

Archived: June 1, 2026 1:27:30 PM

From: [Scott Leschke](#)

Sent: May 30, 2026 9:04:37 AM

To: [RDNO Public Hearing](#)

Subject: Re: File 25-0753-F-OR – Proposed 127-Site RV Park at 3315 Enderby Mabel Lake Road

Sensitivity: Normal

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To the RDNO Board,

I am writing to express my opposition to the proposed rezoning for the 127-site RV park in Kingfisher.

Having lived in this area for many years, I have seen firsthand how much the community has changed and how increased development has placed growing pressure on local infrastructure, recreational areas, and natural resources. While growth is inevitable, I do not believe this proposal adequately addresses the challenges that already exist within the Mabel Lake and Kingfisher area.

One of my primary concerns is the suitability of this location for a development of this size. Kingfisher Creek has a history of flooding, and the risks associated with heavy rain events, spring runoff, and debris flows remain a reality. These events are difficult to predict and impossible to fully control. Before a large seasonal population is introduced to this property, I believe a thorough understanding of the flood risks and potential consequences is essential.

I am also concerned about the cumulative impact of development in the area. Over the years, more accommodations and recreational developments have been approved, yet little has been done to improve public access to the lake, expand parking, or create infrastructure that benefits permanent residents. The result is increasing congestion during the summer months and fewer opportunities for local families to enjoy the natural resources that make this area special.

Mabel Lake already experiences significant pressure during peak season. Public access points are limited, parking is often difficult to find, and available swimming areas become crowded. Similar issues exist along the Shuswap River, where popular access points are heavily used and, in some locations, are not ideal for safe family recreation. Bringing hundreds of additional seasonal visitors into the area will inevitably increase demand on facilities and spaces that are already stretched beyond their capacity.

I am equally concerned about the environmental implications of the proposal. The planned septic system is located near Kingfisher Creek, which connects directly to the salmon-bearing Shuswap River. Given the sensitivity of these waterways, I believe additional environmental review should be completed to ensure there will be no negative impacts on water quality or fish habitat.

The absence of a Provincial Riparian Area Assessment and wildlife assessment is troubling. This area supports a variety of wildlife species and serves as an important natural corridor. Development decisions should be informed by a complete understanding of potential environmental impacts.

Wildfire safety is another major issue. The property is located in an area that has experienced wildfire threats in the past and is accessed by a dead-end road. Emergency evacuation is already a concern for existing residents. The addition of a large RV park could significantly increase the number of people requiring evacuation during an emergency. I believe a comprehensive review of evacuation capacity and emergency preparedness should be

required before the application proceeds.

I am also aware that concerns remain regarding consultation with Splotsin and the Okanagan Indian Band. It is important that these matters be fully addressed before any further approvals are considered.

Finally, I am concerned about the potential environmental consequences should flooding occur on a property occupied by hundreds of seasonal residents. Fuel, propane, sewage, batteries, and other contaminants could enter Kingfisher Creek and eventually the Shuswap River. Given the sensitivity of these waterways, I believe these risks deserve careful study and consideration.

I recognize that the RDNO must balance development interests with the needs of the broader community. However, I believe this proposal raises significant concerns related to public safety, environmental protection, infrastructure capacity, and community impact. These concerns should be thoroughly addressed before any rezoning is approved.

I respectfully request that this letter be placed on the public record for File 25-0753-F-OR and that written confirmation of receipt be provided.

Sincerely,

Scott Leschke

Address:

130 Potrie Road
Enderby, BC
V4Y 4L2

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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:

This area is special because of it's rural charm. During camping season this area is already inundated with extra persons/vehicles/RV's, all trying to capture some of our lifestyle. A development of this size will take that charm away. This area will become nothing more than another 'remember it when'. The road in/out of the area is singular, no other access; It is narrow, windy and, in some spots, sunken and uneven. The hand launches already create chaos for locals who commute. We certainly do not need/want to add another 300+ vehicles

Signature:

Name: Laura MeyersAddress (optional): 65 Watershed RoadEmail / Phone (optional): [REDACTED]Signature:  Date: May 28, 2026Submit via Email@ publichearing@rdno.ca

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

Archived: June 1, 2026 1:29:24 PM

From: [J L](#)

Sent: May 30, 2026 10:08:49 AM

To: [RDNO Public Hearing](#)

Subject: Request for Deferral:

Sensitivity: Normal

Archived: June 1, 2026 1:29:24 PM

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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]

Dear RDNO Directors,

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

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

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

Additional concerns conveyed by the community members listed below include:

The geohazard risk was not properly addressed and is also outdated- case studies should have included: June 2012 Ashton Creek/Shuswap RV Flooding; May 2014 Cooke Creek Debris Flood; June 1990 Fall Creek Landslide and; March 2018 Mabel Lake Road slope failure.

