



**DISTRICT OF 100 MILE HOUSE**

**AGENDA FOR THE REGULAR MEETING OF THE MUNICIPAL COUNCIL  
TO BE HELD IN MUNICIPAL COUNCIL CHAMBERS  
Tuesday, March 11<sup>th</sup>, 2025 at 5:30 PM**

<b>A.</b>	<b><u>CALL TO ORDER</u></b>
	<p>Mayor to call the regular meeting to order at 5:30 PM.</p> <p>Acknowledgement that this meeting is being held on Tsqescencúlecw.</p>
<b>B.</b>	<b><u>APPROVAL OF AGENDA:</u></b>
	<p><b>B1</b></p> <p><b>BE IT RESOLVED THAT</b> the March 11<sup>th</sup>, 2025 Regular Council agenda <u>be approved as amended.</u></p>
<b>C.</b>	<b><u>INTRODUCTION OF LATE ITEMS AND FROM COMMITTEE OF THE WHOLE:</u></b>
<b>D.</b>	<b><u>DELEGATIONS / PUBLIC HEARING:</u></b>
<b>E.</b>	<b><u>MINUTES:</u></b>
<b>Regular – February 25<sup>th</sup>, 2025</b>	<p><b>E1</b></p> <p><b>BE IT RESOLVED THAT</b> the minutes of the Regular Council meeting of February 25<sup>th</sup>, 2025 <u>be adopted.</u></p>
<b>F.</b>	<b><u>UNFINISHED BUSINESS:</u></b>
<b>G.</b>	<b><u>MAYOR’S REPORT:</u></b>
<b>H.</b>	<b><u>CORRESPONDENCE:</u></b>

<p><b>Hot July Nights Street Closure</b></p>	<p><b>H1</b></p> <p><b>BE IT RESOLVED THAT</b> the memo from Administration dated March 6<sup>th</sup>, 2025 regarding the request from the South Cariboo Chamber of Commerce to close off municipal roads for the Hot July Night car show be received; and further</p> <p><b>BE IT RESOLVED THAT</b> Council authorize the closure of Third Street from Birch Avenue to Cedar Avenue and Birch Avenue from First Street to Fifth Street between the hours of 5 AM and 5 PM on Sunday July 20<sup>th</sup>, 2025.</p>
<p><b>FYI Correspondence</b></p>	<p><b>H2</b></p> <p><b>BE IT RESOLVED THAT</b> the For Information Correspondence List dated March 6<sup>th</sup>, 2025 <u>be received</u></p>
<p><b>I.</b></p>	<p><b><u>STAFF REPORTS:</u></b></p>
<p><b>BCAAP Grant – Perimeter Fencing</b></p>	<p><b>I1</b></p> <p><b>BE IT RESOLVED THAT</b> Council of the District of 100 Mile House supports the application to the BC Air Access Program Minor Project stream for the 100 Mile House Airport Perimeter Fencing Project an estimated total project cost of \$75,023.44, the District’s share being approximately \$30,009.38; and further</p> <p><b>BE IT RESOLVED THAT</b> the District’s share of the project cost be allocated under the Municipal Infrastructure Reserve.</p>
<p><b>BCAAP Grant – Airport Runway Safety</b></p>	<p><b>I2</b></p> <p><b>BE IT RESOLVED THAT</b> Council of the District of 100 Mile House supports the application to the BC Air Access Program Minor Project stream for the 100 Mile House Airport Runway Safety Improvements Project for an estimated total project cost of \$18,463.19, the District’s share being approximately \$4,615.80; and further</p> <p><b>BE IT RESOLVED THAT</b> the District’s share of the project cost be allocated under the Municipal Infrastructure Reserve.</p>

J.	<b><u>BYLAWS:</u></b>
<b>Fire Protection Amendment Bylaw No. 1445, 2025</b>	<b>J1</b> <b>BE IT RESOLVED THAT</b> the 100 Mile House Fire Protection Amendment Bylaw No. 1445, 2025 be read a first, second and third time this 11 <sup>th</sup> day of March, 2025.
<b>Zoning Amendment Bylaw No. 1441, 2025</b>	<b>J2</b> <b>BE IT RESOLVED THAT</b> Zoning Amendment Bylaw No. 1441, 2025 be adopted this 11 <sup>th</sup> day of March, 2025
<b>Zoning Amendment Bylaw No. 1442, 2025</b>	<b>J3</b> <b>BE IT RESOLVED THAT</b> Zoning Amendment Bylaw No. 1442, 2025 be adopted this 11 <sup>th</sup> day of March, 2025
K.	<b><u>VOUCHERS</u></b>
<b>Paid Vouchers (February 21<sup>st</sup> – March 6<sup>th</sup>, 2025) #30534 – #30564 &amp; EFTs</b>	<b>K1</b> <b>BE IT RESOLVED THAT</b> the paid manual vouchers #30534 to #30564 and EFT's totaling <b>\$196.303.55</b> be received.
L.	<b><u>OTHER BUSINESS:</u></b>
M.	<b><u>QUESTION PERIOD:</u></b>  Call for questions from the public for items relevant to the agenda.
N.	<b><u>ADJOURNMENT :</u></b>  <b>BE IT RESOLVED THAT</b> this March 11 <sup>th</sup> , 2025, meeting of Council be adjourned:        Time:



**E1**

**DISTRICT OF 100 MILE HOUSE**

**MEETING HELD IN DISTRICT COUNCIL CHAMBERS  
Tuesday, February 25<sup>th</sup>, 2025, AT 5:30 PM**

PRESENT:	Mayor	Maureen Pinkney
	Councillor	Donna Barnett
	Councillor	Jenni Guimond
	Councillor	David Mingo
	Councillor	Marty Norgren

STAFF:	CAO	Tammy Boulanger
	Dir. of Community Services	Todd Conway
	Dir. of Finance	Sheena Elias
	Dir. of Ec.Dev. & Planning	Joanne Doddridge

Other: (12)                      Media: (1)

<b>A</b>	<p><b><u>CALL TO ORDER</u></b></p> <p>Mayor Pinkney called the meeting to order at 5:30 PM</p> <p>Mayor Pinkney acknowledged that this meeting is being held on Tsqescencúlecw.</p>
<b>B</b>	<p><b><u>APPROVAL OF AGENDA</u></b></p>
	<p><b>B1</b></p> <p><b>Res: 41/25</b>                  Moved By: Councillor Guimond                  Seconded By: Councillor Mingo</p> <p><b>BE IT RESOLVED THAT</b> the February 25<sup>th</sup>, 2025, Regular Council agenda <u>be approved as amended.</u></p> <p style="text-align: center;">CARRIED</p>

<p><b>C</b></p>	<p><b><u>INTRODUCTION OF LATE ITEMS AND FROM THE COMMITTEE OF THE WHOLE:</u></b></p>
<p><b>D</b></p>	<p><b><u>DELEGATIONS / PUBLIC HEARINGS:</u></b></p>
<p><b>Veterans Parking Request</b></p>	<p><b>D1</b></p> <p>Retired Captain Dale Bachmier requested veteran parking to be considered within the community. Several communities offer either dedicated spaces, free parking or combined veteran/handicap parking. 100 Mile House is a safe and supportive community, but PTSD can have a variety of effects on your day to day life and a simple element of select parking can be helpful.</p> <hr/> <p>Council fully supports the concept and is appreciative of all veterans. Council Barnett offered to assist in advocating for additional spaces in private parking lots.</p> <p><b>Res: 42/25</b>  Moved By: Councillor Mingo  Seconded By: Councillor Barnett</p> <p><b>BE IT RESOLVED THAT</b> staff be directed to work with Captain Bachmeier to identify appropriate spaces and post signage for dedicated veterans parking.</p> <p style="text-align: center;">CARRIED</p>
<p><b>Public Hearing – Zoning Amendment Bylaw No. 1441, 2025 &amp; Public Hearing – Zoning Amendment Bylaw No. 1442, 2025</b></p>	<p><b>D2</b></p> <p><b>OPEN PUBLIC HEARING @ 5:40 PM</b> – Mayor Pinkney read the opening statement and T.Boulanger read the Public Hearing Protocol.</p> <p>Mayor Pinkney called for verbal and written submissions regarding Bylaw No. 1441 &amp; 1442, 2025.</p> <p>One written submission related to the Zoning Amendment Bylaw No. 1441, 2025 from Cariboo Ridge Homes was read aloud by T.Boulanger. Submission was supportive of the application but cautioned the risk of unsightly appearance.</p>

	<p>S.Ross spoke as the applicant and confirmed that the highway frontage will be utilized to display new equipment only and they do plan on installing some fencing.</p> <p>No other comments, questions or concerns were received to Zoning Amendment Bylaw No. 1441 <u>or</u> 1442, 2025.</p> <p><b>CLOSE PUBLIC HEARING @ 5:50 PM</b> – Mayor Pinkney called for any other comments from the public and after none were received read the closing statement.</p>
<b>E</b>	<b><u>MINUTES</u></b>
<b>COW – February 11<sup>th</sup>, 2025</b>	<p><b>E1</b></p> <p><b>Res: 43/25</b>                  Moved By: Councillor Guimond                  Seconded By: Councillor Mingo</p> <p><b>BE IT RESOLVED THAT</b> the minutes of the Committee of the Whole meeting of February 11<sup>th</sup>, 2025 <u>be adopted</u>.</p> <p style="text-align: center;">CARRIED</p>
<b>Regular – February 11<sup>th</sup>, 2025</b>	<p><b>E2</b></p> <p><b>Res: 44/25</b>                  Moved By: Councillor Barnett                  Seconded By: Councillor Mingo</p> <p><b>BE IT RESOLVED THAT</b> the minutes of the Regular Council meeting of February 11<sup>th</sup>, 2025 <u>be adopted</u>.</p> <p style="text-align: center;">CARRIED</p>
<b>Special – February 18<sup>th</sup>, 2025</b>	<p><b>E3</b></p> <p><b>Res: 45/25</b>                  Moved By: Councillor Barnett                  Seconded By: Councillor Mingo</p> <p><b>BE IT RESOLVED THAT</b> the minutes of the Special Council meeting of February 18<sup>th</sup>, 2025 <u>be adopted</u>.</p> <p style="text-align: center;">CARRIED</p>

