

Archived: June 1, 2026 9:29:57 AM

From: [Sydney Graham](#)

Sent: May 26, 2026 12:14:09 PM

To: [RDNO Public Hearing](#)

Subject: Proposed RV Development – 3315 Enderby Mabel Lake Road

Sensitivity: Normal

Attachments:

[Community_20Comment_20Form.pdf](#);

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Attached is a form for my opposition of the proposed RV development at 3315 Mabel Lake Rd. As a property owner on Kingfisher Road.

Thank you for your time and consideration
Sydney Graham

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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.

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: _____

Address (optional): _____

Email / Phone (optional): _____

Signature: _____ Date: _____

Submit via Email@ publichearing@rdno.ca

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

Archived: June 1, 2026 9:33:03 AM

From: [Danica Kimberley](#)

Sent: May 26, 2026 1:42:12 PM

To: [RDNO Public Hearing](#)

Subject: OCP Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071 for the property at 3315 Enderby Mabel Lake Road.

Response requested: No

Sensitivity: Normal

From: denis delisle <[REDACTED]>

Sent: Monday, May 25, 2026 9:05:20 AM

To: Bob Fleming <bob.fleming@rdno.ca>; Amanda Shatzko <amanda.shatzko@rdno.ca>; Rick Fairbairn <rick.fairbairn@rdno.ca>; Jim Johnson <jim.johnson@rdno.ca>; Allysa Hopkins <allysa.hopkins@rdno.ca>; Shirley Fowler <sfowler@cityofarmstrong.bc.ca>; Ruth Hoyte <rhoyte@coldstream.ca>; Jim Garlick <jgarlick@coldstream.ca>; hgalbraith@cityofenderby.com <hgalbraith@cityofenderby.com>; kacton@lumby.ca <kacton@lumby.ca>; Christine Fraser <mayor@spallumcheentwp.bc.ca>; vcumming@vernon.ca <vcumming@vernon.ca>; Kelly Fehr <kfehr@vernon.ca>; Kari Gares <kgares@vernon.ca>; Brian Quiring <bquiring@vernon.ca>; Teresa Durning <tdurning@vernon.ca>

Subject: OCP Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071 for the property at 3315 Enderby Mabel Lake Road.

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Consideration for the OCP Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071 for the property at 3315 Enderby Mabel Lake Road.

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.

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.

If you as individual Directors had this property development in your area would you support it?

It does not answer the homeless problem, it increases the pollution of the earth- something the RDNO and Vernon is investing a lot of time to prevent, it is adding to an already congested area with more congestion, the economical benefits do not out weight the costs in the long term and with already over subscribed access to the lake by the only 2 boat accesses it makes no sense to add more.

Would you allow this development in your Community?

Thank you for your consideration

Denis Delisle 581 Enderby Grindrod Road

Enderby BC V4Y 4J9

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Archived: June 1, 2026 9:33:31 AM

From: [denis delisle](#)

Sent: May 29, 2026 9:36:08 PM

To: [Bob Fleming](#); [Amanda Shatzko](#); [Rick Fairbairn](#); [Jim Johnson](#); [Allysa Hopkins](#); [Shirley Fowler](#); [Ruth Hoyte](#); [Jim Garlick](#); [kacton@lumby.ca](#); [Christine Fraser](#); [vcumming@vernon.ca](#); [Kelly Fehr](#); [Kari Gares](#); [Brian Quiring](#); [Teresa Durning](#); [RDNO Public Hearing](#)

Subject: OCP Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071 for the property at 3315 Enderby Mabel Lake Road.

Sensitivity: Normal

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The proposed OCP Amendment Bylaw 3070 and Zoning Amendment Bylaw 3071.

Hi Board members, I hope you are all doing well and still finding being a Director exciting and productive. I'm following up from a previous email I sent you with my concerns about the proposed amendment, that will be coming to your attention. Below are my apprehensions:

The core year-round community of the Kingfisher/ Mabel Lake is small maybe 200-300 residents. On any given day in the summer population spikes from 2,00 to 5,000 people.

This proposal in the Kingfisher /Mabel Lake area in Area "F" represents an uncoordinated, applicant-driven amendment that directly contradicts the core vision of our Official Community Plan. It is a textbook example of poor planning, out-of-scale density, and dangerous infrastructure prematurity.

It is an out of scale for the size of the Community, changing ... this land from 'Non-Urban' to 'Recreation Commercial' to drop a 127-site campground into this specific location is an egregious leap in density.

Good planning would rely on a logical, gradual transition of land use. A 127-site development is not a small, complementary rural business. When at capacity, this campground will function as a high-density mini-suburb or a small village popping up in very short order. Forcing urban-scale density directly into a designated Non-Urban zone, miles away from any established municipal service hub, fundamentally breaks the spatial logic of the Electoral Area 'F' OCP."

The community lacks public transit and the Kingfisher Transfer Station—is strictly scaled and funded to handle a small, residential tax base.

To approve an urban-density commercial zone and simply 'hope' the strained, rural infrastructure can bend and absorb the impact is a failure of responsible oversight. Good planning dictates that infrastructure upgrades must precede or accompany density increases—not lag behind them at the expense of local taxpayers."

Forced Car-dependency & OCP inconsistency in the face of modern, climate-conscious planning. Because of its isolated location, every single dynamic of this 127-lot campground relies entirely on fossil-fuel-burning vehicles. Every trip for groceries, getting building supplies, going to the drug store, every run for fuel, and every watercraft launch requires driving on our single rural corridor. For you see this community has none of those services. This absolute vehicle dependency completely undermines the Regional District's own regional growth strategies and emission reduction targets."

Dangerous Precedent

As I understand it the OCP exists to provide the community with predictability. If the Board approves this massive 'spot-zoning' amendment for a single developer, it sets a dangerous precedent. It signals that our rural and non-urban designations are entirely up for grabs, undermining the public's trust in the integrity of the planning process.

The staff report notes that final adoption is being withheld pending engineering reports from AppleBruin and Forsite. How can site-specific engineering patches possibly fix systemic, community-wide infrastructure deficits?

I have had the opportunity to sit with many of you discussing what we could do to minimize our carbon footprint. I sat at the table and listened to the good intention talk we had, I believed that truly we all were wanting to do something to slow climate change. I believed that most if not all of you believed the same thing.

It is not only 127 people that will come it will be 2 or 4 times that many more people and carbon producing toys. It is not what we as a Community want to do to our earth. This project is the wrong density and in the wrong place. I respectfully ask the Board to protect the integrity of our planning guidelines and our Regional Growth Strategy and deny Second Reading to both Bylaws.

Thank you for your time

Denis Delisle

581 Enderby Grindrod Road

Enderby BC V4Y4J9

Archived: June 1, 2026 9:37:53 AM
From: [REDACTED]
Sent: May 26, 2026 1:44:42 PM
To: [RDNO Info](#)
Subject: Opposition to proposed campsite in area F
Sensitivity: Normal
Archived: June 1, 2026 9:37:53 AM

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

To whom it may concern,

We live in Mable Lake our property is a multi generational property .My husband's family has been here for over 50 years. We love this area we chose to raise our family here because the wildlife, Shuwap River and the lake as well as the community.

We are strongly opposed to this development for the following reasons.

Mabel Lake Road is absolutely not equipped to have extra traffic on it. The road itself is in need of repair and the extra traffic would destroy the road. There is only one way in and one way out and if there is a natural disaster such as a forest fire and landslides it would be absolutely chaos trying to evacuate the community people that live here and the extra seasonal people.

The extra garbage and pollution this area would not be able to be handled as we have a very small waste facility. All the extra cars along the road, causing pollution to our river system to me is unacceptable.

Please consider these reasons before you consider this proposal. People have lived here for generations. We love our way of life. We love the quietness of this area and the safeness of this area.

Thank you

Sincerely, Heather Schalin

Sent from my iPhone

Archived: June 1, 2026 12:18:13 PM

From: [Lisa Miner](#)

Sent: May 28, 2026 12:58:19 PM

To: [RDNO Public Hearing](#)

Subject: Fwd: Submission Regarding Bylaw Nos. 3070 and 3071

Sensitivity: Normal

Attachments:

[Responsible Growth - May 26^J 2026.docx](#) ;

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

Further to my previous submission, I would like to add how incredibly discouraging it is that this meeting is not being held at the very least on a weekday evening. The Kingfisher community members that have to work and want to attend but can't take the time off are being purposely excluded. Please reconsider the timing of this meeting so as to include working people.