The development is out of scale for the size of the Community, changing the rezoning from 'Non-Urban' to 'Recreation Commercial' and developing a 127-site campground into this specific location is an egregious leap in density. Infrastructure in the local area is already strained from recreational users and permanent residents. Currently there is 3 campgrounds, a resort, golf course within a small proximity. The local area plan recommends consideration of permanent residents and promotes developing a 'complete community.'

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

Sincerely,

Jody Leon, B.S.W.,LLB

Sent from my iPhone

Archived: June 1, 2026 1:29:52 PM

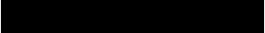
From: [Jolene Hannah](#)

Sent: May 30, 2026 11:00:55 AM

To: [RDNO Public Hearing](#)

Subject: URGENT 

Sensitivity: Normal

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Dear RDNO Directors,

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

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

Sincerely,

Jolene Hannah

Archived: June 1, 2026 1:30:08 PM

From: [M L](#)

Sent: May 30, 2026 12:29:37 PM

To: [RDNO Public Hearing](#)

Subject: 3315 Mabel Lake Rd

Sensitivity: Normal

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Hello,

I forgot to add to my previous email. If you look online at pictures of the Swiss Alps in Switzerland or Lake Como in Italy, our area has very similar landscapes and could be considered world class tourist spots-if it's not littered with cheap campgrounds. The last thing we need to do is trash it with cheap RV developments and ruin it like Shuswap Lake has been ruined. All those RVs are an eyesore and our property values here are more expensive than Shuswap Lake. It is a matter of fact that cheap prices attract problem customers. So if there's going to be more of these type of developments, we also need an increased police presence, these people need to stop littering on the roads and in our backyards, and another road for people to get out for fire safety. We have fires out here every year. Most of those are human cause so the more humans out here the more likely we're going to have these problems. There's no cell service, so how do they even call an emergency in? They have to drive 30 minutes down the road to cell service? That is the biggest concern. Adding more people to this area without having the right infrastructure in place, I think is going to create a very dangerous situation. Safety needs to come first!

Thanks,
Melanie Little

Archived: June 1, 2026 1:30:59 PM

From: [John S](#)

Sent: May 30, 2026 12:42:04 PM

To: [RDNO Public Hearing](#)

Subject: Public Information Meeting Comment Form

Sensitivity: Normal

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PUBLIC INFORMATION MEETING COMMENT FORM

Kingfisher-Mabel Lake RV Campground Proposal

John Siegerist and Laura Zoschke

2856 Enderby Mabel Lake Rd

Enderby, BC V4Y 4L3

[redacted]

May 30, 2026

To:

Regional District of North Okanagan (RDNO)

Planning Department / Board of Directors

9848 Aberdeen Rd

Coldstream, BC V1B 2K9

Re: Formal Objection to Proposed RV Resort Development near/on Enderby Mabel Lake Rd

Dear Members of the Board / Planning Department,

I am writing to formally express my concerns regarding the proposed RV resort development in the vicinity of Enderby Mabel Lake Road, specifically near my property at 2856 Enderby Mabel Lake Rd.

While I understand that such developments may offer economic benefits and support tourism, I believe there are several significant issues that must be carefully addressed prior to any approval.

1. Environmental Impact

The proposed development raises serious concerns with respect to environmental protection:

- The area surrounding Mabel Lake Road contains important natural landscapes, vegetation, and wildlife habitat, which could be negatively affected by land clearing and increased activity
- RV resorts require substantial water usage and wastewater management, posing potential risks to groundwater and nearby ecosystems
- Increased noise, artificial lighting, and ongoing activity may disrupt the quiet rural environment

I strongly recommend that a comprehensive environmental impact assessment be completed and made available to the public before any decision is made.

2. Infrastructure and Road Safety

Enderby Mabel Lake Road is a rural roadway, and I have concerns about its capacity to safely support this development:

- Increased traffic from large RVs and service vehicles may create safety hazards on narrow or winding sections
- Existing infrastructure may not be sufficient to support increased demands for water, sewage, and emergency services

A detailed infrastructure and traffic impact study should be required.