<b>F</b>	<b><u>UNFINISHED BUSINESS:</u></b>
<b>G</b>	<b><u>MAYORS REPORT:</u></b>
	<p><b><u>MAYORS REPORT:</u></b></p> <p>Mayor Pinkney noted the following:</p> <ul style="list-style-type: none"> <li>➤ Planning is underway for an international women’s day event in the 100 Mile House Community Hall on March 8<sup>th</sup>.</li> <li>➤ Recently met with ATV BC representative and they are diligently working towards more trail connectivity.</li> <li>➤ Upcoming financial plan meetings for the Cariboo Regional District and the District of 100 Mile House.</li> <li>➤ 100 Mile House hospital will soon see upgrades to washrooms and heating/cooling systems.</li> </ul> <p>Councillor Mingo noted the following:</p> <ul style="list-style-type: none"> <li>➤ Wranglers recently won both games and have multiple home games coming up. Come out and support our local team who recently won the Cariboo Cup!</li> </ul> <p>Councillor Barnett noted the following:</p> <ul style="list-style-type: none"> <li>➤ What’s happening event planning underway!</li> <li>➤ Hot July Nights Committee is busy coordinating and planning the three-day event.</li> <li>➤ Starry Nights was a shining success – raising over \$102,000.! Thank you to all the people who are second to none and support this event.</li> <li>➤ Heading to Victoria to advocate for the 153 Mile Store relocation project to the 108 Heritage Site, District of 100 Mile House Council business and to listen to proposed provincial budget.</li> <li>➤ CHMA attended the accessibility committee meeting.</li> <li>➤ Looking forward to funding application results for the Lodge floor project.</li> </ul>
<b>H</b>	<b><u>CORRESPONDENCE:</u></b>

<p><b>FYI Correspondence</b></p>	<p><b>H1</b></p> <p><b>Res: 46/25</b>  Moved By: Councillor Guimond  Seconded By: Councillor Mingo</p> <p><b>BE IT RESOLVED THAT</b> the For Information Correspondence List dated February 20<sup>th</sup>, 2025 <u>be received</u>.</p> <p style="text-align: center;">CARRIED</p> <hr/> <p>Mayor Pinkney highlighted the upcoming Coffee with Council event on March 17<sup>th</sup>.</p> <p>Mayor Pinkney noted the past successes of the façade program and hopes to see numerous applicants take advantage of this amazing opportunity.</p> <p>Councillor Barnett noted the Cold Weather Impacts information received from Interior Health and although the District can help distribute information is it a Provincial responsibility to assist and should not be downloaded onto local government.</p> <p>Councillor Mingo noted the letter from the BC Farmers Markets for the Nutrition Coupon program and motioned to submit a letter of support.</p> <hr/> <p><b>Res: 47/25</b>  Moved By: Councillor Mingo  Seconded By: Councillor Barnett</p> <p><b>BE IT RESOLVED THAT</b> the District of 100 Mile House submit a letter to the BC Minister of Health advocating for 2025 funding towards the BC Farmers’ Market Nutrition Coupon Program.</p> <p style="text-align: center;">CARRIED</p>
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<p><b>I</b></p>	<p><b><u>STAFF REPORTS:</u></b></p>
<p><b>100 Mile House Creekside Seniors Residences Plan Grant Funding</b></p>	<p><b>I1</b></p> <p><b>Res: 48/25</b>                  Moved By: Councillor Mingo                  Seconded By: Councillor Barnett</p> <p><b>BE IT RESOLVED THAT</b> District of 100 Mile House fully supports the need for additional seniors housing projects;</p> <p>And whereas the 100 Mile House Seniors Housing Society is undertaking a plan for the Creekside Seniors Residences; and further</p> <p><b>BE IT RESOLVED THAT</b> District Council acknowledges that the 100 Mile House Seniors Housing Society is applying for a funding opportunity from the Federation of Canadian Municipalities Green Municipal Fund for the Creekside Seniors Residences plan in partnership with the District of 100 Mile House.</p> <p style="text-align: center;">CARRIED</p>
<p><b>Zoning and OCP Review and Award</b></p>	<p><b>I2</b></p> <p><b>Res: 49/25</b>                  Moved By: Councillor Guimond                  Seconded By: Councillor Barnett</p> <p><b>BE IT RESOLVED THAT</b> the Council of the District of 100 Mile House award the RFP for the Official Community Plan and Zoning Bylaw to Stantec Consulting Ltd. for the stated price of \$123,665. plus applicable taxes.</p> <p style="text-align: center;">CARRIED</p>

<p><b>Community Wildfire Resiliency Plan (CWRP) Award</b></p>	<p><b>I3</b>  <b>Res: 50/25</b>                  Moved By: Councillor Mingo                  Seconded By: Councillor Barnett</p> <p><b>BE IT RESOLVED THAT</b> the Council of the District of 100 Mile House award the RFP for the Community Wildfire Resiliency Plan to Forsite Consultants Ltd. for the stated price of \$31,996. plus applicable taxes.</p> <p>CARRIED</p>
<p><b>J</b></p>	<p><b><u>BYLAWS:</u></b></p>
<p><b>House and Parcel Numbering Amendment Bylaw No. 1443, 2025 &amp; Road Naming Amendment Bylaw No. 1444, 2025</b></p>	<p><b>J4</b>  <b>Res: 51/25</b>                  Moved By: Councillor Mingo                  Seconded By: Councillor Norgren</p> <p><b>BE IT RESOLVED THAT</b> House and Parcel Numbering Amendment Bylaw No. 1443, 2025 be adopted this 25<sup>th</sup> day of February 2025, and further</p> <p><b>BE IT RESOLVED THAT</b> Road Naming Amendment Bylaw No. 1444, 2025 be adopted this 25<sup>th</sup> day of February 2025.</p> <p>CARRIED</p>
<p><b>Zoning Amendment Bylaw No. 1441, 2025</b></p>	<p><b>J2</b>  <b>Res: 52/25</b>                  Moved By: Councillor Barnett                  Seconded By: Councillor Mingo</p> <p><b>BE IT RESOLVED THAT</b> Zoning Amendment Bylaw No. 1441, 2025 be read a third time this 25<sup>th</sup> day of February 2025.</p> <p>CARRIED</p>

<p><b>Zoning Amendment Bylaw No. 1442, 2025</b></p>	<p><b>J3</b></p> <p><b>Res: 53/25</b>  Moved By: Councillor Guimond  Seconded By: Councillor Barnett</p> <p><b>BE IT RESOLVED THAT</b> Zoning Amendment Bylaw No. 1442, 2025 be read a third time this 25<sup>th</sup> day of February 2025.</p> <p style="text-align: center;">CARRIED</p>
<p><b>K</b></p>	<p><b><u>GENERAL VOUCHERS:</u></b></p>
<p><b>Paid Vouchers (February 7th – 20th , 2025) #30497 – #30533 &amp; EFTs</b></p>	<p><b>K1</b></p> <p><b>Res: 54/25</b>  Moved By: Councillor Mingo  Seconded By: Councillor Barnett</p> <p><b>BE IT RESOLVED THAT</b> the paid manual vouchers #30497 to #30533 and EFT's totaling <b>\$362,261.52</b> be received.</p> <p style="text-align: center;">CARRIED</p>
<p><b>M</b></p>	<p><b><u>QUESTION PERIOD:</u></b></p> <p>Question period was moved to accommodate any questions before in-camera portion.</p> <p>No questions from the gallery. Captain Bachmeier thanked Council for listening to his proposal and supporting the initiative.</p>
<p><b>L</b></p>	<p><b><u>OTHER BUSINESS:</u></b></p>





## DISTRICT OF 100 MILE HOUSE

### MEMO

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**Date:** March 6<sup>th</sup>, 2025

**To:** Mayor & Council

**From:** Administration

**Subject:** Hot July Nights – Street Closure (Birch Avenue)

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The Hot July Nights Society has submitted a request letter to the District to authorize the closure of Third Street from Birch Avenue to Cedar Avenue and Birch Avenue between First Street and Fifth Street on Sunday July 20<sup>th</sup>, 2025 during the hours of 5:00 AM to 5 PM for the purpose of hosting the annual Hot July Nights Car Show.

The Hot July Nights Society will manage the road closures during the day with barricades supplied by Community Services. Should the closure of the section between 4<sup>th</sup> to 5<sup>th</sup> not be required it will remain open.

If Council is supportive of these closures for the event the following recommendation is provided for Council consideration.

**Recommendation:**

**BE IT RESOLVED THAT** the memo from Administration dated March 6<sup>th</sup>, 2025 regarding the request from the South Cariboo Chamber of Commerce to close off municipal roads for the Hot July Nights car show be received; and further

**BE IT RESOLVED THAT** Council authorize the closure of Third Street from Birch Avenue to Cedar Avenue and Birch Avenue from First Street to Fifth Street between the hours of 5 AM and 5 PM on Sunday July 20<sup>th</sup>, 2025.

  
T. Boulanger, CAO

RECEIVED  
FEB 24 2025

BY:-----



South Cariboo Chamber of Commerce  
PO Box 2312  
100 Mile House, B.C. V0K2E0  
(250) 395-6124  
[manager@southcariboochamber.org](mailto:manager@southcariboochamber.org)  
[www.southcariboochamber.com](http://www.southcariboochamber.com)

Providing a united voice for business and working to enhance the economic prosperity of the South Cariboo Community

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Mayor & Council  
District of 100 Mile House  
B.C.  
V0K 2E0.

February 24, 2025.

Dear Mayor & Council,

I am writing to you on behalf of the Hot July Nights Car Show held July 18, 19, & 20, 2025. We are asking for Birch Avenue from 1<sup>st</sup> to 5<sup>th</sup> to be closed to traffic on Sunday July 20, 2025 from 5am to 5pm. We will ensure the lane behind the community hall is open at all times along with 4<sup>th</sup> avenue. We also request closure of 3<sup>rd</sup> from Birch to Cedar with the lane being open. Safety will of course be a priority.

Thank you for your co-operation and assistance.