Thank you,

Lisa Miner

75 Lusk Lake Road East, Enderby, BC

Sent from my iPhone

Begin forwarded message:

From: Lisa Miner <[REDACTED]>

Date: May 26, 2026 at 2:07:14 PM PDT

To: publichearing@rdno.ca

Subject: Submission Regarding Bylaw Nos. 3070 and 3071

To Whom It May Concern,

Please accept the attached submission regarding Electoral Area "F" Official Community Plan Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071 concerning the proposed 127-site campground development at 3315 Enderby Mabel Lake Road.

My submission outlines concerns related to infrastructure capacity, emergency preparedness, environmental stewardship, long-term planning, and responsible growth management within Electoral Area F. It also discusses potential infrastructure funding and planning approaches used by other tourism and recreation communities facing similar growth pressures.

Archived: June 1, 2026 9:43:19 AM

From: [Lisa Miner](#)

Sent: May 26, 2026 2:08:15 PM

To: [RDNO Public Hearing](#)

Subject: Submission Regarding Bylaw Nos. 3070 and 3071

Sensitivity: Normal

Attachments:

[Responsible Growth - May 26^J 2026.docx](#) ;

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

To Whom It May Concern,

Please accept the attached submission regarding Electoral Area “F” Official Community Plan Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071 concerning the proposed 127-site campground development at 3315 Enderby Mabel Lake Road.

My submission outlines concerns related to infrastructure capacity, emergency preparedness, environmental stewardship, long-term planning, and responsible growth management within Electoral Area F. It also discusses potential infrastructure funding and planning approaches used by other tourism and recreation communities facing similar growth pressures.

Thank you for the opportunity to provide input into this process.

Sincerely,

Lisa Miner

75 Lusk Lake Road East, Enderby, BC V4Y4L4

Responsible Growth, Infrastructure Capacity, and Long-Term Planning in Electoral Area F

Submission Regarding OCP Amendment Bylaw 3070 and Zoning Amendment Bylaw 3071

Introduction

I am writing as a concerned resident regarding the proposed 127-site RV campground development in Kingfisher and the associated Official Community Plan (OCP) Amendment Bylaw 3070 and Zoning Amendment Bylaw 3071.

This submission is not intended as opposition to all growth or tourism development. Tourism, recreation, and responsible economic development are important components of rural communities throughout British Columbia. However, growth must occur in a manner that is coordinated, infrastructure-supported, environmentally responsible, and consistent with long-term planning principles.

The current proposal raises serious concerns regarding:

- Infrastructure capacity
- Emergency preparedness and wildfire evacuation
- Environmental and watershed protection
- Traffic and transportation impacts
- Community scale and density
- Long-term servicing requirements
- Planning consistency and governance integrity
- The cumulative impact of tourism-related growth in a one-access rural corridor

Most importantly, this proposal highlights the urgent need for a broader regional strategy that ensures development contributes directly to the infrastructure and public amenities required to support increased seasonal and permanent population growth.

1. Infrastructure Prematurity and Planning Concerns

The proposed campground represents a significant increase in seasonal density within a rural, non-urban area that currently lacks many of the infrastructure systems typically associated with higher-density recreational or tourism development.

The community currently faces:

- A single road access corridor with limited evacuation redundancy
- No local fire department
- Minimal police presence
- Seasonal traffic congestion
- Limited public parking for vehicles and boat trailers
- Existing pressure on public boat launches and beaches
- Limited waste transfer capacity
- No municipal sewer system
- Minimal municipal water system
- Sensitive environmental and fish habitat concerns

Approving large-scale tourism density before addressing these foundational infrastructure issues creates substantial long-term risk for residents, visitors, and emergency responders alike.

Good planning principles generally require that infrastructure capacity either precede or accompany major density increases — not follow years later after systems have already become strained.

2. Wildfire Evacuation and Public Safety

One of the most serious concerns facing this area is wildfire evacuation capacity.

Electoral Area F contains multiple one-road-in/one-road-out areas. During peak tourism season, road congestion already increases substantially due to:

- Recreational boating traffic
- Campground use
- Day-use visitors
- Boat trailer parking overflow
- Seasonal tourism growth

Adding an additional 127-site campground without first conducting comprehensive evacuation modelling and transportation capacity analysis raises legitimate public safety concerns.

Questions that should be addressed before approval include:

- What is the estimated increase in peak-season traffic volumes?
- How would evacuation timelines be affected during a wildfire event?
- What emergency response resources are available to support increased seasonal population?
- How will emergency vehicle access be maintained during peak occupancy periods?
- Has cumulative tourism growth across the corridor been assessed?

These are not theoretical concerns. Wildfire resilience and emergency evacuation planning have become essential components of responsible rural planning throughout British Columbia.

3. Environmental Stewardship and Salmon Habitat Protection

The lake and river system within this region represent environmentally sensitive areas and important salmon spawning habitat.

Increased tourism density may create cumulative environmental pressures related to:

- Shoreline use
- Boat traffic
- Fuel handling
- Stormwater runoff
- Septic and wastewater management
- Sediment disturbance
- Waste disposal
- Increased recreational pressure on sensitive ecosystems

Protecting environmental integrity is not incompatible with tourism growth. However, it requires careful planning, infrastructure investment, and long-term watershed management.

The very environmental qualities that attract visitors to the area must be protected if tourism is to remain sustainable long-term.

4. The Importance of Infrastructure-First Planning

This proposal also raises broader questions regarding how growth should occur within Electoral Area F moving forward.

Rural and recreation-based communities across British Columbia and Alberta increasingly recognize that growth must help fund the infrastructure required to support that growth.

This principle is already widely used through mechanisms such as:

- Development Cost Charges (DCCs)
- Community Amenity Contributions (CACs)
- Infrastructure reserve funds
- Traffic mitigation requirements
- Servicing agreements
- Environmental mitigation requirements
- Tourism infrastructure levies
- Phased development approvals tied to infrastructure capacity

These approaches acknowledge an important reality:

When development creates increased demand on roads, emergency services, recreation infrastructure, waste systems, and environmental resources, the cost of those impacts should not fall solely on existing residents and taxpayers.

Instead, growth should contribute meaningfully toward the infrastructure and public amenities necessary to support that growth responsibly.

5. Examples from Other Resort and Recreation Communities

Many communities across Western Canada have already recognized the importance of balancing tourism growth with infrastructure investment and long-term planning.

Revelstoke, British Columbia

Revelstoke has undertaken ongoing reviews and updates to Development Cost Charges (DCCs) specifically in response to growth pressures associated with tourism and population increases.

The community has openly acknowledged the need for growth-related contributions toward:

- Roads and transportation infrastructure

- Sewer and water systems
- Parks and recreation
- Solid waste systems
- Community infrastructure capacity

Revelstoke's approach recognizes that unmanaged growth can place significant strain on existing infrastructure if proper funding mechanisms are not established in advance.

Whistler, British Columbia

The Resort Municipality of Whistler provides one of the strongest examples in British Columbia of infrastructure-supported tourism planning.

Whistler utilizes:

- Development-related charges
- Servicing requirements
- Infrastructure agreements
- Transportation planning
- Resort growth management strategies
- Recreation and public amenity investments

Importantly, Whistler recognizes that tourism growth requires continuous reinvestment into public infrastructure in order to maintain livability, safety, transportation efficiency, and environmental sustainability.

Canmore, Alberta

Canmore has become a widely discussed example of the challenges faced by recreation-based communities experiencing rapid tourism growth.

The community has had to address:

- Traffic congestion
- Infrastructure strain
- Environmental carrying capacity
- Housing pressures
- Tourism management
- Transportation planning
- Growth-related servicing demands

Canmore demonstrates the importance of long-term planning and proactive infrastructure management before growth outpaces a community's ability to safely and sustainably support it.

6. A Shared Responsibility Model for Growth

Large-scale tourism and recreational developments should not proceed under a model where:

- private profits are immediate, while
- infrastructure costs are deferred onto existing residents and taxpayers.

Instead, Electoral Area F should pursue a shared-responsibility approach where:

- Developers contribute toward growth-related infrastructure impacts
- Regional districts coordinate long-term planning
- Provincial and federal governments assist with rural infrastructure funding
- Residents participate meaningfully in shaping the future of the community

This approach supports responsible growth rather than opposing growth altogether.