3. Compatibility with Rural Character

This area is valued for its low-density rural nature:

- The scale and intensity of a resort-style development may be incompatible with the existing community character
- Any rezoning should be carefully evaluated against the Official Community Plan (OCP)

4. Long-Term Use Concerns

There is potential for RV resorts to be used for extended or long-term occupancy:

- This could result in semi-permanent residency, placing additional strain on services and altering the nature of the area
- Clear policies and enforceable restrictions should be established

5. Impact on Nearby Residents

As a nearby resident, I am concerned about:

- Increased traffic and noise levels
- Reduced privacy and enjoyment of property
- Changes to the peaceful rural character of the area

Community input should be meaningfully considered in the decision-making process.

Conclusion

In conclusion, I respectfully request that the Regional District:

- Require a full environmental and infrastructure review
- Ensure compliance with zoning and planning policies
- Clarify the intended long-term use of the development
- Give full consideration to local resident concerns

Until these issues are fully addressed, I urge the Board to withhold approval of the proposed RV resort.

Thank you for your time and careful consideration of this matter.

Sincerely,

John Siegerist

Archived: June 1, 2026 1:31:33 PM
From: [Linda & Glen](#)
Sent: May 30, 2026 1:13:15 PM
To: [RDNO Planning](#)
Cc: [RDNO Public Hearing](#)
Subject: Proposed 127 site campground
Sensitivity: Normal
Archived: June 1, 2026 1:31:33 PM

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Glen Woods
28 Leighton Road
Enderby, BC
V0E 1V5

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,

I am 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 include:

The geohazard risk was not properly addressed and is also outdated- case studies should have included: June 2012 Ashton Creek/Shuswap RV Flooding; May 2014 Cooke Creek Debris Flood; June 1990 Fall Creek Landslide and; March 2018 Mabel Lake Road slope failure.

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

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

Thanks,
Glen Woods

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
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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:

My personal oppion is that the best use of the land ... for the better of the Community... would be to develop small holdings or, residential lots.

Signature:

Name: Robin Gubler

Address (optional): #15 Kingfisher Rd

Email / Phone (optional): [REDACTED]

Signature: Robin Gubler Date: May30, 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 1:32:39 PM

From: [Bill Moore](#)

Sent: May 30, 2026 5:43:33 PM

To: [RDNO Public Hearing](#)

Subject: Zoning change 3315 Enderby Mabel Lake Road

Sensitivity: Normal

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My address is 88 Walker Road.

There is insufficient infrastructure to support a development of this magnitude:

- 1) the only public access beach is far too small to accommodate an additional 127 campsites, or 375-450 people. The access to that beach and boat launch via Rivermouth road is already over-taxed in peak summer. The road is often too crowded with vehicles and trailers to allow 2 Truck/trailers to pass each other, and the road is slumping/sinking on the river side, further narrowing access. This development will mean numerous vehicles will be parked on Mabel Lake Road as well as Rivermouth Road.
- 2) there is insufficient moorage for an estimated additional 50+ boats.
- 3) the increased traffic (both boat and paddlers) will result in dangerous incidents through the channel, which is already poorly marked and managed. Part of any increased development should involve the RDNO engaging with Oceans and Fisheries to assess these safety aspects.
- 4) expansion of the stores at both Marinas should be considered to support this development in addition to the parking, roadways, and beach access issues.

The issues outlined above are already problematic without any increase in traffic. I am not opposed to increased development, but the RDNO needs to invest in improvements to all of these areas to support this type of development. Doing it after completion will be catastrophic. The traffic increases combined with the construction will be a "cluster"...

If you want to increase your tax base, you need to make some efforts to support the existing and future tax payers.

Respectfully,
Bill Moore

Archived: June 1, 2026 1:33:12 PM

From: [Dale Schalin](#)

Sent: May 30, 2026 6:29:18 PM

To: [RDNO Public Hearing](#)

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

Sensitivity: Normal

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Objection to 127 site RV Park Rezoning

Our family has lived in this area since 1964. A long enough time to know how short term thinking and lack of planning can lead to long term consequences that are felt long after the originator is no longer around to be held accountable.

The subject property has flooded before and will probably remain at risk of flooding.

Other things of concern are:

Contamination due to sewage if there is a flood.

