the north end of Mabel Lake and already experience significant seasonal demand.

Rivermouth Marina serves residents, seasonal property owners, visitors, anglers, and recreational boaters while also providing fueling services, convenience retail, public access, and marina facilities.

During peak summer periods, parking, launch access, marina services, and public access areas experience significant pressure.

Mabel Lake Resort Marina contains approximately 260 slips and serves a substantial boating population throughout the recreational season.

When lake levels decline later in the summer, the Resort boat launch becomes increasingly difficult to use and eventually closes for the season, resulting in additional pressure on Rivermouth Marina and the RDNO boat launch.

The removal of the Rivermouth Marina breakwater and the ongoing demand for seasonal moorage further demonstrate that existing boating infrastructure is already operating near capacity during much of the recreational season.

Rivermouth Road

Rivermouth Road is a critical transportation corridor serving residents, seasonal property owners, businesses, marinas, and recreational facilities.

The road has experienced significant stability issues in the past and has required major repairs due to erosion and roadway failure.

Before additional high-density seasonal development is approved, a comprehensive assessment should be completed to determine whether existing transportation infrastructure can safely accommodate increased traffic volumes, emergency access requirements, and future growth.

Environmental Stewardship

Mabel Lake and the Shuswap River are important environmental and recreational resources.

Organizations such as the Kingfisher Interpretive Centre have invested considerable effort into fisheries enhancement, habitat stewardship, environmental education, and hatchery operations. Future development decisions should be made with these environmental values in mind and in consultation with local stewardship organizations.

Official Community Plan Review

The most important issue raised by this proposal is the need for a comprehensive review of the Mabel Lake Official Community Plan.

The current plan was developed under different conditions and before many of the infrastructure and public safety challenges currently being experienced emerged.

The RDNO should undertake a comprehensive review of the Official Community Plan in consultation with residents, seasonal property owners, local businesses, marina operators, stewardship organizations, Indigenous communities, and recreational users.

No major recreational development or rezoning applications should be approved until this planning process has been completed and a clear community-supported vision has been established.

Growth Should Pay for Growth

Communities such as Whistler, Revelstoke, and Canmore have adopted planning tools that require development to contribute toward the infrastructure needed to support growth.

The RDNO should adopt a similar approach for the Mabel Lake area through Development Cost Charges, amenity contributions, development agreements, and other available planning tools.

Future development should contribute toward:

- Boat trailer parking facilities.
- Expanded public parking.
- Rivermouth Road improvements.
- Pedestrian trail connections.
- A pedestrian bridge adjacent to the Kingfisher Creek bridge.
- Golf cart transportation and parking infrastructure.
- Marina, recreation, transportation, and public access improvements.

Growth should not be permitted to outpace infrastructure.

Conclusion

The question before the RDNO is not simply whether a 127-site RV development is appropriate for this property.

The larger question is whether the Mabel Lake area has an up-to-date planning framework and sufficient infrastructure to safely support continued growth while preserving the environmental, recreational, and community values that make the area attractive in the first place.

I respectfully request that the RDNO update the Mabel Lake Official Community Plan, establish a growth-management framework that requires development to contribute to infrastructure improvements, and defer approval of major new developments and rezonings until that work has been completed.

Thank you for your consideration.

Sincerely,

LISA MINER, MARK REAP & SIERRA REAP

75 Lusk Lake Road East, Enderby, BC V4Y4L4

File No. 25-0753-F-OR Written Submission 201-224

Archived: June 4, 2026 8:52:55 AM

From: [Tessa Cran](#)

Sent: June 3, 2026 10:56:46 PM

To: [RDNO Planning](#)

Subject: File 25-0753-F-OR-3315 Enderby Mabel Lake Road

Sensitivity: Normal

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This is an objection to the proposal for 127 RV sites at 3315 Enderby Mabel Lake Road, Enderby.

I am originally from Calgary, but I have come to Mabel Lake and utilized the resort and airpark area since a 3-year old (38 years). In 2022, I permanently moved to the area for a more relaxed and aligned life. I love this place and have always felt a deep sense of belonging here.

In November 2025, I had my first child and unlike me, he will have the great privilege of growing up in the peace of Mabel Lake.

With all that background out of the way, I am profoundly concerned about the proposed RV development. Having seen the evolution of the area from a mere campground to a full on vacationers playground with a golf course and the addition of hundreds of residential lots, I'm no stranger to the impact it has had on the ecosystem here and the locals who choose to live here all-year for a quiet life in the trees.

We have seen an increasingly busy summer season, and the worry of wild fires has grown exponentially in recent years. We are as fire-ready as we can be as a family but as the lethal fire that required our airpark community to use their fire truck a couple years ago shows, there would be undoubtedly devastating consequences if we were to have a fire that required evacuation. This is without an additional 127 lots of people.

Further, the Enderby Mabel Lake Road cannot accommodate more volume, and the speed that people drive it poses a danger to those living along it. Some locals I have spoken with can no longer enjoy their yards because of the noise of speeding vehicles. The already high volume of traffic continues to erode the pavement and the broken parts of highway are hazardous. It's hard to imagine the condition it will be in with the increased vehicles driving it.

Although the resort, airpark, and golf course area is a golf cart community, Enderby Mabel Lake Road is still a highway and driving golf carts on it is illegal. We already have residents of Club Kingfisher regularly driving their golf carts to the golf course on the highway. Since Club Kingfisher is two properties further away from the golf course than 3315, it is expected that residents of the new development will add to the problem of golf carts on the highway.