7. Potential Community Infrastructure Priorities

If development-related funding mechanisms are implemented, infrastructure investments should remain directly tied to the host community and its demonstrated needs.

Potential priorities may include:

- Public boat launch improvements
- Improved beach access infrastructure
- Expanded public parking
- Dedicated boat trailer parking
- Emergency evacuation planning and route improvements
- Seasonal traffic management
- Fire protection enhancements
- Public safety improvements
- Environmental protection and watershed management
- Long-term west-side lake access solutions
- Transportation coordination and visitor management systems

Ensuring that growth-related funding is transparently reinvested into the local community is essential for maintaining public trust.

8. Consistency Across All Future Development

The concerns outlined in this submission are not limited to one individual proposal. They apply more broadly to all future large-scale tourism, recreational, and commercial developments within Electoral Area F, regardless of ownership structure.

This includes:

- RV parks and campgrounds
- Cabin and tourism accommodation developments
- Commercial recreation projects
- Resort-oriented developments
- Large seasonal occupancy projects
- Major commercial expansions associated with tourism growth

All significant developments should be evaluated through the same consistent lens of:

- Infrastructure capacity
- Emergency preparedness
- Traffic impacts
- Environmental stewardship
- Community scale compatibility
- Watershed and salmon habitat protection
- Public safety
- Long-term servicing requirements
- Community benefit and reinvestment

As growth pressures continue throughout the region, it is important that planning decisions remain consistent, transparent, and based on long-term public interest rather than reacting to projects individually on a case-by-case basis.

This is especially important in a rural recreational area with:

- Limited emergency services
- One-access transportation corridors
- Sensitive environmental systems
- Seasonal population fluctuations
- Existing infrastructure constraints

A coordinated regional strategy is needed to ensure that tourism and economic growth occur responsibly and sustainably across the entire area.

That strategy should include clear expectations that major developments contribute fairly toward:

- Transportation improvements
- Public recreation infrastructure
- Environmental protection measures
- Emergency preparedness
- Public safety enhancements
- Visitor management systems
- Community infrastructure upgrades

Applying consistent planning standards to all developments helps avoid community division and reinforces public confidence in the integrity and fairness of the planning process.

8A. Timeliness, Accountability, and Efficient Governance

While stronger planning, infrastructure analysis, and environmental review are necessary, the approval process itself must also remain efficient, transparent, and accountable.

Communities, developers, residents, and local governments all benefit from clear timelines and predictable decision-making processes.

Excessively delayed approvals, assessments, studies, or policy reviews can create:

- Uncertainty for residents and investors
- Increased public frustration
- Escalating project costs
- Administrative inefficiency
- Community division and distrust
- Delays in addressing urgent infrastructure and safety concerns

Responsible governance requires balancing thorough review with timely action.

Where possible, Electoral Area F and the Regional District should pursue:

- Clearly defined review timelines

- Publicly communicated decision schedules
- Timely responses to applications and submissions
- Transparent reporting requirements
- Efficient inter-agency coordination
- Accountability for administrative delays

The goal should not be endless process or unnecessary bureaucracy. Instead, the objective should be a planning system that is:

- Predictable
- Efficient
- Fair
- Transparent
- Evidence-based
- Focused on long-term community outcomes

While complex projects may occasionally require additional technical review time, lengthy delays should remain the exception rather than the norm.

Strong governance depends not only on good planning decisions, but also on the ability to make those decisions in a timely, organized, and accountable manner.

9. Conclusion

This submission is not intended as opposition to tourism, recreation, Indigenous economic development, or responsible economic growth.

Rather, it is a request for coordinated, infrastructure-supported planning that reflects:

- Public safety realities
- Environmental stewardship
- Infrastructure capacity
- Emergency preparedness
- Community scale
- Long-term sustainability
- Respect for the integrity of the Official Community Plan

The proposed developments currently under discussion raise important questions not only about individual projects, but about the long-term vision for Electoral Area F as a whole.

Before approving significant new tourism density, the Regional District should undertake comprehensive planning efforts related to:

- Infrastructure capacity
- Emergency evacuation
- Transportation impacts
- Environmental carrying capacity
- Growth management
- Public servicing requirements
- Community reinvestment mechanisms

Growth can be beneficial when it is properly planned, properly serviced, and responsibly managed.

The goal should not be to stop growth, but to ensure that growth strengthens the community rather than overwhelming it.

Respectfully submitted,

Lisa Miner

Kingfisher, Mabel Lake, Area F, Enderby, BC

May 26, 2026

Archived: June 1, 2026 9:46:54 AM

From: [Kris Martin](#)

Sent: May 26, 2026 2:20:30 PM

To: [RDNO Public Hearing](#); [RDNO Info](#); [RDNO Planning](#); [David Sewell](#); [Rob Smailes](#); [Allysa Hopkins](#); david.williams.mla@leg.bc.ca; tanya.williams@splatsindc.com; stacy.yow@okanagan.org; info@splatsindc.com; [Danica Kimberley](#)

Subject: Written Objection – File No. 25-0753-F-OR Electoral Area "F"; Official Community Plan Amendment Bylaw No. 3070/Zoning Amendment Bylaw No. 3071 3315 Enderby Mabel Lake Road

Sensitivity: Normal

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May 26, 2026

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

RE: Written Objection – 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

Dear Members of the Electoral Area Advisory Committee,

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

Our objection focuses specifically on 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. The staff report dated May 19, 2026 is entirely silent on these issues. Given the foreseeable risk to human life that this development would create if approved, that silence is not acceptable.

Why Emergency Evacuation Is Also a Legal Issue

RDNO is aware that this area is in an unprotected fire zone and is in a high risk situation in the event of a fire because of the single entrance in and single access out road (Enderby Mabel Lake Road).

In the event of an evacuation during high season, there would be over one thousand vehicles from **all** residential areas on this road, and it would therefore not be possible to evacuate.

At the Public Information Meeting held on April 21, 2026, members of the community raised concerns about wildfire risk and the adequacy of evacuation routes. Those concerns are now part of the official public record. That matters, legally and practically.

If a fire were to occur and evacuation infrastructure proved inadequate, the consequences could include shared liability. Since this risk has been raised at an official public hearing, the Regional District is considered to have been put on notice and could face legal exposure.

In plain terms: a large-scale development, a formal wildfire hazard assessment, and documented public warnings about evacuation safety create a high-risk legal environment. A court would likely view any evacuation failure as a foreseeable and preventable problem - one that was known before a single shovel broke ground.

1. The Single-Access Constraint Is an Unresolved Life-Safety Issue

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, together 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. In recent years, the BC Interior has experienced catastrophic wildfire events in which single-access communities faced exactly this scenario. The consequences have been fatal.

To date, 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 in the staff report 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 treating one as a substitute for the other does not meet the public safety standard this application demands.

No responsible planning authority should approve a development that materially increases the population of a single-access corridor without first demonstrating, through professional engineering analysis, that safe evacuation is achievable. 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. The existing deficiencies are documented, known to local residents, and acknowledged in prior submissions to this process. They include:

- A deteriorated road surface that was not designed or maintained to accommodate increased commercial traffic including the large recreational vehicles that would be the primary users of a 127-site RV resort;
- On-street parking that is already at or beyond capacity during peak season, with vehicles regularly encroaching into travel lanes and reducing effective road width to a point that compromises emergency vehicle access;
- 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 capable of accommodating the simultaneous movement of large recreational vehicles during peak arrival and departure periods.

A 127-site RV resort represents a substantial intensification of use on this corridor. Even at modest occupancy, the development could add hundreds of vehicle movements per day to a road that is already under strain. At full summer occupancy, the very period when wildfire risk peaks, the cumulative impact on road 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 Compromised

The concerns outlined above compound one another in an emergency scenario. Should evacuation of the campground and surrounding area be required, emergency services would need to move against the flow of evacuating traffic on a road that is narrow, in poor condition, subject to parking encroachment, and without

designated passing infrastructure.

Ambulance, fire, and emergency management vehicles require guaranteed clearance to reach and leave a site. Under current road conditions, let alone under peak-season traffic volumes and simultaneous evacuation demand - that clearance cannot be guaranteed.