Fires and safe evacuation of people, local residents and possibly extra hundreds of seasonal people on a dead end already poorly maintained road.

Local garbage goes to a transfer station that already has trouble keeping up and would surely be used by this facility.

Seasonal users aren't around to bear the long term negative effects of over exploiting recreational access in any area. Local community residents will be left to deal with the long term negative effects caused by short term thinking and lack of long term planning in attracting possibly extra hundreds of people to an already overused area.

These zoning changes could result in the applicant receiving approval and having no responsibility or accountability for the costs of negative long term consequences from such a development.

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

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

Thank you,

Dale and Warren Schalin

Archived: June 1, 2026 1:33:43 PM

From: [Erin Black](#)

Sent: May 30, 2026 9:57:03 PM

To: [RDNO Public Hearing](#)

Subject: Opposition to 3315 Enderby Mabel lake rd

Sensitivity: Normal

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Re:

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-

I would like to voice my opposition to changing the OCP to allow zoning changes for this property. The OCP is a document that has been developed through rigorous community consultation and thoughtful input from area residents. Amendments to our community plan should not be allowed as they contravene the spirit and principles of an official community plan. Why go through the process of creating OCP to only try to amend it when it suits an individual community member only?

Development should not occur on the west side of Kingfisher Creek for all the reasons stated in the OCP and its supporting documents. In addition, the single route out of the area is an unsafe evacuation route for the existing summertime population. 127 sites will overload this existing unsafe route.

Sincerely

Erin Black

49 Subdivision rd, Mabel Lake BC

Sent from my iPad

Archived: June 1, 2026 1:34:13 PM

From: [Lindsay Fenton](#)

Sent: May 31, 2026 6:57:36 AM

To: [RDNO Public Hearing](#)

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

Archived: June 1, 2026 1:34:13 PM

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Dear RDNO Directors,

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

Sincerely,

Lindsay Fenton

Archived: June 1, 2026 1:34:51 PM

From: [Doug Clark Construction Ltd](#)

Sent: May 31, 2026 7:09:34 AM

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

Subject: 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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Please Note:

We are opposed to this development proposal of the 127 rv park at 3315 Mabel Lake Road BESIDE Kingfisher Creek!

A full review of the OPC is imperative before any MORE developments occurs in our small rural community.

Please listen to our little communities concerns and to all our safety concerns.

Regards

Doug and Janette Clark

(I/we have lived in Kingsher/ Mabel Lake community for 75 years and know that we will be highly impacted by this development)

Our Address:

228 Beattie Road

Enderby, BC

V4Y 4L4

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]

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

Archived: June 1, 2026 1:35:20 PM**From:** [Margot](#)**Sent:** May 31, 2026 10:37:23 AM**To:** [RDNO Public Hearing](#)**Subject:** OBJECTION - FILE No. 25-0753-F-OR /3315 Enderby Mabel Lake Road /Bylaw Amendments 3070 & 3071**Sensitivity:** Normal

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

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

The Enderby Mabel Lake Road is a single-access, winding road. It serves as the only corridor in and out for residents and existing tourists. The impact of adding 127 campsites means potentially adding more than 127 vehicles (many towing trailers or RVs) moving slowly on this road. Most of these potential lot owners will have more than one vehicle. They will have visitors. In the event of a wildfire, medical emergency, or a major accident blocking the road, evacuation routes would be instantly bottlenecked. The Enderby Mabel Lake Road is their only lifeline. Forcing hundreds of additional transient vehicles onto a single-access, rural road creates an unacceptable situation during a wildfire evacuation or medical emergency. This is a severe public safety liability that the current infrastructure is not equipped to handle.

Lake Access & Waterway Congestion:

Mabel Lake already faces heavy watercraft use during peak season, and public boat launches and parking are limited. The impact of 127-site campground could easily introduce 127 new boats, jet skis, and vehicles looking for a place to launch and park daily. This creates friction at local access points, increases water safety risks, and degrades the peaceful nature of the lake. The existing boat launches and public access points are beyond capacity during the summer. Adding a large commercial campground will overwhelm local marine access, spill boat-trailer parking onto narrow roadsides, and compromise safety and environmental health on the water.