Yours truly,

Donna Barnett  
South Cariboo Chamber of Commerce



**DISTRICT OF 100 MILE HOUSE**

**FOR INFORMATION CORRESPONDENCE – March 6<sup>th</sup>, 2025  
Received March 11<sup>th</sup>, 2025 - Regular Council Meeting**

- Coffee with Council Notice – March 17<sup>th</sup>, 2025
- Correspondence from Northern Secwepemc Cultural Society
- Correspondence from BC Road Builders & Heavy Construction Association
- Correspondence from Interior Health – News Release
- Correspondence from S. Silveira
- Correspondence from C. Peters
- Correspondence regarding B.C. Fairs, Festivals and Events Fund
- Correspondence from City of Abbotsford – Support for Resolution

**FOR INFORMATION CORRESPONDENCE**



Ck'ultenellcw - Our Culture of Long Ago



**FOR INFORMATION CORRESPONDENCE**

# Northern Secwepemc Cultural Society

Established 2003

Building completed September  
2024



## FOR INFORMATION CORRESPONDENCE



- Northern Secwepemc Communities:
- Esketemc
- Tsq'escen' First Nation
- Stswecem'c Xget'em First Nation
- Xats'ull First Nation
- Williams Lake First Nation

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## Connections

- Indigenous Tourism BC
- University of BC – Residential School Project
- Sncəwips Heritage Museum (Westband)
- Spi7uy Squqlut.s Language & Culture Society



**FOR INFORMATION CORRESPONDENCE**

**Northern Secwepemc Cultural Centre  
Business Plan Update – March 31, 2023**



McFarland Marceau Architects

Prepared For: The Northern Secwepemc Cultural Society  
By: Cadence Strategies

**FOR INFORMATION CORRESPONDENCE**



**FINAL**  
Road Map

Content and exhibit design  
concept report for  
the Northern Secwepemc  
Cultural Centre

Prepared by:

**D. Jensen & Associates Ltd.**  
in collaboration with:

**Tsq'escen** (Canim Lake)

**Stwecem'c/Xgat'tem**  
(Canoe Creek/Dog Creek)

**Esk'etemc** (Alkali Lake)

**Xat'sull** (Soda Creek)

**T'exelc** (Williams Lake)

and

**Graham Leslie**  
Project Manager  
Northern Secwepemc  
Cultural Society

APRIL 25, 2019

# FOR INFORMATION CORRESPONDENCE

## Tsqéscen (Canim Lake)

Content and presentation report for Story House  
at the Northern Secwépemc Cultural Centre



Prepared by:

**D. Jensen & Associates Ltd.**

in collaboration with:

**Tsqéscen (Canim Lake) community members**

**Irene Gilbert**, Communications/Mapping, Canim Lake Band,  
President of the Northern Secwépemc Cultural Society

**Graham Leslie**, Project Manager,  
Secretary of the Northern Secwépemc Cultural Society

**FINAL**

March 27, 2022

**FOR INFORMATION CORRESPONDENCE**

# Funding Agencies

**We would not be where we are today without the financial contributions and unwavering support of our Funders who made this building possible. Thank you to one and all.**

- Aboriginal Affairs and Northern Development Canada/Indigenous and Northern Affairs Canada
- Aboriginal Tourism BC/Indigenous Tourism BC
- ArtsVest and numerous local business sponsors
- BC Rural Dividend Program
- Canadian National
- Cariboo Chilcotin Beetle Action Coalition
- Cariboo Regional District
- Community Futures British Columbia
- Crown-Indigenous Relations Canada
- Heritage Canada
- New Pathways to Gold Society
- Northern Development Initiative Trust
- Union of BC Municipalities
- Western Economic Diversification Canada

# Next Steps:

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- Hire a Full-time Manager
- Opening proposed for Spring 2025
- Complete a Ethnobotany trail with Kiosks





# FOR INFORMATION CORRESPONDENCE

**From:** Ana Costa <ana@roadbuilders.bc.ca> on behalf of Matt Pitcairn <matt@roadbuilders.bc.ca>  
**Sent:** March 3, 2025 3:35 PM  
**To:** District of 100 Mile  
**Subject:** Partnering for a Stronger Future - BC Road Builders' 2025 Strategic Plan & P.R.E.P. Book  
**Attachments:** 2025 BCRB PREP Book.pdf; 2025 BCRB Strat Plan.pdf

Greetings,

The [BC Road Builders and Heavy Construction Association](#) represents the interests of more than 300 key participants in the heavy construction and highway maintenance sectors, including contractors, service providers, and suppliers. As part of our mission, we advocate on behalf of our members, addressing industry challenges and fostering alignment between all levels of government and key stakeholders.

I am reaching out today to share our 2025 Strategic Plan, which focuses on three key priorities:

- **Increasing Investment in Resilient and Sustainable Infrastructure**
- **Growing and Maintaining a Robust, Safe, and Inclusive Workforce**
- **Leading an Innovative, Informed, and Sustainable Industry**

In support of these goals, 2025 will mark significant milestones for several key programs, including:

- [The RoadShow](#), designed to attract job seekers to the highway maintenance and civil construction industry.
- [The BC CleanRoads Innovation Program](#), aimed at reducing the industry's carbon footprint through a sector-wide carbon credit initiative.

Additionally, we are proud to introduce [The Provincial Response and Emergency Program \(P.R.E.P. Book\)](#) - a critical tool to support the province and our communities in times of crisis, including natural disasters and generational climate events. This resource provides essential contacts and response capabilities, ensuring immediate support when needed.

As we work together to strengthen B.C.'s economy and build resilient infrastructure for the future, we welcome the opportunity to discuss our 2025 Strategic Plan in more detail. Please feel free to [contact our office](#) to arrange a meeting.

Best regards,

Matt Pitcairn

**Matt Pitcairn** | President

**BC Road Builders & Heavy Construction Association**

Suite 307 – 8678 Greenall Avenue | Burnaby, BC V5J 3M6

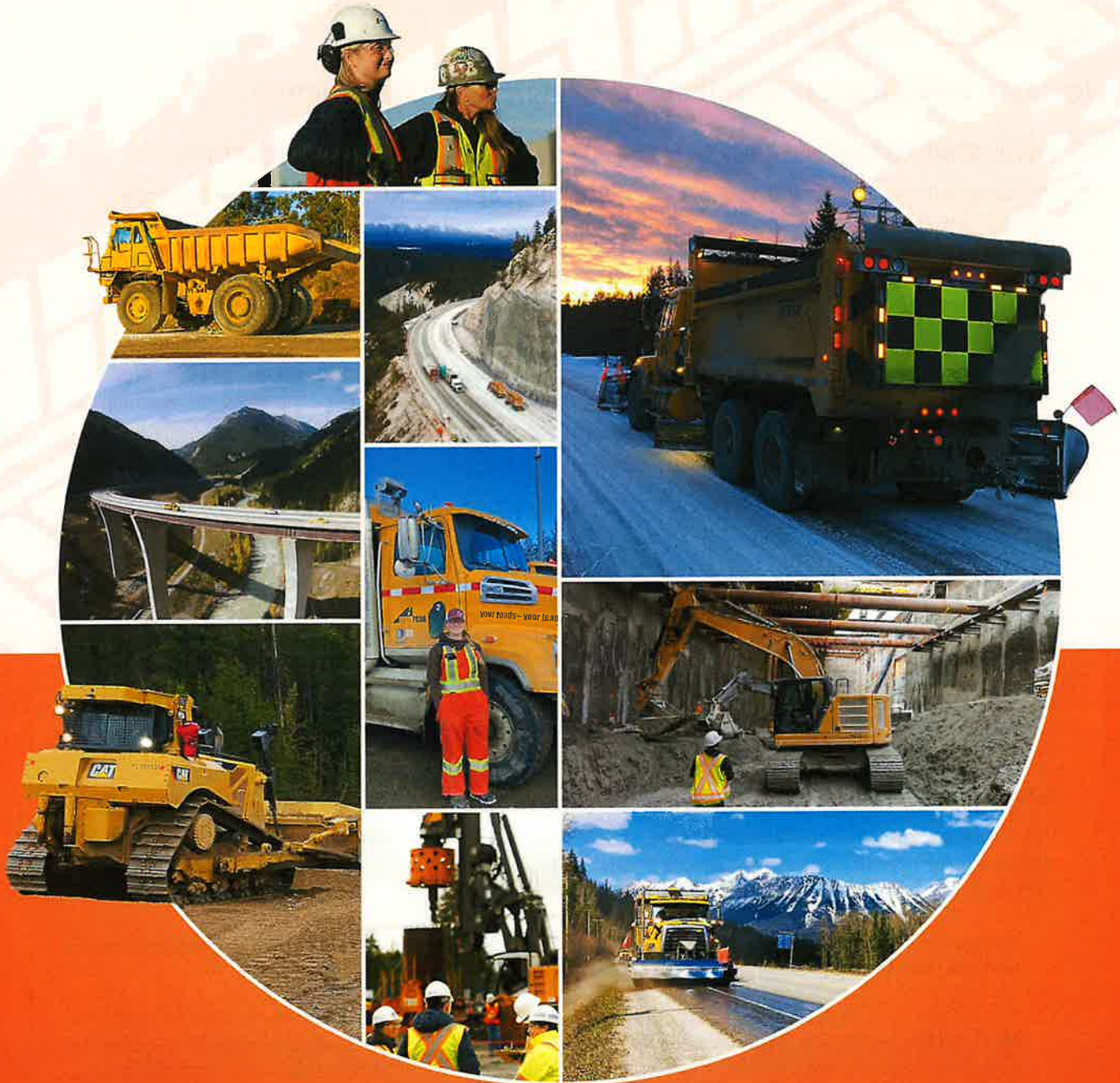
**O:** 604.436-0220 | **C:** 604.341.8319 | **E:** [matt@roadbuilders.bc.ca](mailto:matt@roadbuilders.bc.ca)

**FOR INFORMATION CORRESPONDENCE**

# STRATEGIC PLAN 2025



The BC Road Builders & Heavy Construction Association is the recognized advocate for investment in resilient core infrastructure that creates economic growth, strong communities and a sustainable environment.



**100,000+**

Member Employees In  
BC Communities

**47,000**

KM of  
BC Highway

**4,980**

Bridges  
Connecting

**75,000+**

Pieces of  
Construction Equipment

## GOAL ONE:

### Increase Investment in Resilient and Sustainable Infrastructure

#### ➔ ADVOCATING FOR PREDICTABLE AND CONSISTENT INFRASTRUCTURE INVESTMENT

Working collaboratively with owners, we will identify the benefits of ongoing investment to support future needs of BC.

- Through the board and committee structure, we will advocate for owners ensuring predictable and consistent infrastructure investment, from small to major projects in order to support sustained growth within the construction industry.
- Educate the public and stakeholders on the benefits of infrastructure investment and the need for environmentally sustainable construction to meet the needs of growing our economy and communities.

#### ➔ ADVOCATING FOR EFFECTIVE PROCUREMENT

We will provide informed and trusted advice to owners on all aspects of procurement to ensure consistent and effective project delivery.

- Participate in meaningful discussions with owners to improve procurement practices that provide best value for owners and encourage innovative approaches.
- Engage with owners to refine and define Indigenous procurement practices to support Indigenous communities, including economic reconciliation and opportunities.
- Educate owners on the impacts of tariffs and develop mechanisms to ensure risk is shared appropriately.

#### ➔ ADVOCATING FOR EFFICIENT PROJECT DELIVERY

We will work with owners and stakeholders to identify project delivery opportunities. We will advocate for practical and executable solutions to ensure projects are delivered in a timely and efficient manner.

- Through a committee structure, we will proactively work to reduce bureaucratic procedures, regulations and red tape to mitigate project delays, cost uncertainty, and increased claims.
- The Culture for Success is a proven set of relationship guidelines developed by the BC Road Builders and MoTT for the highway maintenance sector. We will work with government officials and other owners for successful industry-wide implementation of these and other collaborative project delivery principles.



Among Construction companies, private developers and municipalities follow the Ministry of Transportation and Transit as the top revenue sources. MoTT contributed 27% of Construction companies 2024 revenue, followed by private developers at 20%, and municipalities at 19%. (BCRB 2024 Membership Survey)

## GOAL TWO:

### Grow and Maintain a Robust, Safe, and Inclusive Workforce

#### → ATTRACTING AND RETAINING TALENT

The Association will grow the industry by delivering engagement tools and programs to attract talent and diversify the workforce.