Another concern I have is that the area is already bursting at the seams with people in the busy summer months, that adding 127 more watercraft and their trailers, 127 more golf carts, 127 more vehicles trying to find parking, and 127 more bodies trying to find a spot on one of the beaches, will make our paradise a chaotic zoo. Those who live on the west side of the lake and have to park at the Rivermouth to boat to their house are having troubles finding parking because of how busy it is there.

Even though we have two available boat launches, the one at the resort has been unusable beginning the start of August for the last few years due to low water. This causes the boat launch at the Rivermouth to be gridlocked at the end of the season with those trying to take their boats out for the year.

A new seasonal development in this already crowded community is irresponsible and the repercussions could be potentially

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catastrophic should we have the misfortune of experiencing a forest fire. I hope for my new baby's sake that this proposal is refused and he can continue to see the magic of Mabel Lake as he grows.

Let the record show that I am OPPOSED to this land use change proposal and the RV development that is intended to be built on the property. It will not add any value to the community, only more headaches and difficulties.

Sincerely,

Tessa Cran
31 Dolly Varden Road, Enderby BC V4Y 4L5

File No. 25-0753-F-OR Written Submission 201-224

Archived: June 4, 2026 8:54:00 AM

From: [Alison Houweling](#)

Sent: June 3, 2026 11:05:55 PM

To: [RDNO Public Hearing](#); [RDNO Planning](#); kamloops.regional.transport@gov.bc.ca; [Allysa Hopkins](#); David.Williams.mla@leg.bc.ca; [Bob Fleming](#); [Amanda Shatzko](#); [Rick Fairbairn](#); [Jim Johnson](#)

Cc: [denis delisle](#)

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]

Sensitivity: Normal

Alison Corrinne Houweling
44 Mabel Ridge Road, Enderby, V4Y4L5

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.

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 127 RV campground development.

My primary concern is wildfire evacuation safety in the Kingfisher area. Enderby "Mabel Lake Road is effectively a 35 kilometer long, single-exit route for residents, visitors, and recreational properties along the corridor. The road is constrained by the river on one side, and mountains. 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 campgrounds hosting approximately 280+ seasonal recreational sites combined along Enderby "Mabel Lake Road. And it's important to mention that the Mackenzie Youth Camp hosts up to 100 children who are dropped off. Emergency evacuation may require vehicles coming in to pick up children. 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 add potentially an additional 127 seasonal recreational vehicles to an already vulnerable evacuation corridor.

The BC Wildfire Service rated the Mabel Lake Kingfisher area at 90 for high fire risk . The Kingfisher evacuation plan is based on the 2016 population census and a road traffic count from 2009. Subsequent to the evacuation plan, an additional campground in Kingfisher was established.

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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. The Kingfisher Local Area Plan specifically recommended that this parcel of land be rezoned for a dry land marine facility. In 2018 the applicant applied for rezoning for a storage facility and the property was rezoned. The Local Area Plan also recommended recreational development should occur on the east side of Kingfisher creek, and another campground was recently approved east of the creek. Currently there are 3 campgrounds, a resort, golf course and residential homes within a small proximity east of Kingfisher creek.

On future growth, the Kingfisher Local Area Plan states It is not considered to be sustainable for the long term if all new growth is only considered for seasonal use. Recreational housing and businesses can be accommodated within a plan for a full time community, but it means that key land uses and infrastructure must be considered and protected for a complete community. I ask the board of directors to oppose the 127 RV campground proposal.

Alison Houweling

File No. 25-0753-F-OR Written Submission 201-224

Archived: June 4, 2026 8:54:32 AM

From: [Alen McMahon](#)

Sent: June 3, 2026 11:15:09 PM

To: [RDNO Public Hearing](#)

Sensitivity: Normal

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Name: Alen McMahon

Address: 3300 and 3353 Enderby Mabel lake road. Enderby BC.

I own and reside directly across the road from 3315 Enderby Mabel Lake Road.

Subject: File 25-0753-F-OR-3315 Enderby Mabel Lake Road

I am writing to express my opposition to the proposed 127-site campground development in Kingfisher.

This proposal represents a significant increase in density that is incompatible with the area's current Non-Urban designation.

The project would place substantial pressure on local infrastructure, including roads, waste facilities, lake access points, and emergency evacuation routes, none of which were designed to support development of this scale.

I am particularly concerned about public safety. Enderby-Mabel Lake Road is the community's only access route. Adding hundreds of additional vehicles, RVs, trailers, boats, and visitors would increase congestion and create serious challenges during emergencies, especially during wildfire season.

The proposal also raises concerns regarding environmental impacts, increased traffic, pressure on local services, and the precedent it sets for future spot-zoning applications. The Official Community Plan exists to guide orderly and responsible growth. Approving this amendment would undermine the long-term planning vision established for our rural community.

I would also like to add that the proposed campsite is also only a few hundred feet from the skookumchuck rapids. This one of the most dangerous parts of the Shuswap river. Living along this section of the river I have had to deal with people ignoring signage and trying to float the "chucks". There have been many close calls and fatalities.

The proposed campsite is also directly across the road from my property where I also have to deal with people trespassing, ignoring signs and almost weekly fence cutting. This will only get much much worse if this goes through.

I respectfully ask the RDNO Board to protect the integrity of the Official Community Plan and reject this project.

Thank you for your consideration.

Sincerely, Alen McMahon

3300 and 3353 Enderby Mabel Lake Road.