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

4. Requested Conditions Prior to Any Further Advancement

We respectfully request that the Electoral Area Advisory Committee decline to support Third Reading of Bylaw No. 3070 and 3071 until the following have been completed and made publicly available:

1. A professional engineering assessment of evacuation capacity on the single-access route, modelling simultaneous campground and residential evacuation scenarios;
 2. 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;
 3. A road safety audit of Enderby Mabel Lake Road that identifies existing deficiencies and quantifies the additional risk associated with the proposed development;
 4. 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 that can safely support this development; and
 5. Written confirmation from the relevant emergency management authority that the access route and associated infrastructure meet the standards required for a development of this additional occupancy level 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 infrastructure is already strained and where a single road presents the only evacuation route in an emergency. The technical reports submitted to date do not address these concerns. Neither does the staff report.

The public hearing process exists precisely to ensure that decisions of this permanence are made with complete 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 any 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.

Finally, we wish to raise a concern regarding the 203 written comments submitted in favour of this proposal. Given the significance of those submissions to the public record, we request that the RDNO verify their authenticity as part of its standard due diligence process before any weight is assigned to them in the decision-making process.

Respectfully submitted,

Kari Forrest
71 Walker Road
Enderby, BC
V4Y 4L5

Archived: June 1, 2026 9:48:53 AM

From: [Dale Schalin](#)

Sent: May 26, 2026 4:43:07 PM

To: [RDNO Public Hearing: allysahopkins@rdno.ca](#)

Subject: Objection to 127-site RV Park Rezoning

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

My family has lived in this are since 1964. A long time to have been able to know how short term thinking and lack of planning leads to long term consequences. Often consequences that are felt long after the originator is no longer around.

The subject property has flooded on different occasions and will remain at risk of flooding.

Things of concern are:

Fires and safe evacuation of people local residents and perhaps hundreds of seasonal people. Water contamination due to sewage. Local garbage goes to a transfer station that is already often full, and would surely be used by this facility.

Seasonal users don't bear the the long term negative effects of over exploiting recreational access in any area.

The local community residents of this area will be left to deal with the long term negative effects caused by any lack of long term thinking or planning in attracting possibly extra hundreds of people to an already overused area.

These zoning changes could result in the applicant recieving approval, with no long term responsibility for possible long term negative consequences from such a development.

Dead end road, salmon bearing creek, fires and evacuations, indigenious considerations, contamination from flooding etc. the list is long and concerning.

RDNO is asked to please consider all of these serious issues.

Thank you.

Dale and Warren Schalin

Archived: June 1, 2026 9:50:57 AM

From: [Wilma Maxime](#)

Sent: May 26, 2026 7:26:29 PM

To: [RDNO Public Hearing](#)

Subject: OBJECTION – FILE No. 25-0753-F-OR / Bylaw Amendments 3070 & 3071

Sensitivity: Normal

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

To whom it may concern,

I am writing to oppose the proposed 127-site campground development at Kingfisher.

I have concerns about:

- Increased traffic and safety risks on Enderby Mabel Lake Road
- Emergency evacuation during wildfires or accidents
- More pressure on lake access, boat launches, and parking
- Increased garbage, wildlife attractants, and strain on the Kingfisher Transfer Station
- More ATV and off-road vehicle traffic
- Noise, environmental impacts, and pressure on water and septic systems

This area is rural and already busy during summer months. I believe this development is too large for the current infrastructure and could negatively impact the community, environment, and public safety.

I respectfully ask the RDNO to reconsider this proposal and listen to local residents and community concerns.

Thank you for your time.

Sincerely,
Wilma Maxime

wilma maxime

Archived: June 1, 2026 9:52:40 AM

From: [Shauna Flath](#)

Sent: May 26, 2026 9:38:07 PM

To: [RDNO Public Hearing](#); [Rob Smailes](#); [David Sewell](#); [Jennifer Miles](#); info@splatsindc.com; [Allysa Hopkins](#); david.williams.mla@leg.bc.ca; tanya.williams@splatsindc.com

Cc: Kamloops.Regional.Transportation@gov.bc.ca; [Kathy Charleson](#)

Subject: Formal Objection — File 25-0753-F-OR (Proposed 127-Site RV Park, 3315 Enderby Mabel Lake Road)

Sensitivity: Normal

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

May 26, 2026

RE: Formal Objection — File 25-0753-F-OR (Proposed 127-Site RV Park, 3315 Enderby Mabel Lake Road)

To whom it may concern,

We are writing a second time to formally request that the RDNO decline to amend Electoral Area “F” OCP Bylaw No. 2702 - Lot 1, Sec 14, Twp 19, R6, W6M, KDYD, Plan KAP45386, located at 3315 Enderby Mabel Lake Road, Electoral F, from Non-Urban to Commercial.

We strongly object this proposal and amendment, as significant concerns identified in our previous correspondence - and reiterated below - remain unanswered by community concerns both by the applicant and the RDNO.

We further submit that the application, as presented, does not meet a reasonable standard of due diligence, and omits analysis of several material risks that are directly relevant to public safety, environmental protection, and community impact.

1. Wildfire Risk and Evacuation Capacity

The site is serviced by a single access route. No evidence has been provided to demonstrate that this route can safely accommodate a full-scale evacuation under wildfire conditions. This represents a significant and foreseeable risk to life and safety.

- * Why is this being ignored and not questioned or addressed?
- * Public Safety is at risk - who is liable and responsible?

2. Water Supply

The proposal relies on a single well to service 127 RV sites and associated amenities. No hydrogeological assessment has been provided. In addition there is already an issue with water resources for this region and needs immediate attention before moving this application forward.

3. Sewage Disposal and Groundwater Protection

The proposed septic system is located in close proximity to Kingfisher Creek, which connects to the Shuswap River. The application does not include subsurface flow analysis or a groundwater monitoring plan.

- * Where is the waste going from the 127 proposed trailers?
- * This lot/area is a known flood plane who is liable when it floods? Local historical knowledge is fully aware that this is not a

viable place to have 127 RV park.

4. Environmental and Wildlife Impacts

The site is adjacent to active salmon habitat and within a known wildlife corridor. A formal environmental assessment is required.

5. Official Community Plan (OCP)

The OCP designates Recreation Commercial use to the east side of Kingfisher Creek. This application proposes such use on the west side.

- * What is the point of the OCP if it doesn't even follow the guidelines and recommendations outlined in it?
- * Amending this bylaw and recommendations outlined opens up future opportunities for additional applications that currently would not even be considered.

6. Indigenous Consultation

Consultation with Splatsin and the Okanagan Indian Band remains incomplete. Outstanding requirements, including archaeological assessment and capacity considerations, have not been resolved.

7. Road Condition, Parking, and Safety Impacts

The Enderby Mabel Lake Road

is already constrained with respect to parking and access. The application does not address existing deficiencies or demonstrate how additional demand will be managed. This road has been a challenge for years and remains one.

- The existing roadway is in a deteriorated and substandard condition, reflecting ongoing deferred maintenance and insufficient repair. It is not designed, constructed, or maintained to support additional traffic volumes associated with further development.
- On-street parking is already operating at or beyond capacity, with no remaining ability to accommodate additional vehicles without causing obstruction, reduced maneuverability, and encroachment into travel lanes.
- Existing vehicle speeds along this corridor are a known concern. The combination of narrow effective road width (further constrained by parked vehicles), limited sightlines, and increased traffic volumes will materially elevate safety risks for residents, pedestrians, and cyclists.
- The cumulative impact of poor road condition, saturated parking, and unmanaged vehicle speeds will significantly impair safe access and exit, including for emergency services, and represents an unacceptable level of risk without substantial infrastructure upgrades.

* In discussions with the planning department it was mentioned in a phone call that "roads are not our department or responsibility but the Ministry of Transportation". Follow-up conversation with the Ministry of Transportation they have NO knowledge of this proposed application. Should they not be consulted as this is a NEW development proposed for the area? As it impacts the very single lane road that they are responsible for? Should the Ministry of Transportation not be apprised by RDNO of any new potential commercial developments in the area?

8. Deficient Community Notification and Engagement

There are significant concerns regarding the adequacy and integrity of the public notification process. Required signage for the initial information meeting was posted for less than 21 days and was ultimately removed the same night at the conclusion of the presentation ultimately limiting public awareness. This undermines the intent of transparent community engagement.