- Implement targeted initiatives and media campaigns to promote career opportunities within the industry.
- Continue the Association's scholarship programs to attract more young people to the industry, including the [Betty Spalton Scholarship](#) and [Jack and Gillian Linington Scholarship](#).
- Promote diversity, equity, and inclusivity with a focus on engaging underrepresented groups, including building on the success of the Women in Road Building initiative.

#### → BUILDING EFFECTIVE CAREER DEVELOPMENT

We will support and promote existing programs and develop new training initiatives that ensure our workforce has the necessary skills for today and for the future of our industry.

- Continue the province-wide [RoadShow](#) simulator training program that will promote [career opportunities](#) within the industry.
- Promote and support the attraction of youth with the expansion of the [Honour the Work](#) and the [Heavy Equipment Operator Programs](#) and other initiatives to school districts in the province.
- Continue our commitment to our members' Indigenous cultural competency by providing opportunities for education and engagement.

#### → PROMOTING AND SUPPORTING WORKER HEALTH AND SAFETY

Working with industry partners, we will promote health and safety programs and ensure resources are available to member companies, including mental health and addiction support.

- Provide mental health resources for the industry via the [BCRB Mental Wellness Program](#).
- Promote and educate the Association members on the [Group Benefits Plan](#).
- Promote [RoadReadyBC](#), British Columbia's new online, leading safety-awareness program, designed to elevate job site safety in the road building and highway maintenance sector.



5.9% of the population in British Columbia identify as Indigenous (Statistics Canada, 2016).  
11% of the employees working in the B.C. Highway Maintenance sector identify as Indigenous (BCRB&HCA Membership Survey, 2023).



## GOAL THREE:

### Lead an Innovative, Informed, and Sustainable Industry

#### → LEADING INDUSTRY INNOVATION

We are leaders in driving industry-wide innovation and will continue to work with owners to implement sustainable practices to build and maintain resilient infrastructure.

- Update the [Good Roads Cost Less](#) white paper with the latest survey data and share it with relevant stakeholders.
- Launch the [CleanRoads Innovation Program](#) within the road-building industry.
- Promote the [Provincial Response and Emergency Program](#) (P.R.E.P Book) unifying the Association members' resources to better provide proactive and prompt emergency response to the impacts of climate change and natural disaster events.

#### → SUPPORTING DATA-DRIVEN DECISION MAKING

Working with members, committees, and relevant stakeholders, we identify key data points and use this information to track and report on trends within our industry.

- Effectively collect and communicate data insights and incorporate them into focused advocacy campaigns and programs, including recommendations to project owners.
- Maintain the Blue Book with the latest equipment and ensure it reflects accurate rates.

#### → BUILDING FROM A STRONG INDUSTRY FOUNDATION

Leveraging the strength and history of the Association to achieve our strategic objectives.

- Continue to build on the effectiveness of the committees and task forces.
- We will increase engagement with project owners to share best practices and open lines of communication on key industry issues.
- Create, foster, and grow relationships by continuing to host impactful networking events.



B.C.'s average annual temperature has risen by 1.4 °C from 1900 to 2013, with winter night temperatures increasing by 3.1 °C. Investing \$1 in climate adaptation measures today, can save up to \$10 in future costs, emphasizing the economic benefits of proactive infrastructure planning. (Government of BC)

FOR INFORMATION CORRESPONDENCE

# P.R.E.P. BOOK

PROVINCIAL RESPONSE AND EMERGENCY PROGRAM



## FOR INFORMATION CORRESPONDENCE

# LETTER FROM THE PAST CHAIR

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In 1966, the BC Road Builders and Heavy Construction Association was founded on the understanding of our industry's pivotal role in shaping the future of our province. I hope to honour this legacy, approaching our efforts with the gravity and due care it deserves. One important project I aspired to accomplish in my time as Chair was overseeing the creation of the P.R.E.P. Book (Provincial Response and Emergency Program). I believe this resource is a vital part of our role as advocates—not just for our member companies, but for our communities as a whole.

As the BC Road Builders, our mission includes anticipating infrastructure-related issues and working with the public to invest in the critical resources that support the province. More than a symbol of this commitment, the P.R.E.P. Book is a tangible tool to support the province and our communities through challenging circumstances, including natural disasters and generational climate events. Its pages contain the resources available to offer support at a moment's notice, each chapter offering a snapshot of the various members ready to respond within a corresponding service area.

As participants in the road building and heavy construction sector, we are uniquely positioned to make a difference when unexpected natural events put our communities at risk. It's worth recognizing that every maintenance contractor in the Association has committed to assist in times of crisis.

On that note, I sincerely thank each member who contributed to the P.R.E.P. Book and those who assist in the future when their expertise is needed most. The P.R.E.P. Book has been in the making for some time, and it's my honour to share it with you.

### **STEPHEN MC NEIL**

**Immediate Past Chair**

BC Road Builders and Heavy Construction Association

# SA #16 SOUTH CARIBOO

## FOR INFORMATION CORRESPONDENCE

### EMERGENCY CALL PRIORITY

#### DAWSON ROAD MAINTENANCE

24-HOUR LINE 1-800-842-4122

RAIL EMERGENCY	1-800-716-9132	CP Rail (24/7)
RAIL EMERGENCY	1-800-465-9239	CN Rail (24/7)
POWER EMERGENCY	1-800-224-9376	BC Hydro (24/7)
NATURAL GAS EMERGENCY	1-800-663-9911	FortisBC (24/7)
TRAFFIC MANAGEMENT	250-395-6797	Dawson Road Maintenance Ltd. (24/7)
PORTABLE TOILETS	250-395-6797	Dawson Road Maintenance Ltd. (24/7)



**4 SUPERVISORS**



**40 WORKERS**



**20 FLAG PERSONS**



**23 DUMP TRUCKS**



**3 BACKHOES**



**1 LOWBED**



**1 ROLLER**



**2 LIGHT TOWERS**



**14 LOADERS**



**4 SWEEPERS**



**10 WATER TRUCKS**



**5 CRANE TRUCKS**

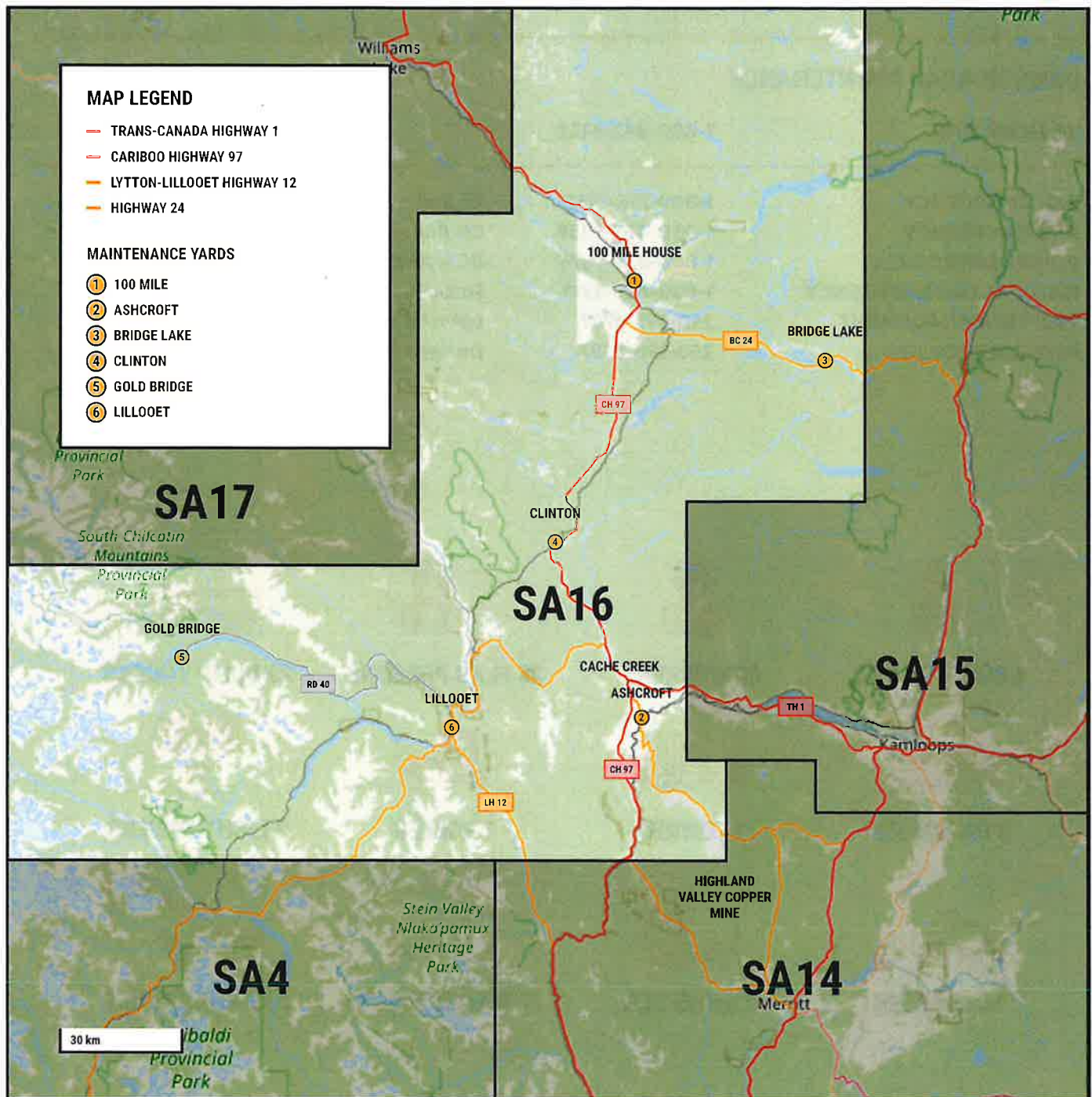


**12 GRADERS**



# SA #16 SOUTH CARIBOO

**FOR INFORMATION CORRESPONDENCE**



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**For Immediate Release | Feb. 11, 2025**

## **Interior Health once again recognized as a top employer in B.C.**

**IH WIDE** – Interior Health (IH) has once again been named one of [BC's Top Employers for 2025](#). This special designation recognizes British Columbia employers that lead their industries in offering exceptional places to work.

"This recognition is a testament to the quality and character of people we continue to recruit, train and retain," said IH president & CEO Susan Brown. "We recognize that what we do each day contributes to our aspiration to build a supportive and compassionate culture, which translates to positive patient experiences and the well-being of the people we serve."

*BC's Top Employers* is an annual competition organized by the editors of Canada's Top 100 Employers. The program evaluates factors like workplace, work atmosphere, benefits, time off, employee communications, performance management, community involvement and training and skills development. 2025 marks the tenth time IH has received this recognition. [IH was also announced as one Canada's Top 100 Employers for 2025](#), as well as one of Canada's Top Employers for Young People in 2023.