File No. 25-0753-F-OR Written Submission 201-224

Archived: June 4, 2026 8:58:15 AM

From: [Robert Cichocki](#)

Sent: June 4, 2026 12:38:33 AM

To: [RDNO Public Hearing](#)

Subject: Re; Campground proposal at 3315 Enderby-Mabel Lake RD, Electoral Area F(file no.25- 0753-F-OR)

Sensitivity: Normal

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Regional District North Okanagan
9848 Aberdeen Rd
Coldstream BC
V1B2K9

Dear RDNO members

Re; Electoral Area "F" Official Community Plan Amendment Bylaw No.3070 and Zoning Bylaw No. 3071 -RV/campground at 3315 Enderby –Mabel Lake Road, Electoral Area F (File No. 25-0753-F-OR)

I own the neighbouring property on Beattie Rd (19 SW ¼ sect 23 Township 19) directly north of the subject property . It is the historic Jock Beattie homestead.

Firstly, I wish to mention that despite being a direct neighbour to the proposed project, I was not notified by the developer of the public information meeting held at the Kingfisher Hall a couple weeks ago.

I was quite concerned about encroachment and trespass on my property from the huge, over densified proposed development – its residents ,campers , guests etc . I didn't want my property used as the peoples back yard and playground, if the approval was passed. I do appreciate and am happy with the recent information from the planning staff (Jennifer) stating that there will be a fence along the northern property line from Kingfisher Creek to the west property line.

To ensure there is no encroachment and trespass from the campground into my property, I would like to see a durable, strong, long -lasting chain link fence 8 ft high along the property border if the proposal is passed.

I do oppose the proposed the Rv/campground for good reason ,my rural property will be directly affected by the highly densified proposed project and by Bylaws Nos 3070 and 3071.

In the early 1980's , I bought my property (the Beattie homestead) and want to keep it in its natural, pristine, peaceful state. Now suddenly my peaceful rural property is under threat and risk from the highly densified 127 lot RV/campground proposal .

I am concerned about having the sheer numbers of campers, guests and network of friends at the 127 sites sitting in front of campfires, celebrating and whooping it up with noisy loud music echoing up and down the valley daytime and into the night for the entire summer. Also having their kids riding their ATV's and Dirt Bikes going for joy rides roaming the area and going up Beattie Rd ripping through private property creating trails, scaring wildlife and causing environmental damage and degradation. Who pays for all this ?

Clearly, my property being adjacent to all this encroaching , intruding noise, commotion, and disturbance resulting in loss of peace , tranquility and quality of rural life which will cause my property value to go down as well for the neighbours and other surrounding rural residents. Who pays for this?

And who compensates the many rural people for loss of quality of their rural life from the invasion of city people from big urban centres escaping their noise, congestion, stress and pollution and bringing it here.

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Regarding other issues related to the Kingfisher -Mabel Lake Area.

I understand the developer wants to put up a berm or dike along Kingfisher Creek to prevent flooding his property. With bigger floods increasing with climate change, this berm- dike will increase the risks of flooding causing Kingfisher Creek to move eastward to the other side flooding the nearby house possibly King fisher Hall. Considering this, the campground should not be built .The land is better used for agriculture, or better yet, why not ask and get the excessively wealthy developer to simply donate the land for a public park for his legacy, and put a monument regarding him in the park.

Regarding this development it is a threat to the sustainability of the Mabel Lake area.

Having 127 new sites means 127 new extended families and friend networks all wanting to access the lake, all bringing piles of more vehicles, lots more ATVs, and dirt bikes. There is a good chance they will add another 100 boats on the lake with more noisy loud music .

The lake is already overrun thanks to past developments of the area. The lake cannot sustain the impacts of another development of this size, as it is likely to bring as many or more people as the original golf resort development.

This growth for the sake of growth(the Ideology of the cancer cell) can't go on without dire consequences for the area and pristine Mabel Lake.

In the summer parking is a problem everywhere, the small public beach is crowded and the boat launch has line ups .There are already too many golf carts including ATVs coming and going speeding along Dolly Varden Beach with no respect for other people including cabin owners . Cabin owners are already having problems with people encroaching on their property. The increasing sense of entitlement primarily with younger people is getting worse . Loud music from boats is getting louder echoing across the lake. There are more personal watercraft and loud speeding boats. More helicopters are hovering and more loud airplanes are coming and going at the airstrip. Wearing earplugs is becoming a necessity. Things are getting out of control. Unfortunately ,there is no policing.

I have an old cabin at Mabel Lake and have been coming to the Kingfisher- Mabel lake area since 1977. Then the area was paradise and in harmony with nature . Modest buildings and development were in keeping with the natural beauty.

All decisions for the area were first and foremost to preserve the paradise, the fish, the environment and respect for rural life , and placed above all was to ensure and protect pristine Mabel Lake for future generations.

Today as I look around, I see everything sold off as a commodity to the highest bidder cashing in the profits. I see non conforming development monster houses and houses and buildings that belong in Kelowna . In fact with more speeding boats playing loud music, Mabel L is taking on the wealthy hubris culture of Kelowna.

The old genuine paradise days of the Mabel Lake area and preserving Mabel Lake for future generations are dying from a thousand cuts. And one of newest cuts is the huge proposed campground development.