Further, the applicant's presentation conveyed a lack of meaningful consideration for best practices and long-term community impacts. The process to date reflects an approach that does not demonstrate a good-faith effort to fully inform or engage affected

Requested Conditions Prior to Any Advancement:

- Completion of a road and wildfire and evacuation capacity study
- Submission of a hydrogeological assessment
- Subsurface flow analysis and groundwater monitoring plan
- Completion of a formal environmental assessment
- Written, on-the-record justification for the OCP variance
- Confirmation that all stakeholders including Indigenous consultation obligations have been fulfilled
- A full road, parking and safety impact assessments and strategy to amend and resolve
- Public release of all technical studies without reliance on FOI processes

This application represents a substantial and permanent land use change without the necessary supporting analysis. Advancing the application without addressing these deficiencies would be inconsistent with responsible planning practice and public interest.

For the reasons set out above, we request that this letter be entered into the public record and that written responses to each of the issues raised be provided and circulated to all stakeholders prior to any consideration of second reading.

Thank you for your consideration of this submission.

Shauna Flath & Kathy Charleson
81 Dolly Varden Rd
Kingfisher, BC
V4Y4L5

Sent from my iPhone

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.

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: _____

Address (optional): _____

Email / Phone (optional): _____

Signature: _____ Date: _____

Submit via Email@ publichearing@rdno.ca

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

Archived: June 1, 2026 10:09:52 AM

From: [scott moody](#)

Sent: May 26, 2026 10:47:58 PM

To: [RDNO Public Hearing](#)

Sensitivity: Normal

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

12:46

SOS  28 

Community_20Comment_2... 

Done

Community Comment Form

Proposed RV Development – 3315 Enderby Mabel Lake Road

Submission to: Regional District of North Okanagan (RDNO)

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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:

Long time visitor and lover over Mabel lake, kingfisher creek and Shuswap river

Signature: Scott M

Name: scott Moody

Address (optional): 435 Oak ave Miami MB

Email / Phone (optional): [REDACTED]

Signature: SM Date: _____

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)

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Personal Positions:


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- I do not approve of this development
- The outcome of the approval will influence my vote in upcoming election

Additional Comments:

Signature: 

Name: Meghan Tulak

Address (optional): 147 Cotswold Rd Nakusp BC V0G-1R1

Email / Phone (optional): 

Signature:  Date: May 27th/ 2026

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)

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- 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:

Kingfisher is a quiet community that already faces challenges with emergency service reliability with the existing population.

The road is in poor condition, and in the past has faced issues with washouts that have closed access off to town, and with the

Increasing risks of forest fires it already poses a safety issue being a one way route, adding that many campsites brings more

People into an area that could potentially be cut off from town access if a true emergency happens

Signature:

Name: Caitlin Swan

Address (optional): 101 Kildonan Drive, Enderby BC V0E 1V2

Email / Phone (optional): _____

Signature:  Date: May 27 2026

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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- 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

I hope they will open their eyes to the issues.

Additional Comments:

This Development is positioned before a part of the river known as "The Chucks". This is a VERY VERY Dangerous section of the River, probably the most dangerous if people get in the river in this area for swimming or floating, there will most certainly be casualties.

Signature:

Name:

[Signature] - Heather Morrow

Address (optional):

Email / Phone (optional):

Signature:

Date: *May 27/26.*

Submit via Email@ publichearing@rdno.ca

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

Archived: June 1, 2026 10:56:18 AM

From: [Jessie Hunter](#)

Sent: May 27, 2026 11:35:50 AM

To: [RDNO Public Hearing](#)

Subject: Zoning Amendment for 3315 Enderby Mabel Lake Road

Sensitivity: Normal

Attachments:

[Community20Comment20Form.pdf](#);

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

To whom it may concern, this PDF document relays my opinions on the potential zoning amendment for 3315 Mabel Lake Road.

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

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Personal Positions:

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- I do not approve of this development
- The outcome of the approval will influence my vote in upcoming election

Additional Comments:

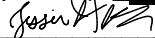
I am a part owner of a family property across the street on the river side. It is one of the most dangerous part:
of the river, and we already deal with aiding enough uneducated people who try to float down the river starting at
the beach across the street from the potential development. All the reasons checked above, as well as the condition:
of this section of the river makes the risks not beneficial to the community.

Signature:

Name: Jessica Hunter

Address (optional): 3300 Mabel Lake Road, Enderby BC V4Y 4L4

Email / Phone (optional): [REDACTED]

Signature:  Date: 27/05/2026

Submit via Email@ publichearing@rdno.ca

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

Archived: June 1, 2026 11:45:07 AM

From: [Ursula Lussin](#)

Sent: May 29, 2026 8:57:32 AM

To: [RDNO Public Hearing](#); [RDNO Planning](#); [Rick Fairbairn](#); [Amanda Shatzko](#); [Bob Fleming](#); [Allysa Hopkins](#); [Jim Johnson](#)

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

Attachments:

[OCPKingfisher.pdf](#);

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

Ursula Amber Saloka Lussin

35 Stoney rd

Enderby BC V4Y4L4

ADDITIONAL- you should also consider the Kingfisher creek washout of June 1997

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]**

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, 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 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. 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 the community members listed below 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.

I'm attaching my letter submission for the hearing as well.

Thank you for your consideration.

Ursula Lussin

Archived: June 1, 2026 11:43:46 AM

From: [Sue Saloka](#)

Sent: May 27, 2026 11:45:22 AM

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

Subject: submission for delegated public hearing

Sensitivity: Normal

Attachments:

[OCPKingfisher.pdf](#);

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

Greetings RDNO delegates,

I am submitting the attached letter and summary Re: File 25-0753-F-OR -3315 Enderby Mabel Lake Road - Objection to 127 site RV Park Rezoning.

Unfortunately I will not be able to attend the hearing in person. Please read my summary aloud and submit my letter. Thank you for your consideration.

Regards

Ursula Lussin

Ursula Lussin
35 Stoney Rd.
Enderby BC V4Y 4L4

I am writing this letter to strongly oppose the amending of our Official Community Plan and land use designation zoning to accommodate the development of 127 RV lots at 3315 Mabel Lake Rd. In summary, I am stating that the Official Community Plan was created with very high participation, hard work and in good faith with all community members. The RDNO should listen to and follow the OCP with regard to developments in our area. The OCP clearly states that future developments be extensions of current community water and sewer facilities. There are other relevant recommendations in the OCP that are also being amended or overlooked to allow this development to move forward. The OCP specifically calls for the RDNO to enforce the policies of this local area plan on the landowner immediately west of Kingfisher Creek should they ever seek development. We saw this coming when 3315 Mabel Lake Road was left out of the ALR near the end of the OCP negotiation process. The OCP has a long-term vision of balanced infrastructure, permanent residence, and tourism in this area and this development of 127 RV lots gives us more tourism development than we already have infrastructure for. Terry Larson needs to be held to the Official Community Plan by the RDNO because he won't do it himself.

The following paragraphs elaborate on my above summary.

On page 37 of the OCP the very high participation rate at public meetings and written submissions that contributed to the OCP is recognized. We worked hard with over 500 people submitting concerns and recommendations for what we wanted to see happen in our local area. We came together to create our local area plan and our people are very frustrated that the document we put so much into is being disregarded when it comes to the development of 127 RV, lots at 3315 Mable Lake Rd. The OCP was created in good faith and with the intent that the RDNO would use it to inform their decision making.

Some of the specific recommendations that are being amended are around section 6.4.4 p.48 where it states that the current "community water system should be planned to service any new construction ... as far west as Club Kingfisher." The proposed development at 3315 Mabel Lake Rd. will not be connected to the community water system that already exists. Therefore, it is in violation of this OCP policy. This development is not following the community plan in this regard because of its size and the demand for water that it will create. If the development is too big to fit on the existing community water supply then the development is too big for the community.

There are policies outlined in the OCP regarding small holdings in our local area. We already have an extreme abundance of RV lots that are approved and already existing. Allowing more to be developed, would be a shift in policy by RDNO to promote more Small Holdings in an area with an excess of Small Holding RV lots. The OCP warns RDNO against shifting policy to promote more Small Holdings on page 23. Our community plan calls for a balanced future with development between tourism, permanent residence and infrastructure moving forward together. The abundance of tourism developments in this area has shifted the demographics and places stress on our infrastructure during the summer months. There are less year round families and more seasonal residence. This is out of balance with the long-term goals of our local area plan. Future developments in our area should look towards creating more year-round residence to help offset the current imbalance. However, by allowing more Small Holding development the RDNO would be shifting policy in a way that is not in accordance with the balanced approach we all agreed upon in the community plan.