"No matter when or where you start, there will always be an opportunity for professional development and career growth at Interior Health," said Dr. Shallen Letwin, IH vice president, Human Resources & Professional Practice. "The dedication, collaboration and passion our staff members devote every day to improving the health and well-being of those we serve, while maintaining the highest standards of care, are truly inspiring."

Find in-depth coverage about why IH was chosen as one of *BC's Top Employers* in [The Vancouver Sun](#). For more information about why IH was chosen over hundreds of other organizations, and to view the full list, visit the *BC Top Employers* [web site](#). Watch the IH Top Employer [video](#) to learn more about why IH is one of the top places to work in B.C. – and Canada.

With more than 28,800 employees and 3,000 medical staff, IH provides a wide range of integrated health services across B.C.'s southern Interior. Since its inception in 2001, IH has been working and partnering for the health and well-being of the almost 900,000 people living in a region spanning 215,000 square kilometres and located on the traditional, ancestral, and unceded territories of the Däkelh Dené; St'át'imc; syilx; Tšilhqot'in; Ktunaxa; Secwépemc; and Nlaka'pamux Nations.

Explore exciting new career opportunities with IH at [Jobs.Interiorhealth.ca](https://Jobs.Interiorhealth.ca)

- 30 -

# CARIBOO CHILCOTIN **Healthcare Landing Program**

PROGRAM SUMMARY, OVERVIEW & OUTCOMES

Presented by Melissa LaPointe  
February 28th 2025

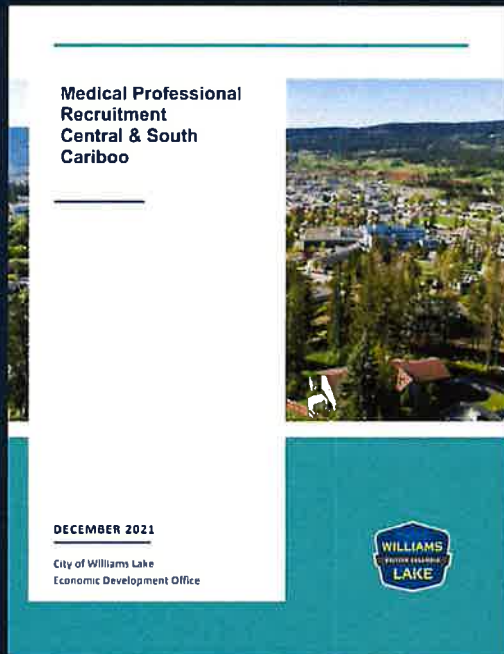
# **OVERVIEW OF TODAY'S PRESENTATION:**

- Review of Last Three Years
- Overview of Our Current Approach
- HLP Mission & Vision Statements
- HLP Core Values
- Current Scope of Our Program
- Financial Sustainability & Program Longevity
- Partnerships & Collaborations
- Testimonials
- Questions

**FOR INFORMATION CORRESPONDENCE**



# ORIGINAL PROPOSAL | DECEMBER 2021



*“Currently, the Central & South Cariboo does not have a specific plan to provide “incentives” that are increasingly becoming required for attracting these physicians into our communities, and this proposal seeks to provide a framework that will support the work of both Interior Health and the Central Interior Division of Family Practice who are the organizations most involved in the recruitment for these professionals.”*

*“The consensus is that the community must be able to provide housing, travel costs, and a community welcome to be competitive and draw the physicians that we need to the community.”*

## FOCUS OF YEAR ONE: MAY 2022 - APRIL 2023

- Summer 2022
  - Hiring/Onboarding Program Coordinators (shared role)
- Fall 2022
  - Working with CIRD to support family physician locums (recruitment) and family physicians new to our community (retention)
  - Securing/managing/setting up rental units in Williams Lake
  - Establishing community presence
- Winter 2023
  - Supporting locum physicians working in the ER
  - Securing/managing/setting up second rental unit in Williams Lake
  - Securing/managing/setting up one rental unit in 100 Mile House
- Spring 2023
  - Securing/managing/setting up third rental in Williams Lake
  - Expanded support to include allied health professionals, students and hospitalist locums
  - Piloting payment processing for short-term rentals through third party

## **FOCUS OF YEAR TWO: MAY 2023 - APRIL 2024**

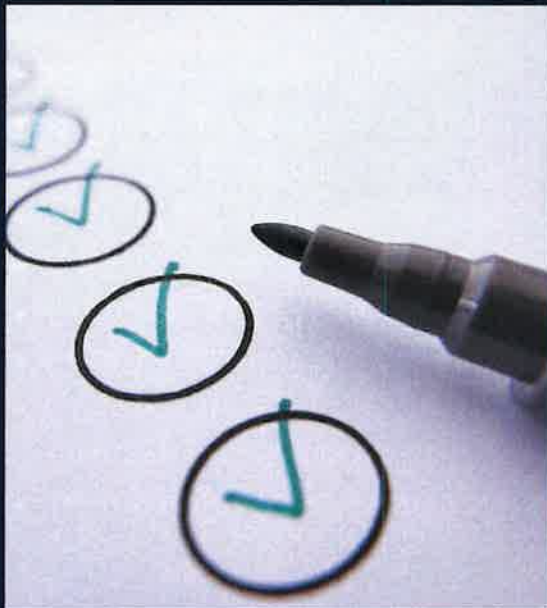
- Securing/managing/setting up more rentals in Williams Lake
- Expanding support to include medical specialists
- Expanding support to include students
- Collaborating with Interior Health on housing
- Collaborating with CoWL on contract management
- Setting up operating system, invoicing system
- Expanding our team
- Hosting/coordinating social events
- Improving on community integration support
- Growing our community presence
- Fostering stronger relationships with community partners
- Fostering stronger relationships with visiting locums



## FOCUS OF YEAR THREE: MAY 2024 - PRESENT DAY

- Taking contract over from CoWL and working directly with CRD/CCRHD
- Collaborating with Interior Health on Osprey Nest
- Setting up operating system, invoicing system
- Expanding our team to include admin support
- Adding position of Housing Coordinator
- Setting up website and GoogleWorkspace
- Improving operating system
- Setting up separate banking system
- Building relationships
- Furnished Housing Units in Our Inventory:
  - Executive Lofts x4 | Osprey Nest
  - 3-Bedroom Main Level Home x2
  - 2-Bedroom Main Level Home x2
  - 2-Bedroom Basement Suite x2
  - 1-Bedroom Basement Suite x2
- Health Professionals Supported:
  - Orthopedic Surgeon
  - Family Physician (Locums + Long-Term)
  - Anesthetist Locums
  - ER Locums
  - Hospitalist Locums
  - Long-Term Care Locums
  - Ob-Gyn Locums
  - General Surgery Locums
  - Internal Medicine (Locums + Long-Term)
  - Nurse Locums
  - New Nurse Recruits (Long-Term)
  - Respiratory Therapist (Locum, Long-Term)
  - Nurse Practitioner (Locum, Long-Term)
  - Exercise Physiologist
  - Pediatrician (Locum, Long-Term)
  - Students

## IMPORTANT LESSONS LEARNED:



- Housing support isn't just property management.
- Property management has a lot of moving parts.
- Community integration needs are very individualized.
- Airport shuttles are one of the BEST times to build relationships!
- It's the little things that count.
- Relationships matter.
- RELATIONSHIPS MATTER!
- Professionals love their fur babies.
- Someone on our team is needed "on the ground". And this often happens on weekends, holidays or late at night.
- Operating systems bring control to perceived chaos.

**FOR INFORMATION CORRESPONDENCE**







Healthcare professionals don't just need jobs—**they need homes, friendships, and a sense of belonging.**

By focusing on hospitality, housing and community integration, we ensure that rural healthcare in both Williams Lake and 100 Mile House is not just about another workplace, but rather its about having a warm, welcoming communities where people want to come back and where people want to stay.

## A Hospitality-Driven Approach to Retention

Our model focuses on community-based retention strategies that help healthcare professionals and their families not just visit or move, *but belong*.

We're focused on offering...

-  Housing Support
-  Community Integration
-  Social Connection
-  Spouse & Family Support
-  Community Partnerships

# CARIBOO CHILCOTIN Healthcare Landing Program

## Mission Statement:

The Healthcare Landing Program is dedicated to strengthening rural healthcare in the Cariboo Chilcotin Region by welcoming and retaining healthcare professionals through community-driven hospitality, housing support, and professional integration initiatives. We bridge the current gaps in recruitment and retention by ensuring that healthcare providers feel supported, connected, and valued, enhancing both healthcare access and community well-being.

## Vision Statement:

We envision vibrant rural communities in both Williams Lake and 100 Mile House, where healthcare professionals choose to stay because they are welcomed, supported, and deeply connected—professionally and personally. By fostering strong social networks, removing housing barriers, and creating a sense of belonging, we can do our part to ensure that rural healthcare is sustainable, resilient, and community-driven.

## CORE VALUES

### **Belonging & Connection**

- Thriving in a new community starts with meaningful relationships. We cultivate social integration so professionals feel at home.

### **Hospitality & Housing Stability**

- Access to affordable, high-quality housing is essential for retention. We help healthcare professionals secure housing and settle in with ease, whether short-term or long-term.

### **Collaboration & Community Partnerships**

- True integration happens when businesses, residents, and local leaders work together to welcome and retain healthcare professionals.

### **Sustainability & Workforce Longevity**

- Retention requires more than just recruitment. We create long-term strategies for healthcare professionals to build lives and careers in our region.

## CURRENT SCOPE OF THE PROGRAM

### **Community Integration & Social Connection**

- Offering a warm welcome to visiting professionals
- Offering community integration support to individuals and families transitioning to our region
- Host regular social gatherings and networking events

### **Accommodation & Housing Support**

- Partner with local housing providers, landlords and community partners to secure affordable, high-quality housing options.
- Offer relocation assistance and temporary housing solutions

### **Collaboration & Community Partnerships**

- True integration happens when businesses, residents, and local leaders work together to welcome and retain healthcare professionals.