Solid Waste & The Kingfisher Transfer Station:

Rural transfer stations are sized and funded based on local residential tax bases, not not a commercial operations. Campers generate a high volume of waste, often including bulky items (broken lawn chairs, large propane canisters, air mattresses). If campers dump their waste at the Kingfisher Transfer Station rather than the campground hauling it to a major landfill, it will quickly overwhelm local bins, leading to wildlife attractants (bears) and increased costs for local taxpayers. The Kingfisher Transfer Station is designed for a small, rural community—not the daily commercial waste output of hundreds of transient campers. Without strict, independent waste hauling mandates, this development will overwhelm our local facilities, attract wildlife, and pass the financial burden onto Area F and RDNO taxpayers.

Off-Road Vehicle (ORV) Traffic & Local Disturbance:

Campgrounds frequently attract users with All-Terrain Vehicles (ATVs) and dirt bikes. In the Mabel Lake /Kingfisher community has many illegal 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.

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 pollution. 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 environmental and conservation goals. The cumulative pollution 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.

The pollution in the river from sewage alone will interfere with the salmon spawn, not to mention fouling swimming downstream. As well, water use for families that draw their water from the river will be severely compromised.

Please do not allow the destruction of this ecosystem!

Sincerely,
Margot and Mario Deveault

Archived: June 1, 2026 1:35:53 PM

From: [REDACTED]

Sent: May 31, 2026 11:22:04 AM

To: [RDNO Public Hearing](#)

Cc: [Cam Fraser](#)

Subject: Delegated Public Hearing - Electoral Area "F"; Official Community Plan Amendment Bylaw No. 3070 and Zoning Amendment Bylaw No. 3071 - 3315 Enderby Mabel Lake road, Electoral Area F (File No. 25-0753-F-OR)

Sensitivity: Normal

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We oppose the amendments noted above for the following reasons:

1. 127 more campsites means a minimum of twice that in people (250+) and 127->250 more vehicles likely including trailers on an already busy road that also has forestry trucks and trailers.
2. Does this application have adequate storage for boat trailers and extra vehicles?
3. Where will the extra 127+ people park when they want to visit Mabel Lake? There is no increased parking being made available at the lake. They will park on the sides of the Mabel Lake Enderby road, the marina road which is already congested or on side roads wherever they feel they can. And with the proposed development by Indigenous people at the end of Parkway Road there will be even less public parking.
4. Most of these campers will have boats that they will want to launch at the already busy public boat launch. Lineups on busy weekends can be more than an hour to launch your boat there. There is a fee to launch a boat at the Mabel Lake Resort marina and that boat launch is unavailable to most boats by mid-summer as it is too shallow and the ramp is too short.
5. Where will all these new boaters moor their boats once launched as they won't want to take them in and out every day?
6. Many of these new campers will have golf carts that they will illegally use on the Mabel Lake Enderby road to reach the lake or the golf course. Are new pathways being created to keep the golf carts off the highway? Who will police this dangerous practice of driving golf carts on the highway? The speed limit on this stretch of the highway is 80 KPH. There is NO POLICE SERVICE in the area.
7. This is still NO CELL SERVICE in the area.
8. There is still ONLY ONE ROAD OUT in case of a fire.
9. There are NO FIRE SERVICES IN THE AREA. More people will mean the chance of the fire increases and more people on the only evacuation route.

Until the infrastructure to support more people is upgraded, RDNO should not be approving more development. The area needs more public parking, parking for boat trailers and ATVs, a police service, cell service and fire services. Please add these before adding more campsites, people, golf carts, ATVs and boats.

Thank you,
Jane and Cameron Fraser
46 Leighton Road
Enderby, B.C. V0E 1V5

Archived: June 1, 2026 1:37:01 PM

From: [Sierra Reap](#)

Sent: May 31, 2026 7:28:27 PM

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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Sierra Londyn Reap

75 Lusk Lake Rd E
Enderby British Columbia V4Y 4L4
Canada

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,

I am opposed to this development and I am 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 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.' The Kingfisher Local Area Plan recommended this property be rezoned 'commercial' for a boat storage business, it never recommended rezoning that would increase seasonal visitors. (see section 6.6 & 6.6.2.

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

Archived: June 1, 2026 1:37:34 PM

From: [Janet Denison](#)

Sent: May 31, 2026 8:07:39 PM

To: [RDNO Public Hearing](#)

Subject: Electoral Area F [File No. 25-0753-F-OR]

Sensitivity: Normal

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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]

I am not in favor of this zoning amendment.