On page 53 section 6.6 the OCP specifically notes that one parcel west of Kingfisher Creek was excluded from the ALR late in the community planning process. The OCP officially anticipated pressure from the landowner to “change the land use for this property to facilitate additional resort or residential resort uses. It is recommended that if an application is made on this specific property that it be examined in terms of the relevant recommendations and policies of this local area plan.” This land in particular is recommended in the Official Community Plan to be held accountable to the document.

Clearly, the RDNO has an obligation to the Plan to hold the developer and landowner accountable to the policies that were set out in this document. The RDNO needs to do this because, as it was already anticipated, the land owner will not. We need your help to uphold our Official Community Plan and the policies we worked so hard to put in place.

Re: Proposed changes to the Official Community Plan/Zoning amendment application for the property legally described as Lot 1, Sec 14, Twp 19, R6, W6M, KDYD, Plan KAP45386 and located at 3315 Mabel Lake Road, Electoral Area “F”

This response is submitted in **opposition** to the proposal for a zone change to allow commercial use of 3315 Mabel Lake Road. The applicant is seeking to operate the property as a 127-site campground. This is a repeat application that was previously rejected, in part, because it does not comply with the official community plan. There is no benefit to the community in this application. There are many negative consequences to the community. It is purely for profit for the applicant, who has already personally profited from previous applications that have significantly impacted the community of Kingfisher/Mabel Lake.

Although I am no longer a resident of the community, I am a frequent visitor and was very involved with the Kingfisher Community Society during previous applications submitted by the applicant. This particular application has the potential of creating major expenses that would fall under provincial responsibility.

The Mabel Lake community has a very real and predictable risk of wildfire that could put lives at risk, as there is only one road in or out of the valley. Introducing 127 campsites includes the likelihood of 127 campfire pits which dramatically increases the risk of starting a wild fire.

Emergency evacuation from this area would be a provincial responsibility. There currently is no emergency evacuation plan by water using Mabel Lake to evacuate people and even if there was, the limited road capacity would not make that feasible due to lake access challenges. So, helicopter emergency air response would be the most likely or only option. Even without the 127 proposed campsites, evacuating everybody currently residing at that end of the valley would be a huge and very expensive operation. We have heard the applicant say that increased population on the property would increase property taxes providing extra funds. However, the reality is that costs associated with most of the potential risks related to this proposed plan would be borne provincially and would not be covered by regional taxes. Prior to consideration of this application, given the known risk factors, the applicant should be required to demonstrate how the property owner would ensure the safety of and bear the costs of any emergencies associated with the commercial use of this property. The applicant should also demonstrate how adding the requested density of this application would not impede with emergency evacuation of persons already residing in the valley.

The property itself has a history of flooding. It is in a known flood plain and local residents, including me, have memory of several flooding events where parts of the property were under water. Considering its proximity to Kingfisher creek, which empties into the Shuswap River, the potential for water contamination is also real and predictable should 127 campsites be allowed on this property. Sewage from the campsites, chemicals and grey water are all potential pollutants that could end up in Kingfisher Creek. Many homes along the river, depend on the Shuswap River for drinking water.

The river is an important salmon habitat and the community has for many, many years been involved in protecting this salmon habitat. And again, any contamination to the creek or the river is a financial responsibility that would be borne provincially not regionally. However, it is a mandated responsibility of the regional district to ensure there are no unmitigated environmental risk factors should they choose to alter an official community plan.

The Kingfisher transfer station is already often at capacity. Adding another commercial operation in the valley would further tax this already problematic situation. It is already unfair that a trip to the transfer station is the same price whether somebody brings one unit or 5 units of garbage. Considering that the use of the transfer station is supported by property taxes paid to the regional district, NORD itself is already somewhat delinquent in its management of the transfer station. Has NORD considered how it will manage the increased impact of 127 campsites?

Public access to the lake is already next to nonexistent. The public beach used to have buoys restricting boat traffic to this very small beach area. Currently NORD has not ensured there are buoys preventing boat access to this very small beach area. Without the buoys, this very limited public beach access is frequently congested with boats preventing local families and children from enjoying Mabel Lake. This beach is also used as a dog beach by persons visiting the area because dogs are not allowed on the beach at Mabel Lake Resort. That is an example of how increased development negatively impacts local residents. There is not even a public garbage can by the beach so visitors simply leave dog feces on the beach which again, is the only beach for local children to have lake access.

The previous commercial ventures, by the same applicant, have already had a significant impact on the ability of community residents to enjoy Mabel Lake. There simply is no capacity of the public beach area to accommodate beach use by another 127 campsites. The current beach parking lot already cannot accommodate the parking needs and it is not uncommon during the summer to see parking along the very narrow access road to the public beach and along both sides of Mabel Lake Road. This already impacts private properties and creates traffic risk factors due to poor visibility.

Additionally, the only public boat launch is at the end of this very congested parking lot, with little to no room to turn around. This is already a safety hazard. Again, this area, is the only public area for local use. It is already beyond capacity, in part, because of NORD's acceptance of previous community plan changes to benefit this same applicant. The regional district has the mandated responsibility to consider the impact on the local community before considering applications to amend the official community plan.

As mentioned, although I am no longer a property owner, I was a long-term property owner at Mabel Lake and still spend much time visiting and staying with friends in the valley year-round. I have seen firsthand the impact of the over development on community members who have lived there for the past forty or fifty years. I often stay with a friend who owns the property immediately adjacent to the subject property, on the other side of the creek. The enjoyment of her property at 3335 Mabel Lake Road has already been dramatically and negatively impacted by the overdevelopment of the area. In the winter, she has snowmobiles running across her property and in the summer, it is golf carts. Neither of these vehicle types are allowed on public roadways but there is no policing to monitor the situation.

Most recently, a load of dirt was dumped on her property knocking down her fence. This load of dirt was approximately 8-10 feet from the creek. This is a good example of how little respect some people have for protection of Kingfisher Creek or the rights of property owners. Nobody should be subjected to a situation like this, let alone a senior citizen who just wants enjoy the community she has lived in for 50 years. She did contact NORD bylaw but several days later, still has had no response. Is NORD currently able to provide expected services to ensure the enjoyment of property owners in the area? What plans does NORD have to ensure the district is meeting their responsibilities currently or in the future as rural areas are developed? Residents are already facing unreasonable delays when help is required.

I am aware that many other community members have written expressing concerns about the road itself, limited access/egress routes, recognition of mud slides and devastation from previous creek floods originating at higher levels and flooding of the subject property. The regional district is already well aware of all of these issues and the potential risk to life and/or huge financial impacts to keep people safe or to rescue people should an urgent situation arise.

Any of the decision makers also need to understand that the closest ambulance is 33 kilometers away from the subject property. And of course, the local ambulance could be out of the area considering the closest hospital they would transport a patient to is 24 kilometers away from Enderby. The subject property is 58 kilometers from the closest

hospital. Also, there currently is no cell service in the area which would further complicate an emergency response. Looking at all the known risk factors, access to emergency health services whether by ambulance or access to a hospital, needs to be included in any consideration of putting further high-density development in an area already challenged with overdevelopment. Attempting an additional 127 campsites is an unreasonable and irresponsible request,

British Columbia has a housing shortage. Although large centers are often the areas we hear of, Mabel Lake has for years seen children of residents grow up and decide to stay in the valley to raise their own families. Turning properties that can be used for housing into commercial properties is contrary to the goals to the goals of both our provincial and federal governments. There is a responsibility to ensure that housing options are available for British Columbians before turning properties into playgrounds for visitors, often from other provinces. There is a reason the official community plan allocated the subject property as non-urban.

The short time frame the regional district has provided for responses is an unfair advantage to the applicant. It suggests a bias on the part of NORD. Given all the safety, environmental, and community impact concerns, it seems impossible that any responsible decision maker could vote in support of this application. Even holding this meeting early June seems orchestrated. The largest impact of this proposed development will be seen from July to September. Any decision about this proposal should be put off until at least the spring of 2027 and any of the decision makers should be required to see the impact on the current overdevelopment on the far end of the valley during peak season. It is also imperative that no decision is made prior to the regional district conducting its own impact studies on the each of the areas the district is mandated to consider before responsibly making a decision about altering the official community plan. These impact studies should be transparent and available to all interested parties. Tax payers deserve to understand how their regional government is working to ensure that their needs are met.

NORD has mandated responsibilities when considering changes to the official community plan. Given the risk factors and the impact on the local community, this application must be turned down.