### **Financial Sustainability & Program Longevity**



## **Financial Sustainability & Program Longevity**

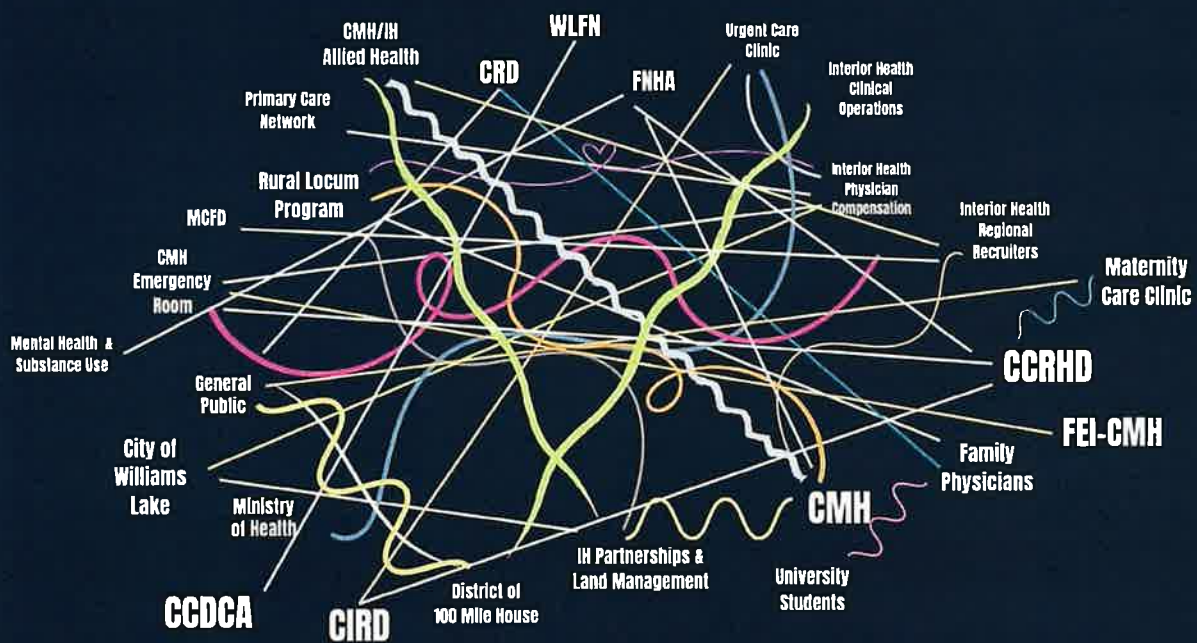
In addition to a sound bookkeeping system and an effective budget, we're interested in further exploration of the following:

- **Build an Engaged Donor Base:** Establish donor stewardship programs to encourage long-term giving.
- **Establish an Endowment or Reserve Fund:** Allocate a percentage of annual revenue to a reserve fund for financial stability.
- **Expand Revenue-Generating Activities:** Explore mission-aligned social enterprise opportunities or earned income strategies.
- **Leverage Strategic Partnerships:** Collaborate with government agencies, healthcare organizations, and community stakeholders to secure additional funding sources.

## **Financial Sustainability & Program Longevity**

- **Secure Corporate Sponsorships:** From local businesses, real estate developers, and healthcare employers who benefit from workforce retention. This could include sponsorship tiers where businesses and donors can "adopt" a healthcare provider or student and help fund their transition into the community.
- **Grant Applications:** Research/apply for grants and additional funding to support short-term housing assistance, community integration programs, additional support for students and social network initiatives.
- **Transitioning to an Independent, Non-Profit Corporation:** This would comprise of a volunteer board of directors that's supported by a team of professionals located in the Cariboo Region of B.C.

# Partnerships & Collaborations



**FOR INFORMATION CORRESPONDENCE**



## WHAT IS **NOT** INCLUDED IN TODAY'S PRESENTATION:

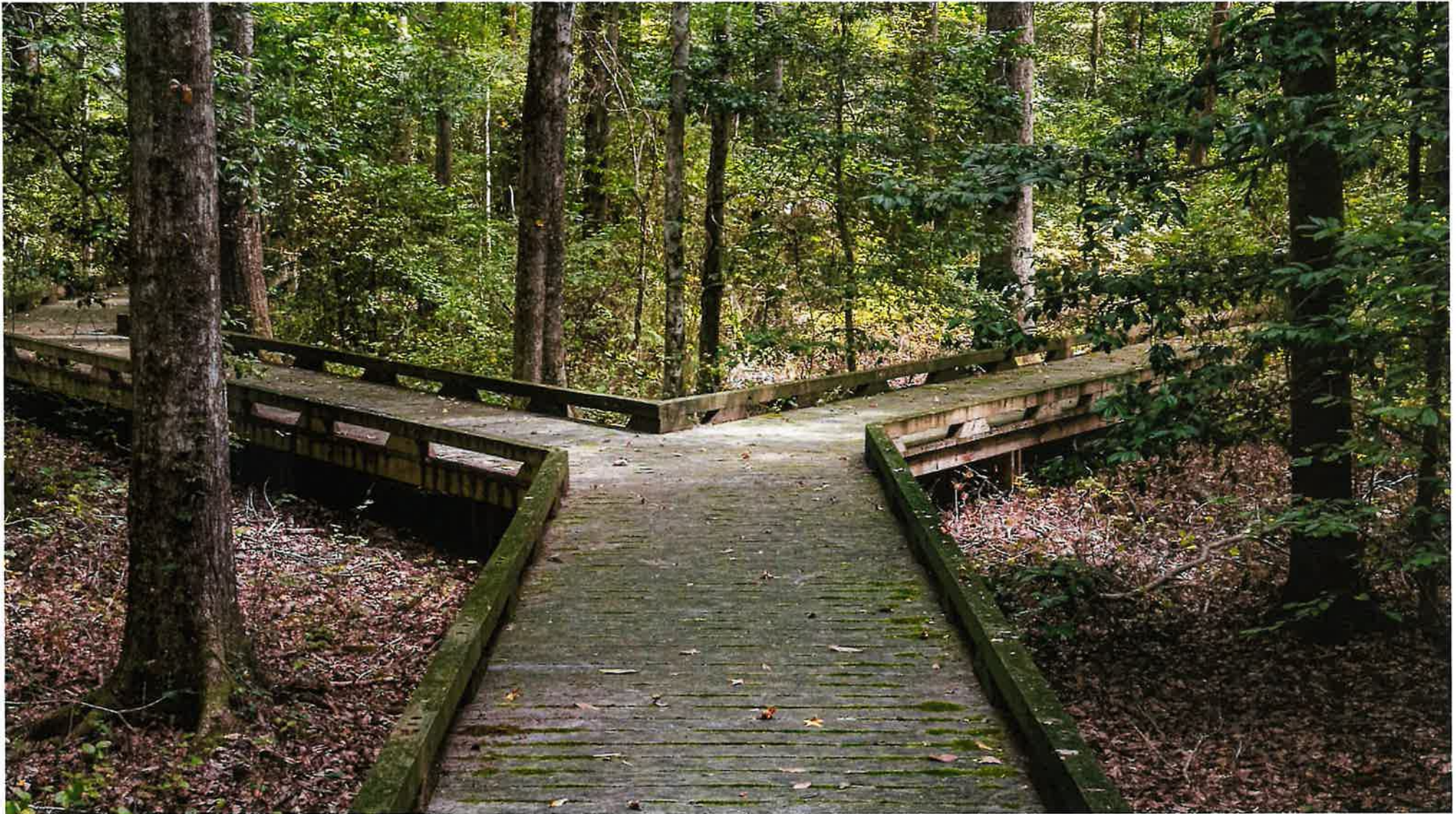


- Financial Reports
- Housing Statistics
- Bookkeeping Workflows
- Position Overviews
- Organizational Charts
- Communication Guidelines
- Policies & Procedures
- Research & References

## TESTIMONIALS

- Community Partners
- Family Physicians
- Medical Specialists
- Allied Health Professionals
- Visiting Students

**FOR INFORMATION CORRESPONDENCE**



## RECOMMENDATIONS FOR MOVING FORWARD

- ~~Discontinuing the Program~~
- Continuing As We Are (Same Budget, Same Scope, Same Team)
- Enhancing Support for Students
- Expanding Our Program to Support More Health Professionals
- Build a Legacy That Matters, Leaving a Lasting Impact



**QUESTIONS?**



## FOR INFORMATION CORRESPONDENCE

February 24, 2025

100 Mile District Council

Despite the fact that 100 Mile House District Council recently opposed the adoption of a “neutral zone” bylaw, it is my hope that Council would agree that taking sides on particular issues of ideology or religion would not serve the public interest.

Let me be specific. I hold strongly to Christian principles with respect to marriage and family. But if I were to propose to council that the village fly a flag with the image of the Sacred Heart of Jesus, or dedicate a crosswalk to the Immaculate Heart of Mary, I am certain that they would not entertain the idea, on the principal of neutrality. After all, what I hold to be true is not held by everyone, nor is it objectively rooted in science, but rather is a matter of sentiment and belief. So, I would agree with council’s position of denying my request.

So let me now take on the issue of an opposing ideology, in this case, Gender theory. Gender ideology, which holds that gender is not necessarily determined by biological sex, and in fact, that there is a spectrum of genders which one can transition between, is also not rooted in science. Like my own beliefs, Gender ideology is a matter of sentiment and belief. And let me hasten to add that I believe that it is deeply held with sincerity as are my own beliefs.

Given that these two views regarding the nature of mankind yield widely differing outcomes on sexual norms, for example, they are in direct conflict. I note this only to point out that on such matters as these, council cannot take one side or the other if it wishes to remain fair to all parties. Both of the above points of view live within the hearts of people, and those same people wish to influence others, especially their children, in what they believe to be good. Thus, taking sides would automatically violate one party or the others’ rights to promote their point of view in a neutral environment.

I also noted that someone asked the question about Christmas. To me the answer is obvious; Christmas is widely embraced in Canada and in 100 Mile House as both a religious holiday for some and a secular holiday for many, just as is Easter. The proof is always in the pudding. Just try to find a spot on the sidewalk for the Santa Claus parade. Christmas in some form is widely celebrated, for the enjoyment of the family, regardless of ideological or religious leanings.

In closing, this is not written to disparage anyone whose beliefs differ from mine, and if anyone would like to dialogue with me on any of the above, such request would be met with courtesy and respect. After all, we are all brothers and sisters called to love one another, and one thing we can all agree on is that there is absolutely no room for hate.

Steve Silveira

100 Mile House

## **FOR INFORMATION CORRESPONDENCE**

**Lower Mainland Mayors presentation: Friday, January 17, 2025.**

Thank you. My name is Cathy Peters. I was an inner city high school teacher 45 years ago.

For the past 11 years I have been raising awareness about the crime of **Human Sex Trafficking, Sexual Exploitation, and Child Sex Trafficking.**

**It is the fastest growing crime globally, in Canada and locally. BC is vulnerable with 3 ports, international airports, easy access to the USA border.**

My website: [beamazingcampaign.org](http://beamazingcampaign.org)

My new book: **Child Sex Trafficking in Canada and How to Stop It.** I have just completed the second edition.

I have 2 new booklets: for **Indigenous and Public Health providers.** These should be available to every band and hospital in BC.