Save Mabel Lake and the area for future generations. Please RDNO members turn down the over densified development proposal at 3315 Enderby-Mabel Rd. -- Thanks

Sincerely

Robert Cichocki

1221 Kelglen Cres

Kelowna BC

V1Y 6K4

June 3, 2026

Archived: June 4, 2026 8:59:24 AM

From: [Jomana](#)

Sent: June 4, 2026 3:42:00 AM

To: [RDNO Public Hearing](#)

Subject: File 25-0753-F-OR-3315 Enderby Mabel Lake Road

Sensitivity: Normal

Archived: June 4, 2026 8:59:24 AM

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I am writing to express my opposition to the proposed 127-site campground development in Kingfisher.

This proposal represents a significant increase in density that is incompatible with the area's current Non-Urban designation.

The project would place substantial pressure on local infrastructure, including roads, waste facilities, lake access points, and emergency evacuation routes, none of which were designed to support development of this scale.

I am particularly concerned about public safety. Enderby-Mabel Lake Road is the community's only access route. Adding hundreds of additional vehicles, RVs, trailers, boats, and visitors would increase congestion and create serious challenges during emergencies, especially during wildfire season.

The proposal also raises concerns regarding environmental impacts, increased traffic, pressure on local services, and the precedent it sets for future spot-zoning applications. The Official Community Plan exists to guide orderly and responsible growth. Approving this amendment would undermine the long-term planning vision established for our rural community.

I respectfully ask the RDNO Board to protect the integrity of the Official Community Plan and reject this project.

Thank you for your consideration.

Sincerely,
Jomana Mathieson
Sent from my iPhone

File No. 25-0753-F-OR Written Submission 201-224

Archived: June 4, 2026 9:00:04 AM

From: [Lisa McElroy](#)

Sent: June 4, 2026 6:02:44 AM

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

Subject: File 25-0753-F-OR-3315 Enderby Mabel Lake Road

Sensitivity: Normal

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As a former resident of the North Olanagan, and a former teacher in Enderby, I am writing to express my opposition to the proposed 127-site campground development in Kingfisher.

This proposal represents a significant increase in density that is incompatible with the area's current Non-Urban designation.

The project would place substantial pressure on local infrastructure, including roads, waste facilities, lake access points, and emergency evacuation routes, none of which were designed to support development of this scale.

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I respectfully ask the RDNO Board to protect the integrity of the Official Community Plan and reject this project.

Thank you for your consideration.

Sincerely,

File No. 25-0753-F-OR Written Submission 201-224

Archived: June 4, 2026 9:00:43 AM

From: [Makayla Hentges](#)

Sent: June 4, 2026 6:19:00 AM

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

Subject: File 25-0753-F-OR-3315 Enderby Mabel Lake Road

Sensitivity: Normal

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To the attention of those involved with the decisions made by RDNO,

I am writing to express my opposition to the proposed 127-site campground development in Kingfisher.

This proposal represents a significant increase in density that is incompatible with the area's current Non-Urban designation.

The project would place substantial pressure on local infrastructure, including roads, waste facilities, lake access points, and emergency evacuation routes, none of which were designed to support development of this scale.

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I respectfully ask the RDNO Board to protect the integrity of the Official Community Plan and reject this project.

Thank you for your consideration.

Sincerely,
Makayla Hentges

File No. 25-0753-F-OR Written Submission 201-224

Archived: June 4, 2026 9:01:17 AM

From: [wayne brown](#)

Sent: June 4, 2026 7:03:52 AM

To: [RDNO Public Hearing](#)

Subject: Proposed Kingfisher Campsite

Sensitivity: Normal

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Subject: File 25-0753-F-OR-3315 Enderby Mabel Lake Road

I am writing to express my opposition to the proposed 127-site campground development in Kingfisher.

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The project would place substantial pressure on local infrastructure, including roads, waste facilities, lake access points, and emergency evacuation routes, none of which were designed to support development of this scale.

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The proposal also raises concerns regarding environmental impacts, increased traffic, pressure on local services, and the precedent it sets for future spot-zoning applications. The Official Community Plan exists to guide orderly and responsible growth. Approving this amendment would undermine the long-term planning vision established for our rural community.

I respectfully ask the RDNO Board to protect the integrity of the Official Community Plan and reject this project.

Thank you for your consideration.

Sincerely,
Wayne & Janet Brown

File No. 25-0753-F-OR Written Submission 201-224

Archived: June 4, 2026 9:01:45 AM

From: [Shannon Brennan](#)

Sent: June 4, 2026 8:03:21 AM

To: [RDNO Public Hearing](#)

Subject: File 25-0753-F-OR-3315 Enderby Mabel Lake Road

Sensitivity: Normal

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Good morning,

I am writing to express my opposition to the proposed 127-site campground development in Kingfisher.

This proposal represents a significant increase in density that is incompatible with the area's current Non-Urban designation.

The project would place substantial pressure on local infrastructure, including roads, waste facilities, lake access points, and emergency evacuation routes, none of which were designed to support development of this scale.

I am particularly concerned about public safety. Enderby-Mabel Lake Road is the community's only access route. Adding hundreds of additional vehicles, RVs, trailers, boats, and visitors would increase congestion and create serious challenges during emergencies, especially during wildfire season.

The proposal also raises concerns regarding environmental impacts, increased traffic, pressure on local services, and the precedent it sets for future spot-zoning applications. The Official Community Plan exists to guide orderly and responsible growth. Approving this amendment would undermine the long-term planning vision established for our rural community.

I respectfully ask the RDNO Board to protect the integrity of the Official Community Plan and reject this project.

Thank you for your consideration.