Sincerely

Annie Strauss

1320 Ponderosa Court

West Kelowna, BC

Archived: June 1, 2026 11:52:35 AM

From: [Jan Lacko](#)

Sent: May 29, 2026 9:23:17 AM

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

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Janice Lacko
2365 Enderby Mabel Lake Road
Enderby, BC
V4Y 4L1

Dear RDNO Directors and RDNO Planning,

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 RDNO Directors to direct RDNO Planning 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 are 3 campgrounds, a resort, and a 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,

Janice Lacko
2365 Enderby Mabel Lake Road
Enderby BC V4Y 4L1
Home phone: [REDACTED]

Archived: June 1, 2026 11:53:04 AM

From: [Jan Lacko](#)

Sent: May 29, 2026 3:58:51 PM

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

Subject: Opposition to Second Reading of Bylaw for 3315 Enderby Mabel Lake Rd.

Sensitivity: Normal

Attachments:

[Opposition File .docx](#) ;

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Jennifer,
I'm cc-ing you as there are points that relate directly to the Staff Report to Board which resulted in the Public Hearing. Please ensure my letter is included as attached in the public record and for the public hearing June 4.

Thank you

Janice Lacko
2365 Enderby Mabel Lake Road
Enderby BC V4Y 4L1
Home phone: [REDACTED]

From: Janice Lacko
2365 Enderby Mabel Lake Road,
Enderby, BC V4Y 4L1

May 29, 2026

The Board should delay consideration of Second Reading of the associated Bylaws to rezone the property at 3315 Enderby Mabel Lake Road for the development of an RV Park until two additional requirements as noted below are satisfied.

1. The Staff Report to Board of Directors states the applicant has made suitable arrangements with the Regional District of North Okanagan to secure a 10 m wide corridor along the frontage of the property for a future public trail (Page 2, Planning Staff Report to: Board of Directors File No.: 25-0753-F-OR, May 19, 2026).

1a. To satisfy this requirement: Clarification and explanation of corridor arrangements is required before proceeding to Second Reading. Responsibility to RDNO for approving this proposal puts public safety at risk. If the proposal proceeds without indicating exactly how and when such a corridor and trail would be in place, the applicant would be under no obligation to do so in a timely manner. Many more people and off-road vehicles will be added to the already narrow, congested 60km/hr corridor, without any responsibility for the applicant provide safe passage until it suits her to do so. The applicant, S. Lancaster, has stated this property dedicated \$10,000 towards a public trail in the highway right of way in front of the property in a previous Zoning change (2018). Eight years later, no trail corridor has been secured. The applicant also stated her frustration that the dedicated funds are in not held with the RDNO but rather are now held in Victoria. Even if the funds could be released, such trail will cost between 1,000 to 3,000 dollars *per linear metre* according to the BC Government. This means that only 3.5m to 10 metres at most of trail are accounted for. The applicant has made no plans public about moving the corridor /trail forward.

2.The applicant stated in their report of the Public Information Meeting that contact information for the applicant and for the Regional District of North Okanagan was provided (Page 4, Planning Staff Report to: Board of Directors File No.: 25-0753-F-OR, May 19, 2026).

2a.The applicant has failed to meet the requirements of the Regional District Public Information Meeting Guide. To satisfy this requirement: The applicant must provide necessary RDNO contact information at a Public Information Meeting before proceeding to Second Reading. The only option for the April 21 meeting provided on the Comment Form was by mail in.

Prior to April 21 meeting, community members noted lack of email option for submissions. I phoned the applicant and inquired if there was a reason for this. The applicant stated the email option was not on the Comment Form since, “RDNO didn’t want it to be; they (RDNO) said it was too much.” This didn’t sound right. I immediately phoned the RDNO Planning Office and received clear assurance that email submissions are welcome. I was able locate a blank Comment form from a neighbour, made copies adding the correct contact (publichearing@rdno.ca) information so that at least some forms had it at the Public Information meeting. We let others know about the email address that should have been on the Comment Form. Not everyone who needed that information was reached by the ad hoc effort.

The applicant has obstructed participation by refusing to offer an email option, then deflected the responsibility of their omission to the RDNO Planning Office. This behavior excluded public participation and is a failure the applicant must be held responsible for and be required to hold a Public Information Meeting providing proper contact information for submissions.

Sincerely,

Janice Lacko

Archived: June 1, 2026 11:58:03 AM

From: [susan pinto](#)

Sent: May 29, 2026 8:14:36 AM

To: [Alysa Hopkins](#); jim.johnson@rdno.ca; [Bob Fleming](#); [Amanda Shatzko](#); [Rick Fairbairn](#); [RDNO Planning](#); [RDNO Public Hearing](#)

Subject: Re: 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

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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, 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 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. 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 the community members listed below 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 are 3 campgrounds, a resort, two marinas, two boat launch areas and a 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.

Susan Pinto
3335 Enderby Mabel Lake Road
Enderby, BC V4Y 4L4

Archived: June 1, 2026 11:58:49 AM

From: [susan pinto](#)

Sent: June 1, 2026 7:17:54 AM

To: [RDNO Public Hearing](#)

Subject: OPPOSITION to the OCP/Zoning Amendment application for the property at 3315 Enderby Mabel Lake Road, ELECTORAL AREA "F"

Sensitivity: Normal

Attachments:

[To the RDNO Directors, Rural Area Reps and Planning Department \(1\).pdf](#);

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Attached is my letter in opposition to the proposed rezoning and OCP amendment for the above noted property. Please include in the June 4 meeting.

Thank you,

Susan Pinto
3335 Enderby Mabel Lake Road
Enderby, BC V4Y 4L4

[REDACTED]

Susan Pinto
3335 Enderby Mabel Lake Road
Enderby, BC V4Y 4L4
250 838 6538

May 30, 2026

To: RDNO Board of Directors, Rural Area Representatives and Planning Department

RE: OPPOSITION to the rezoning and OCP amendment for the property at 3315 Enderby Mabel Lake Road

As a full time resident on the other side of Kingfisher Creek ,I vehemently oppose changing the zoning on this property and the OCP amendment this would require in order to allow a huge campground, All the reasons for the opposition to the applicant's previous attempt at rezoning and OCP amendment have only increased as the community growth in the summer has multiplied exponentially. Between the campground to the east of me and Club Kingfisher to the west, the traffic and noise it has created in the summer is not conducive to peaceful living. Club Kingfisher seems to have been converted to a family resort which has caused a huge increase in unlicensed motorized vehicles, golf carts, quads and side by sides during the summer. That coupled with the snowmobiles in the winter has made for a much noisier, destructive and frankly unsafe environment for residents.

Our OCP/LAP was put in place for a reason. There are so many reasons why changing the zoning of this property is unacceptable to us:

- 1) As permanent residents we are well aware of what our infrastructure can and cannot accommodate. Our overall concern is to preserve the beauty and fragility of our valley and to rein in attempts to overdevelop without any concern for the consequences or the negative impact on

permanent residents and our environment. This is our home and the applicant seems to want to turn the entire community into a recreational vacation spot where people just come in, use the place and leave their mess for someone else to clean up.

2) The public beach across from that property has been ruined and eroded by people driving their big trucks onto it. The beach has all but disappeared. Even though there is a sign posted about not driving on the beach and no overnight camping, there is no enforcement from RDNO although it is a riparian zone. I have watched it go from a nice sandy beach to a tire rutted road in the past few years. The erosion is evident from the six inch drop off where the beach used to be. This is destructive and will only get worse with another campground across from it. My property borders Kingfisher Creek and my fence has recently been dismantled and tossed aside and a huge load of soil and debris dumped there. I have had no response from the bylaw officer though I submitted a complaint one week ago.

3) The property in question is in a flood plain. That alone should make it unsuitable for the proposed rezoning and putting in any kind of septic system. How can this even be considered? Contamination of Kingfisher Creek and therefore the Shuswap River would be inevitable.

4) The property borders Kingfisher Creek in its entirety and is therefore in a riparian zone. This is already a fragile ecosystem that has been affected by the changing climate and would not be immune to ongoing damage and pollution from a huge campground. The river has already suffered from the effluent and runoff from the golf course and the rocks are slimy with algae with full filamentous algae blooms occurring on the river's edge by fall. What is the point of riparian zone regulations if they can be bought away?