### **I am observing 5 Trends:**

1. With the full decriminalization of hard drugs in BC, drug use amongst youth has exploded and become normalized/accepted. Once youth are easily hooked, they will sell their bodies to get more drugs. Sex trafficking explodes. Full decriminalization of hard drugs needs to be repealed.
2. With massive immigration and a weakened economy in Canada human trafficking, crime, prostitution is increasing.
3. Sexting (sending nude photos) is being normalised so sextortion, online grooming, luring, and recruiting for the sex industry is increasing. There is an increase in the sexualization of youth/children. Which in turn increases childhood sexual assault/incest, and child-on-child sexual assault.
4. There is a lack of digital safety training, social media accountability, positive parenting support and **lack of education to teach men and boys NOT to exploit women and girls.**
5. The unchecked development of artificial intelligence (AI).

## FOR INFORMATION CORRESPONDENCE

Human trafficking is the recruiting, transporting, transferring, receiving, holding, concealing, harbouring or exercising control over a person for the purpose of exploiting them.

### STATS:

-13 years old is the average age of recruitment. In cities- 10-12 year olds.

-50%-90% in the sex trade are Indigenous.

**-82% involved in prostitution had childhood sexual abuse/incest.**

-72% live with complex PTSD.

-95% in prostitution want to leave- it is NOT a choice or a job.

**-90%-99% of prostituted persons are pimped or trafficked-** organized crime and international crime syndicates are involved.

**-Only 1-5% of individuals get out of the sex industry.** The majority experience mental illness, drug addiction, commit suicide or are murdered.

The most notorious cases in Canada are from the Lower Mainland:

**Amanda Todd** (victim), **Robert Pickton** (sex buyer and gruesome serial killer), **Reza Moazami** (trafficker).

I have been raising awareness about sexual exploitation and Child Sex Trafficking, to every City Council, Regional District, MLA, MP, school board and police agency in BC since **The Protection of Communities and Exploited Persons Act (PCEPA)** became Federal Law in 2014, so that police would enforce it, the public would understand it and be able to report it.

**The Law has 4 parts:**

- 1. Targets the DEMAND by criminalizing the buyers of sex and profiteers.**
- 2. Recognizes the seller of sex as a victim, who is immune from prosecution.**
- 3. Exit strategies are in place to assist the victim out of the sex trade.**
- 4. Robust prevention education programs are in place so youth, children and the vulnerable are not pulled into the sex industry.**

This Law focuses on the **source of harm**: the buyers of sex and the profiteers. The clear statement from Parliament was that girls and women in Canada are

## FOR INFORMATION CORRESPONDENCE

**NOT FOR SALE;** that they are full human beings, with dignity and human rights.

This LAW is not enforced in BC, so prostitution is de facto legalized. **Unless the sex buyers are deterred this crime will continue to explode.**

Vancouver, Toronto, and Montreal are global sex tourism hotspots.

Canada is a **Child Sex Tourism** destination.

The global sex trade is growing FAST, targeting children (children is where the money is), fueled by the internet where most of the luring is taking place. The US Surgeon General is recommending no social media platforms until ages 16-18 years of age, and no smartphones until at least age 15. Dumbphones are a better option than smartphones. Phones need to be removed from schools in BC.

Contributing factors to a rapidly growing sex industry is **globalization, unregulated technology, limited law enforcement and very little prevention education.**

Canada has a new **National Human Trafficking Hotline number: 1-833-900-1010.** Provincially VictimLink has a helpline.

Communities need to: **Reduce Demand** by addressing complicit businesses. **Diminish Supply** by education and public awareness.

Businesses involved; unregistered massage and body rub parlours, nail spas, day spas, modelling agencies, tattoo parlours, escort services, cheap bars and hotels, men's clubs, AirBnB, VRBO, casinos, strip clubs, organized crime club houses, bus stops, homeless camps, tent cities, can be typical covers for sexual exploitation.

**Prostitution is ILLEGAL in Canada.** Sweden has the similar law as Canada, where men and boys understand gender equality, so prostitution is not accepted or normalized there. So, it is possible to stop sexual exploitation. **The KEY is to reach the Premier, so he understands the Federal Law needs to be enforced.** I have an example template letter for the Premier.

## **FOR INFORMATION CORRESPONDENCE**

The sex industry is targeting youth online. Schools are **recruiting grounds for gangs even in elementary schools**. An effective deterrent is the **School Liaison Officer Program**; officers prevent crime and protect the vulnerable.

**Pornography is a public health crisis**. Along with childhood sexual assault, pornography is a pipeline to prostitution. Online pornography is grooming our children. Mass-scale prevention education is needed in this country.

**Who are the victims?** Typically, female but due to popularity of online gaming sites a growing number of boys.

**Who are the traffickers?** Typically male, with some female traffickers who recruit their peers. Traffickers today are highly organized, sophisticated, move fast; organized crime and even sometimes family members are involved.

**Who are the buyers?** Male buyers from all ages and demographics are the root cause of the harm caused by human trafficking. If there were no buyers there would be no business.

### **What is needed to stop this crime in BC?**

1. The enforcement of the **Protection of Communities and Exploited Persons ACT** (PCEPA), that criminalizes the sex buyer, profiteer and trafficker, while acknowledging that the seller of sex is a victim.
2. Additional funding and programs to help trafficked person out of prostitution.
3. A provincial public awareness campaign to stop sexual exploitation plus school education- especially teaching boys not to exploit women and girls.
4. A Human Trafficking Task Force similar to drugs and gangs and updating of provincial police policies in line with PCEPA.
5. Education for crown counsel and judiciary.

## FOR INFORMATION CORRESPONDENCE

### Open letter to Premier David Eby and Spencer Chandra Herbert, B.C. Minister of Tourism, Arts, Culture & Sport

Dear Premier Eby & Minister Chandra Herbert:

We're writing to seek the urgent renewal of the B.C. Fairs, Festivals and Events Fund (BCFFE) — or a replacement — in order to provide immediate and meaningful support to arts, cultural, community, and events throughout the province. With an increasing number of Canadians looking for homegrown travel experiences, it's never been more important to encourage thriving, exciting fairs and festivals.

As businesses and organizations we recognize these are challenging times for all levels of government, and we appreciate your efforts to protect B.C. industries from the looming impacts of possible tariffs. In spite of the uncertainty caused by rising cross-border tensions, it's heartening to see a sudden increase in Canadians seeking out products made within our borders and cancelling U.S. travel plans in favour of experiences that bring us together as a nation . . . experiences like B.C. fairs and festivals.

Our events are cornerstones of cultural identity, economic vitality, and social cohesion. Throughout the province, they offer a unique platform for celebrating our diverse talents and traditions — allowing us to come together in ways that reflect the fabric of B.C. But our fairs and festivals are more than entertainment. They attract tourists and lift up local businesses, from venues and suppliers that provide AV, stages and decor, to food vendors and specialty artisans. Jobs created by the arts and culture sector intersect with many other key industries. The same people that work festivals and arts-focused events also work in B.C.'s booming film industry, sporting events like the Invictus Games and FIFA, and major concert tours that have enormous economic impact — shows like Taylor Swift, Ed Sheeran, Luke Combs, and many more. Without skilled workers, these industries and productions will struggle; investing in B.C. events helps train the skilled workforce they require.

That's important, because according to your own stats, B.C.'s arts, culture, and heritage sector adds more than \$8.6 billion to B.C.'s annual GDP, and employs more than 150,000 British Columbians, representing 5.4 per cent of the province's overall labour force — the highest proportion in the country. Support for events is an investment in the livelihood of our communities, promoting tourism within our borders, and ensuring that British Columbia producers, artists, and performers have opportunities to thrive.

That's why we wish we could say planning for the future of B.C. events and festivals is well underway ... unfortunately, we can't.

During the NDP's successful 2024 re-election campaign, we were elated to see your commitment to "Provide stable, year over year funding for fairs, festivals and events." We appreciated this commitment and your direct attention to the crucial role that events and

## FOR INFORMATION CORRESPONDENCE

festivals play in B.C.'s economic landscape. We were emboldened by your dedication to ensure our sector was supported, it made us feel we had security for our future.

However, as time continues to pass without news of what that funding will be, our industry becomes more vulnerable and lacks the confidence to move forward.

The clock is ticking on this year's events and festival season, and B.C. is beginning to lose long-standing and beloved events such as The Vancouver Mural Festival and The Vancouver Island Music Festival, to name just two. Sectoral challenges around ongoing cost increases and dropping revenues continue to plague the industry, and show no signs of improving in the short-term. Cancellations, postponements, and cheap downsized-versions of what were once thriving and impactful events in communities all across B.C. will be the result if action is not taken now.

**Once again, we seek your urgent renewal of the BCFFE program, or an adequate and meaningful replacement fund, that will immediately provide support to events and festivals throughout the province.**

Thank you for your attention. We look forward to seeing you follow through on your commitment to provide stable, year over year funding for fairs, festivals and events. The arts and culture industry is in a fragile and vulnerable state, and its future is in your hands.

Sincerely,

XXXXXX

On behalf of,

Bard on the Beach Shakespeare Festival  
Bass Coast Electronic Music and Art Festival  
BC Live Performance Network  
Brewery & the Beast  
Crankworx Whistler  
Culinaire Victoria  
Denim on the Diamond  
FVDED In The Park  
Honda Celebration of Light  
Hopscotch Festival  
Italian Day on The Drive  
Just For Laughs Vancouver  
Pacific National Exhibition (PNE)  
Phillips Backyard Concert Series  
PuSh International Performing Arts Festival  
Rifflandia Festival



## **FOR INFORMATION CORRESPONDENCE**

Song & Surf Music Festival

Sunfest Country Music Festival

The Cup

Vancouver Craft Beer & Music Festival

Vancouver International Children's Festival

Vancouver Writers Fest

Victoria International Wine Festival

Whisky Global

. . . and hundreds more that take place in communities across BC.

# FOR INFORMATION CORRESPONDENCE



ABBOTSFORD  
CELEBRATING  
30 YEARS  
OF COMMUNITY  
2025

**Mayor**  
Ross Siemens

**Councillors**  
Les Barkman  
Kelly Chahal  
Patricia Driessen  
Simon Gibson  
Dave Loewen  
Patricia Ross  
Dave Sidhu  
Mark Warkentin

February 28, 2025

File: 0530-003/0400-60

*Via Email*

UBCM Member Municipalities

Dear UBCM Members:

**Re: Support for Resolution**

I am writing on behalf of Abbotsford City Council, requesting favourable consideration and resolutions of support for our proposed UBCM Resolution for Infrastructure Support for Specified Municipalities – Housing Supply Act at the upcoming LMLGA Convention, in advance of the UBCM Convention this fall.

At the February 25, 2025 Council Meeting, City Council approved the following resolution:

WHEREAS the Government of BC introduced the *Housing Supply Act* in 2023 and has since required multiple “specified” municipalities to review and update their zoning bylaws by December 31, 2025, to permit increased density in-line with government mandated housing targets;

AND WHEREAS the increased housing density requirements for these specified municipalities places undue financial pressure on those local governments due to the corresponding infrastructure upscaling requirements;

THEREFORE, BE IT RESOLVED that the Union of BC Municipalities work with the Government of BC to establish and provide long-term, stable and predictable infrastructure funding for municipalities to address these challenges.