Sincerely,
Shannon Brennan

File No. 25-0753-F-OR Written Submission 201-224

Archived: June 4, 2026 9:02:13 AM

From: [Fraser Montgomery](#)

Sent: June 4, 2026 8:08:12 AM

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

Subject: Feedback on Proposed RV Development at 3315 Enderby Mabel Lake Road, Electoral Area F [File No. 25-0753-F-OR]

Sensitivity: Normal

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R. Fraser Montgomery

116/118 Dolly Varden Road
Enderby, BC
V0E 1V5

To RDNO Directors:

I am writing to you to express my opposition to the proposed 127 site RV park at 3315 Enderby Mabel Lake Road for the following reasons.

1. In the event of a mandatory fire evacuation, I am concerned about the ability for the Mabel Lake Enderby road to safely evacuate the current population. Before proceeding with this high-density development, there must be no doubt 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.

2. The area already has a high density population during peak times and there is simply not the infrastructure to support more people and their accompanying vehicles, boats, ATVs etc.

A. Access to the public beach and boat launch via Rivermouth road is already over-taxed in peak summer. The road is often too crowded with vehicles and trailers, parking is already limited (this includes golf carts) and the road is slumping/sinking on the river side, further narrowing access.

B. The two existing boat launches can barely support the existing marine traffic, not to mention the boat launch at the resort often can't be used in August on because of low water levels.

C. The public beach at the Rivermouth Beach cannot support any more people from the local area. For example, where are people supposed to go to the bathroom if needed?

D. Increased traffic both boat and paddlers) will result in further dangerous incidents through the channel, which is already poorly marked and managed. Part of any increased development should involve the RDNO engaging with Oceans and Fisheries to assess these safety aspects.

E. Increased population will mean more off roaders/ATVers. Already, there is a huge amount of this activity which is uncontrolled creating safety and environmental concerns.

3. I am concerned about the impact this development will have on the environment. The geohazard risk was not properly addressed and is also outdated- case studies should have included: June 2012 Ashton Creek/Shuswap RV Flooding;

File No. 25-0753-F-OR Written Submission 201-224

May 2014 Cooke Creek Debris Flood; June 1990 Fall Creek Landslide and; March 2018 Mabel Lake Road slope failure. And what about septic? Are there not already enough septic systems in the area?

This proposed development needs to be stopped or at least put on hold until the RDNO addresses the current infrastructure needs as well as looking thoroughly at the environmental impacts.

Respectfully submitted,

Fraser Montgomery

File No. 25-0753-F-OR Written Submission 201-224

Archived: June 4, 2026 9:02:45 AM

From: [Sandra Volpatti](#)

Sent: June 4, 2026 8:12:08 AM

To: [RDNO Public Hearing](#)

Sensitivity: Normal

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

I was born and raised in the Kingfisher area since 1958. 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:

Garbage disposal? Where will all their garbage go. The transfer station will not handle all the extra garbage.

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.

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

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.

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

Sandra Volpatti

Submission to: Regional District of North Okanagan (RDNO)
Check all concerns that apply. Add comments below if needed.

Public Safety:

- Inadequate wildfire evacuation routes
- Single-road emergency access concern
- Increased traffic safety risks
- Lack of nearby fire/emergency services

Infrastructure:

- Road capacity insufficient
- Water infrastructure inadequate
- Telecom unreliable in emergencies
- Services insufficient for population

Environmental:

- Flood risk affecting septic systems
- Septic contamination of waterways
- Inadequate flood setback protection
- Risk to fish habitat
- Algae blooms / water quality decline
- Harm to amphibians / riparian zones

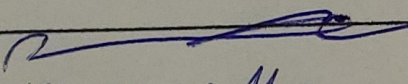
Community

- Exceeds environmental carrying capacity
- Alters rural character
- Cumulative impacts need review
- Independent studies required
- High-density near salmon-bearing waterway

Personal Positions:

- I do not believe the developer is acting in community's best interest
- I do not approve of this development
- The outcome of the approval will influence my vote in upcoming election

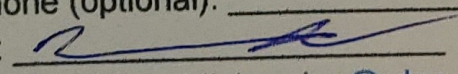
Additional Comments:

Signature: 

Name: Mikenna Callan

Address (optional): 1028 Enderby Mabel Lake Road

Email / Phone (optional): _____

Signature:  Date: 05/31/26

Submit via Email@ publichearing@rdno.ca

Area F Director Allysa Hopkins Office 250-550-3700 and Cell 250-241-1581

Community Comment Form

Proposed RV Development – 3315 Enderby Mabel Lake Road

Submission to: Regional District of North Okanagan (RDNO)

Check all concerns that apply. Add comments below if needed.

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- Inadequate wildfire evacuation routes
- Single-road emergency access concern
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- The outcome of the approval will influence my vote in upcoming election

Additional Comments:

Signature:

Name: Kwynn Hibbert

Address (optional): 1028 enderby Mabel Lk Rd

Email / Phone (optional): _____

Signature: Konm.H.

Date: June 1 2026

Submit via Email@ publichearing@rdno.ca

Area F Director Allysa Hopkins Office 250-550-3700 and Cell 250-241-1581

Archived: June 4, 2026 9:05:54 AM

From: [Reno Volpatti](#)

Sent: June 4, 2026 8:14:33 AM

To: [RDNO Public Hearing](#)

Subject: Kingfisher campsite

Sensitivity: Normal

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

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

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

Reno Volpatti

File No. 25-0753-F-OR Written Submission 201-224

Archived: June 4, 2026 9:11:31 AM

From: [Fionnuala Devine](#)

Sent: June 4, 2026 8:15:15 AM

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

Subject: Opposition to development at 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]

Sensitivity: Normal

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

Fionnuala Devine
2946 Enderby Mabel Lake Road
Enderby, BC

Request for Dismissal: 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]

Dear RDNO Directors,

I am opposed to this development and I am writing to respectfully request that Council decline the requested amendment to the Official Community Plan and the zoning.