I lived in the Kingfisher valley for many years, my children still do, and I've seen the impact on the community as the increasing number of summer visitors continues to overwhelm the landscape and those who live there year-round.

So many applications have been accepted in the past that, at some point, you need to draw a line. That is exactly what the RDNO should do in this case.

In considering an Official Community Plan amendment or rezoning application for commercial development the Board of Directors will be bound to consider:

- The level of use that the area can support without suffering negative impacts to its environmental resources
- The visitor experience (the beach and parking access at the Rivermouth is very limited),
- Residential quality of life, traffic and circulation, and
- Public access to existing recreation amenities and facilities.

Not to mention all the reasons given in the past that the site should have its designation altered. The Board of Directors considers that:

- Recreation Commercial development for Kingfisher

should generally be limited to the portion of the community to the east of Kingfisher Creek, outside of the Agricultural Land Reserve and in proximity to existing facilities and services; and should proceed in a well-planned and comprehensive manner in accordance with all applicable policies of this Plan. (This property is adjacent to the west side of Kingfisher Creek)

- Support Recreational Opportunities in the plan area that do not negatively impact lands within the ALR and Rural Areas (all adjacent properties are designated ALR).
- Acknowledge growth and work towards achieving a balance between recreational/seasonal development and the principles of smart growth / complete communities.
- No broad changes to current OCP designations to increase land base development over current scenario are recommended until a detailed land use planning exercise occurs. (a Commercial

designation for a 127-site campground would constitute a broad change)

- The RDNO will review applications on their own merits and will be given careful consideration in relation to relevant policies outlined in the Electoral Area F OCP and Kingfisher Local Area Plan.

In addition, not mentioned in the above is a major concern regarding limited egress should a fire evacuation be necessary.

Could the uncharacteristic speed with which this application is being processed be due to the proponent's awareness of the extensive and growing community opposition? At the very least, a decision on this proposal should be deferred until all those affected can have their voices heard.

Sincerely,
Janet Denison
2430 23rd Avenue
Vernon, B.C.
V1T 1J8

Archived: June 1, 2026 1:38:18 PM

From: [Norm Graham](#)

Sent: June 1, 2026 7:48:11 AM

To: [RDNO Public Hearing](#)

Subject: Kingfisher RV sites

Sensitivity: Normal

Archived: June 1, 2026 1:38:18 PM

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

To RDNO

Please be advised we are opposed to any additional recreational vehicle parking sites in the Kingfisher area. Zoning should not be changed to allow more sites near Kingfisher Cr.

Reasons are many including lack of infrastructure, overcrowding.

Regards

Norm Graham

[REDACTED]

Archived: June 1, 2026 1:38:33 PM

From: [Norm Graham](#)

Sent: June 1, 2026 8:03:05 AM

To: [RDNO Public Hearing](#)

Subject: Kingfisher

Sensitivity: Normal

Archived: June 1, 2026 1:38:33 PM

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

To RDNO

Hi I am 5 years old and live in Kingfisher BC. I think there is too much summer traffic already and there should not be more RV sites.

Thank you

Enola Graham

Kingfisher,BC.

Archived: June 1, 2026 1:39:13 PM

From: [Regional District of North Okanagan](#)

Sent: May 29, 2026 6:53:47 PM

To: [RDNO Info](#)

Subject: Webform submission from: Contact Us > Content rows

Sensitivity: Normal

Submitted on Fri, 05/29/2026 - 18:53

Submitted by: Anonymous

Submitted values are:

Name

Veda Roberge

Email

[REDACTED]

Phone

[REDACTED]

Subject

Re: Development 3315 Enderby Mabel Lake Road

Comments

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]

Archived: June 1, 2026 1:40:19 PM

From: [RDNO Planning](#)

Sent: June 1, 2026 8:31:11 AM

To: [RDNO Public Hearing](#)

Subject: FW: Deferment of June 4th meeting 2pm

Response requested: Yes

Sensitivity: Normal

From: Lynn Anderson <[REDACTED]>

Sent: May 29, 2026 9:14 AM

To: Allysa Hopkins <allysa.hopkins@rdno.ca>; Bob Fleming <bob.fleming@rdno.ca>; Kirk Hughes <kirkh@shaw.ca>; Amanda Shatzko <amanda.shatzko@rdno.ca>; Leah Mellott <elements.consulting@hotmail.com>; Rick Fairbairn <rick.fairbairn@rdno.ca>; Dwayne Hackett <drkh4@gmail.com>; Jim Johnson <jim.johnson@rdno.ca>; Lynne Frerichs <lfrerichs1@hotmail.com>; RDNO Corp <corp@rdno.ca>; RDNO Planning <planning@rdno.ca>