5) Our community has no fire hall or fire department nor any means of putting out fires except the barrels we all have at the the area.end of our driveways for small spotfires. There is one two lane road in and out. The

risk assessment has our Community Wildfire Risk at 90 out of 120 which puts our entire community at high risk during fire season. How would a 127-site campground do anything but increase this risk? It would greatly decrease our chances of getting out of here safely if there were a big fire.

6) Parking at the river mouth is already a problem which has gotten increasingly worse over the past few years. At times in the summer, cars are parked all the way up the Rivermouth Road and along Mabel Lake Road as well. This is not sustainable and cannot support the increase in traffic that another campground would bring. Not to mention boat launching. Not only is it impossible to drive down to our public beach at the lake but the beach itself is used by dog owners from the resort who are not allowed on the beach down there. Also boats use the beach as a parking spot when they don't have moorage. Again no garbage cans so waste gets left. Absolutely no safe swimming area for local kids anymore.

7) Garbage and other refuse has become unmanageable. As there are no public waste receptacles either at the river mouth or community hall area or any of the public beaches, garbage often just gets left, including dog waste. Both sides of Mabel Lake Road are often littered with beer cans and other refuse. This is just not acceptable. The Kingfisher dump is also at capacity. Why is there garbage and recycling pick up at the golf course and up to Ashton Creek and we have never been offered it out here?

8) This rural two lane road was not built to handle the amount of traffic we already have and is not being maintained to the level that it currently requires. It is definitely not in any shape to handle the influx of trailers and vehicles that such a campground would bring. There are several areas of concern between Ashton Creek and Kingfisher. Has MOTT even been consulted?

PLEASE be respectful of us and the pioneers who built this community. We are the ones who live with the impact year round and we request that our voices to be heard.

Archived: June 1, 2026 12:06:10 PM

From: [Campbell Pitkethly](#)

Sent: May 27, 2026 1:43:56 PM

To: [RDNO Public Hearing](#)

Subject: Kingfisher Creek Development

Sensitivity: Normal

Attachments:

[Community_20Comment_20Form.pdf](#) 

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Please find attached my opposition to the proposed RV development in Kingfisher.

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.

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: scott Moody

Address (optional): 215 Anderson Road, Enderby BC

Email / Phone (optional): campitkethly@gmail.com

Signature: _____ Date: 2026-05-27

Submit via Email@ publichearing@rdno.ca

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

Archived: June 1, 2026 12:09:10 PM

From: [Jean Clark](#)

Sent: May 27, 2026 3:44:08 PM

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

Subject: Submission to Public Hearing, June 4th, OCP Amendment Bylaw 3070 and Zoning Amendment Bylaw 3071.

Sensitivity: Normal

Attachments:

[response Kingfisher Creek dev\(1\).pages](#) ;

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Jean Clark
271 Beattie Road
Enderby, BC V4Y 4L4
[REDACTED]

May 27, 2026
Regional District of North Okanagan
9848 Aberdeen Road, Coldstream, BC V1B 2K9
By email: publichearing@rdno.ca , planning@rdno.ca.

This letter is a submission to the Public Hearing, scheduled for June 4th regarding this file. Please include it in the Public Record for this meeting.

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

I have lived in the Kingfisher area since 1975. 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.

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

Sincerely,

Jean Clark. 

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.

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: *Breelyn Zowty*

Name: Breelyn Zowty

Address (optional): _____

Email / Phone (optional): _____

Signature: *Breelyn Zowty* Date: 2026/05/27

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.

Public Safety:

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

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- Road capacity insufficient
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- Services insufficient for population

Environmental:

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- Septic contamination of waterways
- Inadequate flood setback protection
- Risk to fish habitat
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- Harm to amphibians / riparian zones

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- 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

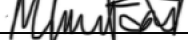
Additional Comments:

Signature:

Name: Melanie Parent

Address (optional): _____

Email / Phone (optional): _____

Signature:  Date: May 27th 2026

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.

Public Safety:

- Inadequate wildfire evacuation routes
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- Cumulative impacts need review
- Independent studies required
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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:

I live right down the road from this location about 2 miles and I am not ok with this development in any way. Do not let this go through.

Signature: Name: Amanda FitzellAddress (optional): 2419 Enderby Mabel Lake rd, Enderby BC V4Y 4L2Email / Phone (optional): [REDACTED]Signature:  Date: May 22, 2006Submit 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.

Public Safety:

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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: *Mitch Schreiber*
 Name: Mitch Schreiber

Address (optional): _____

Email / Phone (optional): _____

Signature: *Mitch* Date: May 28 / 26

Submit via Email@ publichearing@rdno.ca

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

Archived: June 1, 2026 12:24:21 PM

From: [Alison Houweling](#)

Sent: May 28, 2026 5:06:36 PM

To: [RDNO Public Hearing](#); [RDNO Planning](#); [Rob Smailes](#); [Allysa Hopkins](#); [Bob Fleming](#); [Kirk Hughes](#); [Amanda Shatzko](#); [Leah Mellott](#); [Rick Fairbairn](#); [Dwayne Hackett](#); [Jim Johnson](#); [Lynne Frerichs](#)

Cc: [David Sewell](#); david.williams.mla@leg.bc.ca; [Shirley Fowler](#); [Joe Cramer](#); [Kevin Acton](#); lumbyrandal@gmail.com; [Victor Cumming](#); [Kelly Fehr](#); [Christine Fraser](#); [Christine LeMaire](#); [Kari Gares](#); [Akbal Mund](#); [Brian Guy](#); [Teresa Durning](#); [Ruth Hoyte](#); [Jim Garlick](#); [Brian Schreiner](#); [CG Huck](#); [REDACTED]

Subject: Request for Deferral: Delegated Public Hearing - Electoral Area "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 Houweling

44 Mabel Ridge Rd, Enderby

V4Y4L5

Request for Deferral: **Delegated Public Hearing - Electoral Area "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,

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 the community members listed below 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."

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

Names and addresses of Area F members requesting the deferment:

	Name	Address
1.	Mark David Reap	75 Lusk Lake Road East, Enderby, BC V4Y 4L4
2.	Robin Gubler	15 Kingfisher road Enderby
3.	Kathleen Elizabeth Brown	2238 Enderby Mabel Lake Road Enderby, V4Y 4L5
4.	Ursula Amber Saloka Lussin	35 Stoney rd. Enderby BC V4Y4L4
5.	Iuliu Catalin Faget	35 Stoney rd. Enderby BC V4Y4L4
6.	Susan Jean Saloka	233 Beattie rd. Enderby BC V4Y4L4
7.	Brian Alexander Lussin	233 Beattie rd. Enderby BC V4Y4L4
8.	Emily Amanda Saloka Lussin	2025 Enderby-Mabel Lake rd V4Y4L4
9.	Denis Delisle	581 Enderby Grindrod Road Enderby BC
10.	Roy William Brown	2238 Enderby Mabel Lake Road Enderby, V4Y 4L5
11.	Lynn Anderson	2241 Enderby Mabel Lake Road V4Y 4L1
12.	Loris Davidson	3130 Enderby Mabel Lake Rd, Enderby,
13.	Rhea Davidson	3130 Enderby Mabel Lake Rd, Enderby, V4L 4L3
14.	Lucas Davidson	3130 Enderby Mabel Lake Rd, Enderby, V4L 4L3
15.	Peter Allan	3130 Enderby Mabel Lake Rd, Enderby, V4L 4L3
16.	Micheal Moynihan	3130 Enderby Mabel Lake Rd, Enderby, V4L 4L3
17.	Susan Pinto	3335 Enderby Mabel Lake Rd, Enderby V4Y4L5
18.	Mikenna Allan	1028 Enderby Mabel Lake Rd
19.	Kowyn Hibbert	1028 Enderby Mabel Lake Rd
20.	Janice Lacko	2365 Enderby Mabel Lake Rd V4Y4L1

21.	Jacky Clark	3233 Enderby Mabel Lake Rd V4Y5A7
22.	Crissy Clark	3233 Enderby Mabel Lake Rd V4Y5A7
23.	Stephen Nadeau	3233 Enderby Mabel Lake Rd V4Y5A7
24.	Alison Corrinne Houweling	44 Mabel Ridge Rd, Enderby V4Y4L5
25.	Bradley Clark	3233 Enderby Mabel Lake Rd V4Y5A7
26.	Lin Clark	3233 Enderby Mabel Lake Rd V4Y5A7
27.	Alana Brookes	14 Beattie Rd Enderby V4Y4L4