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, the youth camp, marina campground and the additional recently approved Quilakwa-at-the-lake campground on the east side of Kingfisher Creek, the cumulative strain on our local road network is concerning. Additionally, the Kingfisher local area is rated at 90 for high wildfire risk.

Before proceeding with any high-density development of this size, 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. I urge Council to deny this application until an updated evacuation plan is provided that explicitly verifies that increased capacity levels can be safely supported.

Additional concerns 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

File No. 25-0753-F-OR Written Submission 201-224

'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.' 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.

Kind regards,

Fionnuala Devine

Archived: June 4, 2026 9:12:01 AM

From: [Fionnuala Devine](#)

Sent: June 4, 2026 8:21:41 AM

To: [RDNO Public Hearing](#)

Subject: Opposition to development at 3315 Enderby Mabel Lake Road

Sensitivity: Normal

Archived: June 4, 2026 9:12:01 AM

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

Good Morning,

My name is Maggie Graham, I am 5 years old and live on the Mabel Lake Road.

I don't think that there should be more RV sites out here, it is already too busy at the beach on Mabel Lake, there is no more room.

Maggie Graham

2946 Enderby Mabel Lake Road, Enderby, BC

Archived: June 4, 2026 9:15:06 AM

From: [Michelle Cave](#)

Sent: June 4, 2026 8:40:16 AM

To: [RDNO Public Hearing](#)

Subject: File 25-0753-F-OR-3315 Enderby Mabel Lake Road

Sensitivity: Normal

Archived: June 4, 2026 9:15:06 AM

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

I am writing to express my opposition to the proposed 127-site campground development in Kingfisher.

This proposal represents a significant increase in density that is incompatible with the area's current Non-Urban designation.

The project would place substantial pressure on local infrastructure, including roads, waste facilities, lake access points, and emergency evacuation routes, none of which were designed to support development of this scale.

I am particularly concerned about public safety. Enderby-Mabel Lake Road is the community's only access route. Adding hundreds of additional vehicles, RVs, trailers, boats, and visitors would increase congestion and create serious challenges during emergencies, especially during wildfire season.

The proposal also raises concerns regarding environmental impacts, increased traffic, pressure on local services, and the precedent it sets for future spot-zoning applications. The Official Community Plan exists to guide orderly and responsible growth. Approving this amendment would undermine the long-term planning vision established for our rural community.

I respectfully ask the RDNO Board to protect the integrity of the Official Community Plan and reject this project.

Thank you for your consideration.

Sincerely,
Michelle and Darren Cave
110 Dolly Varden Road
Enderby BC
Sent from my iPhone

Archived: June 4, 2026 9:19:37 AM

From: [Lynn Anderson](#)

Sent: June 4, 2026 8:51:15 AM

To: [RDNO Planning](#)

Cc: [Allysa Hopkins](#)

Subject: 127 Luxury RV sites

Sensitivity: Normal

Archived: June 4, 2026 9:19:37 AM

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

My name is Lynn Anderson and I am opposed to this proposal.

Geohazard risk and fire evacuation safety have not been considered for the permanent or part time residents, or people using the area recreational. Numerous indigenous bands have declared water storage in the Okanagan as a critical issue, and endangering our water sources, human inhabitants, flora and fauna, with such a proposal is gross negligence in my professional opinion.

Lynn Anderson P. Geol.

2241 Enderby Mabel Lake Road
Enderby, BC, V0E 1V5

Sent from my iPhone

File No. 25-0753-F-OR Written Submission 201-224

Archived: June 4, 2026 9:20:53 AM

From: [Laine Burrell](#)

Sent: June 4, 2026 9:15:38 AM

To: [RDNO Planning](#)

Subject: Request for Deferral: 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

Sensitivity: Normal

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

Dear RDNO Directors,

We are writing to respectfully request that Council defer the delegated public hearing 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.

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 this increased capacity levels can be safely supported.

Additional concerns conveyed by the community members listed below include:

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.

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.'

Members request additional time to review the plan and prepare an informed response.

Sincerely,

Laine Burrell
3130 Mabel lake road
Enderby BC

File No. 25-0753-F-OR Written Submission 201-224

Archived: June 4, 2026 9:23:19 AM

From: [Deanna Cook](#)

Sent: June 4, 2026 9:06:04 AM

To: [RDNO Public Hearing](#)

Subject: Opposing 127 campsites

Sensitivity: Normal

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

Planning Department

Regional District of North Okanagan

Re: File 25-0753-F-OR-3315 Enderby Mabel Lake Road

Objection to the proposal 127 campsites at the above property

There are many negative factors I regards to this proposal that have been brought forward.

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.

For these reasons and many more I am OPPOSED to this development for the record

Deanna Cook
449 brickyard rd
Enderby, bc
V4y 4g5
[REDACTED]

See less

[Sent from Yahoo Mail for iPhone](#)

File No. 25-0753-F-OR Written Submission 201-224

Archived: June 4, 2026 9:24:24 AM

From: [Ann Hatfield](#)

Sent: June 4, 2026 9:23:50 AM

To: [RDNO Planning](#)

Subject: Subject: File 25-0753-F-OR-3315 Enderby Mabel Lake Road

Sensitivity: Normal

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

planning@rdno.ca

Subject: File 25-0753-F-OR-3315 Enderby Mabel Lake Road

I am against the development of a campground next to Kingfisher Creek.