Cc: Joe Cramer <mayor@cityofarmstrong.bc.ca>; Kevin Acton <mayoracton@lumby.ca>; lumbyrandal@gmail.com; Victor Cumming <mayor@vernon.ca>; Kelly Fehr <kfehr@vernon.ca>; Christine LeMaire <clemaire@spallumcheentwp.bc.ca>; Kari Gares <kgares@vernon.ca>; Akbal Mund <amund@vernon.ca>; Brian Guy <bguy@vernon.ca>; Brian Guy <bguy@vernon.ca>; Ruth Hoyte <rhoyte@coldstream.ca>; Jim Garlick <jgarlick@coldstream.ca>; Brian Schreiner <benhogan@telus.net>; CG Huck <huck_c_g@icloud.com>; Brian Quiring <bquiring@vernon.ca>

Subject: Deferment of June 4th meeting 2pm

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

Lynn Anderson
2241 Enderby Mabel Lake Road
Enderby, BC
V4Y 4L1

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.

Sent from my iPhone

Archived: June 1, 2026 1:42:12 PM
From: [RDNO Planning](#)
Sent: June 1, 2026 8:33:49 AM
To: [RDNO Public Hearing](#)
Subject: FW: Opposition to 3315 Mable Lake Road -127 Rv site
Response requested: No
Sensitivity: Normal
Archived: June 1, 2026 1:42:12 PM

From: [REDACTED]
Sent: May 29, 2026 9:26 PM
To: RDNO Planning <planning@rdno.ca>
Subject: Opposition to 3315 Mable Lake Road -127 Rv site

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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 further. 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 full time and the extra seasonal people.
The extra garbage and pollution from this new development,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
2709 Mable Lake Road
Sent from my iPhone Sent from my iPhone

Archived: June 1, 2026 1:42:54 PM

From: [Bob Michie](#)

Sent: June 1, 2026 8:51:06 AM

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

Cc: regional.transportation@gov.bc.ca; David.Williams.mla@leg.bc.ca

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

Sensitivity: Normal

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Mary D Michie

42 MABLE RIDGE RD
ENDERBY BC V4Y 4L5

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

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

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

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

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

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

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

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

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

Respectfully,

Mary D Michie

42 MABLE RIDGE RD
ENDERBY BC V4Y 4L5

Archived: June 1, 2026 1:44:00 PM

From: [Bob Michie](#)

Sent: June 1, 2026 8:51:08 AM

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

Cc: regional.transportation@gov.bc.ca; David.Williams.mla@leg.bc.ca

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

Sensitivity: Normal

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Robert G Michie

42 MABLE RIDGE RD
ENDERBY BC V4Y 4L5

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

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

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

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

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

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

This proposal raises serious public safety concerns regarding emergency access, evacuation timing, and overall evacuation

capacity for the area. Approving another large RV campground further east along this single-exit corridor would substantially increase evacuation congestion and emergency risk for residents and visitors alike.

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

Respectfully,

Robert G Michie

42 MABLE RIDGE RD
ENDERBY BC V4Y 4L5

Opposition to Proposed 127-Site Campground Development – Kingfisher

1. Traffic and Road Safety Concerns

Enderby Mabel Lake Road is currently the only access and evacuation route serving residents, visitors, and recreational users throughout the area. The road is narrow, winding, and in several locations shows signs of instability and erosion where the ground is falling away.

During summer months, the roadway already experiences significant congestion from:

- seasonal tourism,
- campground traffic,
- boat launch users,
- recreational vehicles,
- golf carts,
- side-by-sides,
- ATVs,
- and users accessing surrounding forest service roads.

As the only evacuation route available during a wildfire or other emergency event, the current traffic volumes already create safety concerns. The addition of another 127 campsites could significantly increase congestion and delay evacuation times during emergencies.

Before approval of any large-scale campground development, a comprehensive traffic and emergency evacuation assessment should be completed.

2. Lake Access, Marina Capacity, and Parking Limitations

Existing lake access infrastructure is already operating at or near peak capacity during summer months.