I have lived here for about 35 years and seen floods ,and now almost annual, wildfires in the valley and the lake area.

I have experienced the growing danger from speeding vehicles the entire length of the road. Pedestrians, cyclists and equestrians will be in even more danger than they are now, the entire length of the road.

The NORD planners already know the paved road ends at Kingfisher unless one tries the road to Three-Valley Gap: long, prone to also wildfire-burning and unsuitable as an escape to many vehicles.

Will the large amount of sewage produced really be protected from getting into the river, especially during floods or large rains? And these will be more frequent with climate change.

The nearest swimming area closest to the suggested camping is across the road where the river becomes very fast.

The next available swimming area, the public beach,at the river-mouth, is already too small for the community let alone for more campers. The parking lot is small and already packed with vehicles before more campers are added. Seniors and children would have to be dropped off to swim, the vehicles driven to an upper lot and the driver would have to run down a trail to the beach. This swimming area is at the mouth of the river and there is a real risk of being swept into the mouth of the river.

There is no parking for more campers who wish to swim in front of the cabins belonging to the proponent, on a public beach. This beach is technically open to the public but on which there has been active discouraging of any users other than cabin-renters in the past.

Preventing flooding of the camping area along Kingfisher creek will be next to impossible.

There is a carrying capacity for people in this area. It was reached some years ago with the proponent's large development and the increase In campers on land the local First Nations have permission to develop.

Please turn down this development.

Sincerely,
Ann Hatfield
1866 Enderby-Mabel lake Road

File No. 25-0753-F-OR Written Submission 201-224

Archived: June 4, 2026 9:25:05 AM

From: [Lynn Anderson](#)

Sent: June 3, 2026 11:21:45 PM

To: [RDNO Public Hearing](#)

Cc: [RDNO Planning](#); [Jim Johnson](#); [Alysa Hopkins](#); [Bob Fleming](#); [Amanda Shatzko](#); [Rick Fairbairn](#)

Subject: Opposition to 3315 Enderby Mabel Lake Road Development RE: Public Safety Concern

Sensitivity: Normal

Attachments:

[Opposition to Development - June 3 2026.docx](#) ;

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

To Whom It May Concern,

Please find this letter as confirmation that I am opposed to the proposed development at 3315 Enderby Mabel Lake Road. Please see attached letter as a part of my opposition.

Thank you for the opportunity to provide input on this application. We respectfully request that our letter be included as part of the public record for this proposal and considered during the review process.

Thank you for your time and consideration.

Sincerely,

Lynn Anderson

2241 Enderby Mabel Lake Road

Enderby, BC, V0E1V5

Sent from my iPhone

RE: PROPOSED DEVELOPMENT AT 3315 ENDERBY MABEL LAKE ROAD

June 3, 2026

To the Regional District of North Okanagan,

I am writing regarding the proposed development at 3315 Enderby Mabel Lake Road.

My primary concern is not development itself, but public safety and infrastructure capacity. I do not believe this development should proceed until the Regional District of North Okanagan undertakes a comprehensive review of the Mabel Lake Official Community Plan and establishes a framework ensuring that growth is supported by adequate infrastructure and that growth-related costs are borne by development rather than existing taxpayers.

The Mabel Lake area has changed significantly since the current Official Community Plan was developed. Recreational use has increased, marina facilities operate at or near capacity during peak periods, parking shortages have become commonplace, and transportation infrastructure is experiencing increasing pressure.

Public Safety Concerns

The RDNO boat launch, public beach, Rivermouth Marina, and adjacent parking areas are already operating beyond comfortable capacity during much of the summer season.

Current issues include:

- Insufficient boat trailer parking.
- Competition for parking between boat launch users, beach visitors, marina patrons, seasonal residents, and other recreational users.
- Vehicles, golf carts, and ATVs occupying areas intended for boat launch operations.
- Increasing congestion and traffic conflicts.
- A noticeable increase in confrontations between users competing for limited parking and access.

These issues create safety concerns not only for boaters and launch users but also for pedestrians, children, beach users, and emergency access.

Marina Capacity

Rivermouth Marina and Mabel Lake Resort Marina form the primary boating hubs serving the north end of Mabel Lake and already experience significant seasonal demand.

Rivermouth Marina serves residents, seasonal property owners, visitors, anglers, and recreational boaters while also providing fueling services, convenience retail, public access, and marina facilities.

During peak summer periods, parking, launch access, marina services, and public access areas experience significant pressure.

Mabel Lake Resort Marina contains approximately 260 slips and serves a substantial boating population throughout the recreational season.

When lake levels decline later in the summer, the Resort boat launch becomes increasingly difficult to use and eventually closes for the season, resulting in additional pressure on Rivermouth Marina and the RDNO boat launch.

The removal of the Rivermouth Marina breakwater and the ongoing demand for seasonal moorage further demonstrate that existing boating infrastructure is already operating near capacity during much of the recreational season.

Rivermouth Road

Rivermouth Road is a critical transportation corridor serving residents, seasonal property owners, businesses, marinas, and recreational facilities.

The road has experienced significant stability issues in the past and has required major repairs due to erosion and roadway failure.

Before additional high-density seasonal development is approved, a comprehensive assessment should be completed to determine whether existing transportation infrastructure can safely accommodate increased traffic volumes, emergency access requirements, and future growth.

Environmental Stewardship

Mabel Lake and the Shuswap River are important environmental and recreational resources.

Organizations such as the Kingfisher Interpretive Centre have invested considerable effort into fisheries enhancement, habitat stewardship, environmental education, and hatchery operations. Future development decisions should be made with these environmental values in mind and in consultation with local stewardship organizations.

Official Community Plan Review

The most important issue raised by this proposal is the need for a comprehensive review of the Mabel Lake Official Community Plan.

The current plan was developed under different conditions and before many of the infrastructure and public safety challenges currently being experienced emerged.

The RDNO should undertake a comprehensive review of the Official Community Plan in consultation with residents, seasonal property owners, local businesses, marina operators, stewardship organizations, Indigenous communities, and recreational users.

No major recreational development or rezoning applications should be approved until this planning process has been completed and a clear community-supported vision has been established.

Growth Should Pay for Growth

Communities such as Whistler, Revelstoke, and Canmore have adopted planning tools that require development to contribute toward the infrastructure needed to support growth.

The RDNO should adopt a similar approach for the Mabel Lake area through Development Cost Charges, amenity contributions, development agreements, and other available planning tools.

Future development should contribute toward:

- Boat trailer parking facilities.
- Expanded public parking.
- Rivermouth Road improvements.
- Pedestrian trail connections.
- A pedestrian bridge adjacent to the Kingfisher Creek bridge.
- Golf cart transportation and parking infrastructure.
- Marina, recreation, transportation, and public access improvements.

Growth should not be permitted to outpace infrastructure.

Conclusion

The question before the RDNO is not simply whether a 127-site RV development is appropriate for this property.

The larger question is whether the Mabel Lake area has an up-to-date planning framework and sufficient infrastructure to safely support continued growth while preserving the environmental, recreational, and community values that make the area attractive in the first place.

I respectfully request that the RDNO update the Mabel Lake Official Community Plan, establish a growth-management framework that requires development to contribute to infrastructure improvements, and defer approval of major new developments and rezonings until that work has been completed.

Thank you for your consideration.

Sincerely,

LISA MINER, MARK REAP & SIERRA REAP

75 Lusk Lake Road East, Enderby, BC V4Y4L4

File No. 25-0753-F-OR Written Submission 201-224

Archived: June 4, 2026 9:27:59 AM

From: [Jodie B](#)

Sent: June 4, 2026 8:32:15 AM

To: [RDNO Public Hearing](#)

Subject: Fwd: Opposition to 3315 Enderby Mabel Lake Road Development RE: Public Safety Concern

Sensitivity: Normal

Attachments:

[Opposition to Development - June 3 2026.docx](#) ;

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

To Whom It May Concern,

My name is Jodie Bruce, I've been visiting Mabel Lake Rd for over 20 years, I live in Lake Country at 12551 Ponderosa Dr and I am opposed to the development.

RE: PROPOSED DEVELOPMENT AT 3315 ENDERBY MABEL LAKE ROAD

June 3, 2026

To the Regional District of North Okanagan,

I am writing regarding the proposed development at 3315 Enderby Mabel Lake Road.

My primary concern is not development itself, but public safety and infrastructure capacity. I do not believe this development should proceed until the Regional District of North Okanagan undertakes a comprehensive review of the Mabel Lake Official Community Plan and establishes a framework ensuring that growth is supported by adequate infrastructure and that growth-related costs are borne by development rather than existing taxpayers.

The Mabel Lake area has changed significantly since the current Official Community Plan was developed. Recreational use has increased, marina facilities operate at or near capacity during peak periods, parking shortages have become commonplace, and transportation infrastructure is experiencing increasing pressure.

Public Safety Concerns

The RDNO boat launch, public beach, Rivermouth Marina, and adjacent parking areas are already operating beyond comfortable capacity during much of the summer season.

Current issues include:

- Insufficient boat trailer parking.
- Competition for parking between boat launch users, beach visitors, marina patrons, seasonal residents, and other recreational users.
- Vehicles, golf carts, and ATVs occupying areas intended for boat launch operations.
- Increasing congestion and traffic conflicts.
- A noticeable increase in confrontations between users competing for limited parking and access.

These issues create safety concerns not only for boaters and launch users but also for pedestrians, children, beach users, and emergency access.

Marina Capacity

Rivermouth Marina and Mabel Lake Resort Marina form the primary boating hubs serving the north end of Mabel Lake and already experience significant seasonal demand.

Rivermouth Marina serves residents, seasonal property owners, visitors, anglers, and recreational boaters while also providing fueling services, convenience retail, public access, and marina facilities.

During peak summer periods, parking, launch access, marina services, and public access areas experience significant pressure.

Mabel Lake Resort Marina contains approximately 260 slips and serves a substantial boating population throughout the recreational season.

When lake levels decline later in the summer, the Resort boat launch becomes increasingly difficult to use and eventually closes for the season, resulting in additional pressure on Rivermouth Marina and the RDNO boat launch.

The removal of the Rivermouth Marina breakwater and the ongoing demand for seasonal moorage further demonstrate that existing boating infrastructure is already operating near capacity during much of the recreational season.

Rivermouth Road

Rivermouth Road is a critical transportation corridor serving residents, seasonal property owners, businesses, marinas, and recreational facilities.

The road has experienced significant stability issues in the past and has required major repairs due to erosion and roadway failure.

Before additional high-density seasonal development is approved, a comprehensive assessment should be completed to determine whether existing transportation infrastructure can safely accommodate increased traffic volumes, emergency access requirements, and future growth.

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Sincerely,

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