The public boat launch becomes the primary usable launch during July, August, and September due to low water conditions at the Mabel Lake Resort launch. During these periods:

- parking capacity is exceeded,
- vehicles and trailers line both sides of Rivermouth Road,
- traffic flow is reduced to a single usable lane in some locations,
- and congestion creates ongoing safety concerns.

The Mabel Lake Resort marina also experiences parking shortages and limited capacity for existing users.

A development of this scale could potentially add dozens of additional boats, trailers, and watercraft to infrastructure that is already heavily strained during peak season.

Without substantial upgrades to:

- boat launch infrastructure,
 - public parking,
 - marina access,
 - and traffic management,
- the current system does not appear capable of safely accommodating this increase in seasonal use.

3. Solid Waste and Transfer Station Capacity

The Kingfisher Solid Waste Transfer Station already experiences overwhelming seasonal demand.

During summer months:

- garbage bins often reach capacity early in the day,
- recycling facilities become overloaded,
- and waste management services struggle to keep up with current usage levels.

Adding another 127 campsites would place additional pressure on infrastructure that already appears undersized for existing seasonal demand.

Growth of this scale should only proceed alongside demonstrated upgrades to waste management capacity and servicing infrastructure.

4. Off-Highway Vehicle Use and Environmental Impacts

Enderby Mabel Lake Road is already heavily used by:

- golf carts,
- side-by-sides,
- ATVs,
- and other off-highway vehicles associated with recreational activity in the area.

Many of these vehicles access:

- golf course facilities,
- boat launches,
- nearby forest service roads,
- and recreational trail systems.

A campground of this size could significantly increase off-highway vehicle traffic within the area.

Increased OHV activity raises concerns related to:

- roadway safety,
- noise pollution,
- wildlife disturbance,
- dust,
- environmental degradation,
- and enforcement challenges on public roads.

These impacts should be carefully considered as part of any approval process.

5. Emergency Response and Fire Protection

There is currently no local fire department serving the Mabel Lake and Kingfisher area.

Given the elevated wildfire risk throughout the region, the addition of a large campground with:

- campfires,

- seasonal occupancy,
- increased traffic,
- and expanded recreational activity creates additional public safety concerns.

Recent incidents in the area have demonstrated the challenges associated with emergency response in remote locations where local residents often become the first people responding to emergencies before outside assistance can arrive.

Before approving additional high-density seasonal accommodation, there should be clear planning related to:

- fire protection,
- emergency response capacity,
- evacuation procedures,
- communications,
- and wildfire preparedness.

6. Power Infrastructure and Communications Limitations

The area currently has limited infrastructure capacity related to electrical service and communications.

There is no readily available three-phase power infrastructure serving the area, which raises questions regarding:

- the long-term servicing requirements of a large commercial campground,
- future electrical demand,
- potential strain on existing systems,
- and the possibility of future pressure for expanded utility infrastructure.

In addition, cellular service throughout the area remains limited and unreliable in many locations due to the lack of adequate cell tower coverage.

Poor communications infrastructure presents serious concerns during emergencies, including:

- wildfire evacuation events,
- medical emergencies,
- traffic incidents,

- and public safety coordination.

Significant increases in seasonal population should not proceed without careful consideration of:

- communications reliability,
 - emergency notification capability,
 - and infrastructure readiness.
-

7. Floodplain and Environmental Concerns

The proposed campground location is situated within an active floodplain adjacent to Kingfisher Creek.

Recent flooding concerns in the area demonstrate the sensitivity of the site. As recently as May 20, equipment was reportedly required to remove a log jam near the proposed development area in order to prevent water backup and flooding.

Questions remain regarding:

- long-term flood risk,
- environmental protection,
- stormwater management,
- septic servicing,
- and potential impacts to salmon habitat and surrounding ecosystems.

The area contains environmentally sensitive fish habitat and watershed systems that should be carefully protected from increased development pressure.

8. Conclusion

In summary, this proposal would add significant density and seasonal population pressure to an area that already faces:

- transportation limitations,
- infrastructure strain,
- emergency response challenges,
- environmental sensitivity,

- and seasonal congestion.

At present, the development does not appear to include corresponding investments in:

- roads,
- emergency services,
- waste management,
- parking,
- communications infrastructure,
- or public amenities necessary to support this level of growth responsibly.

Responsible development should occur only after infrastructure, emergency planning, and environmental protection measures are adequately addressed.

Mark Reap
75 Lusk Lake Road East
Enderby, BC