We look forward to, and appreciate your support on this matter.

Sincerely,

Ross Siemens  
Mayor

c. Council members  
Peter Sparanese, City Manager



**District of  
100 MILE HOUSE**

**COUNCIL REPORT  
File No. 570-01**

**Regular Council Meeting  
Mar. 11, 2025**

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**REPORT DATE:** Mar. 7, 2025  
**TITLE:** BC Air Access Program (BCAAP) Grant – Perimeter Fencing  
**PREPARED BY:** J. Doddridge, Director Economic Development & Planning

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**PURPOSE:** To obtain Council endorsement of the grant submission

**RECOMMENDATION:** Recommended Resolution:

**BE IT RESOLVED THAT** Council of the District of 100 Mile House supports the application to the BC Air Access Program Minor Project stream for the 100 Mile House Airport Perimeter Fencing Project an estimated total project cost of \$75,023.44, the District’s share being approximately \$30,009.38; and further

**BE IT RESOLVED THAT** the District’s share of the project cost be allocated under the Municipal Infrastructure Reserve.

**BACKGROUND INFORMATION / DISCUSSION:**

Enclosed are the application materials for the project. Note that the application will be submitted upon Council endorsement of the application.

**OPTIONS:** N/A

**BUDGETARY IMPACT:** The District’s share of the project is 40% of eligible project costs. A breakdown of the project costs is shown below. Note that the 60% funding provided by the BCAAP could be increased by up to an additional 15% (75% Provincial share) depending on their evaluation of various criteria that have been addressed in the application materials.



Fence Supply and Installation	\$62,519.53
Contingency (20%)	\$12,503.91
Estimated Total Project Costs	\$75,023.44
Provincial Share (60%)	\$45,014.06
District Share (40%)	\$30,009.38

**LEGISLATIVE CONSIDERATIONS (Applicable Policies and/or Bylaws):** N/A

**ATTACHMENTS:** BCAAP application materials

**Prepared By:** J. Doddridge  
J. Doddridge, Dir Ec Dev & Planning

**Date:** Mar. 10/25

**Reviewed By:** T. Boulanger  
T. Boulanger, CAO

**Date:** mar. 10.25

<b>Contact Information</b>	
Legal name of Applicant's organization	District of 100 Mile House
Facility name	100 Mile House Airport (CAV3)
Street address (mailing)	P.O. Box 340, #1-385 Birch Avenue
City	100 Mile House
Postal Code	V0K 2E0
Primary Contact Name	Joanne Doddridge
Primary Contact Title	Director of Economic Development & Planning
Contact Email	<a href="mailto:jdoddridge@100milehouse.com">jdoddridge@100milehouse.com</a>
Contact Telephone	(250) 395-2434
Are you submitting more than one application to BCAAP?	Yes – Relative Priority 1
<b>General Project Information and Description</b>	
Total Estimated Cost of Project – Class B or better	\$75,023.44
What type of project is being applied for?	Transitional infrastructure
Is the project identified in your Airport Master Plan?	Yes
Will the completed project comply with applicable federal, provincial and/or local government standards?	Yes
Estimated Start Date – Month / Year	June 2025
Estimated End Date – Month / Year	October 2025
Project Title	100 Mile House Airport Perimeter Fencing
Project Scope	The perimeter of 100 Mile House Airport will be secured where it abuts the South Cariboo Recreation Centre, Wrangler Way, and adjacent industrial and residential lands. The project will include the removal of existing post and wire fencing and the installation of approximately 580 m of 6 ft. chain link perimeter fencing and two unpowered vehicle gates to provide access to Apron I and emergency access to the adjacent residential subdivision. Restricted area signage will be affixed to the perimeter fence at regular intervals.
Project Rationale	The perimeter of the Airport property is delineated by paige wire and chain link fencing, vehicle gates, and pedestrian accesses / gates. The condition of the perimeter fencing and access controls varies, with numerous areas in disrepair. The effectiveness of the perimeter fencing and access controls for its intended purposes (wildlife management, security, and safety) is limited by the low fence heights, numerous areas of unimpeded access, and routinely left open gates. Overall, the Airport is

	<p>an easy-to-access location with limited surveillance. This has led to:</p> <ul style="list-style-type: none"> <li>- An increasing level of concern among the hangar tenants regarding unauthorized access, theft, and damage to property. BCWS cited the ease of access to the airfield as a disincentive to rotary-wing aircraft being stationed out of concerns of unauthorized access and tampering;</li> <li>- Safety hazards associated with unauthorized airfield access by members of the public; and</li> <li>- Wildlife on and in proximity to the maneuvering area.</li> </ul> <p>Improving the perimeter fencing and access controls is a priority to resolve these challenges and address wildlife management, security, and safety concerns. Due to the capital costs of installing perimeter fencing and access controls, a two-phase approach was recommended through the Master Plan, with the first phase being the subject of this application. Phase 1, encompassing 580 m of the northern, eastern, and southern perimeter, addresses the areas with the greatest access from adjacent land uses and is a priority for completion in the short-term planning horizon.</p>
<b>Facility Information</b>	
Facility Type	Airport
Status per Transport Canada regulations	Registered
Airport Usage	Medevac Wildfire service General aviation Other – RC model aircraft flying
Passenger volumes	-
Aircraft movements	-
<b>Funding Eligibility</b>	
Community served is indigenous, isolated, rural, or remote – Please explain if yes	<p>Yes</p> <p>100 Mile House is the hub of the South Cariboo and is located approximately 1h00m and 2h20m by road from the regional centres of Williams Lake and Quesnel, respectively. The community is situated 2h10m and 4h00m from the larger centres of Kamloops and Kelowna.</p>

<p>The facility has limited revenue streams available – Please explain if yes</p>	<p>Yes</p> <p>Hangar land lease agreements are the primary source of operating revenues for the Airport. The District maintains nine lease agreements at the time of the Master Plan’s preparation. Approximately \$2,900 in annual revenues were generated through these agreements between 2019 and 2023. In response to the increasing operating costs described above, all lease agreements were revised effective January 2024 to a base rate of \$1,000 per hangar and an additional charge of \$4.00 per m2 of leased area. This change increased annual revenues by approximately \$10,000 to close to \$14,000 per year. Miscellaneous additional revenues are generated through facility rentals.</p> <p>Between 2020 and 2023, the net tax-supported operating cost of the Airport to the District increased from between \$3,000 and \$4,000 to between \$14,000 and \$16,000, primarily due to the implementation of a new contracted management service agreement. The increased lease revenues as of 2024 have offset higher operating costs, with the 2024 operating deficit reaching \$22,000.</p>
<p>The facility has a greenhouse gas reduction plan and / or policies, procedures, or infrastructure that supports active transportation in place – Please explain if yes</p>	<p>Yes</p> <p>The District of 100 Mile House is a signatory to the Climate Action Charter and is committed to being carbon neutral in its own operations by 2012.</p> <p>The Official Community Plan states that the District will strive to reduce community-wide greenhouse gas emissions by 20% by 2020, using 2007 emission levels as the baseline. The Official Community Plan also provides direction on the preparation of active transportation infrastructure, including sidewalks, trails, and bike routes.</p> <p>The District of 100 Mile House maintains a Corporate Carbon Neutral Plan (February 2013) that guides decision-making regarding corporate energy consumption.</p>

	<p>100 Mile House Airport is located immediately adjacent to the built-up area of the community, including major destinations for visiting pilots such as the South Cariboo Recreation Centre and rodeo grounds, South Cariboo Visitor Centre, and the shops, restaurants, and other amenities of the downtown core. E-bikes are available for visiting pilots to borrow at the South Cariboo Visitor Centre, across the road from the airport. 100 Mile House Airport offers unparalleled walkability that is unique among community airports in British Columbia, reducing the reliance by visitors by air on non-active modes of transportation.</p>
<p>Required for medevac operations and / or wildfire suppression operations</p>	<p>Yes</p> <p>100 Mile District General Hospital provides acute care services for the surrounding region; when patient care requirements cannot be met at this centre, interfacility transfers are completed to other hospitals by ground and air. BCEHS, through its contracted service providers, routinely operates air ambulance transfers from 100 Mile House Airport, using rotary-wing aircraft. Between 2019 and 2024, an annual average of 9 rotary-wing patient transfers have been completed. Ensuring that access to the BCEHS rotary-wing operations area located west of Apron I is appropriately controlled is essential to ensuring the safety and continuity of medevac operations. Replacing the Apron I vehicle gate will also improve the ease of access for BCEHS ground ambulances reaching the airport.</p> <p>100 Mile House is located within the BCWS Cariboo Fire Centre's boundaries, with operations coordinated from Williams Lake. The 100 Mile House Fire Zone provides sub-regional operational coordination from its office in 100 Mile House, with unit crews based south of the municipality. The Airport has been activated in recent years to support heightened levels of sustained wildfire response operations, including in 2017 and 2021, when it was used as a base for wildfire crews. The Cariboo Fire Centre was consulted in 2024 as part of the Airport Master Plan – the lack of</p>



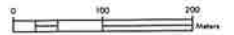
	<p>access controls and security issues at the airport were identified as a major concern that decreased the likelihood of rotary-wing aircraft operating at the site for fear of tampering and damage. The perimeter fencing project will directly respond to this deficiency noted by BCWS and improve the airport's capabilities to support wildfire suppression operations.</p>
Required to support or enhance accessibility for airport users	No
Need for emergency response / preparedness	No
Required due to an extraordinary event (e.g., flooding)	No
Required to correct a non-compliance with federal aviation regulations	<p>Yes</p> <p>100 Mile House Airport is subject to Part III, Subpart I of the Canadian Aviation Regulations as an aerodrome. CAR 301.08(a)(i) requires that no person shall walk, stand, drive a vehicle, park a vehicle or aircraft or cause an obstruction on the movement area of an aerodrome, except in accordance with permission given by the operator of the aerodrome.</p> <p>While restricted area signage is currently posted along the perimeter, the existing perimeter access controls have limited effectiveness in denying unauthorized persons entry to the airport, contravening CAR 301.08(a). The installation of improved perimeter fencing and access gates will assist in ensuring ongoing compliance with this provision.</p>
Required for climate change mitigation / adaptation	No
Likely to result in significant economic impacts and / or generate revenue for the air facility	<p>Yes</p> <p>Security and safety concerns associated with the ease of unauthorized access to the airport were identified during the Master Plan stakeholder consultation process as a disincentive to hangar investment and development and the parking of aircraft unsupervised by visiting operators. This project will improve the airport's security and its reputation as a safe and secure facility,</p>

	improving its investment attraction potential for private and commercial hangar development and the attraction of visiting aircraft. Both opportunities are identified as strategic priorities through the Master Plan. Further development will result in additional leasing revenues, while increased visiting aircraft will yield more significant parking revenues.
The percentage share of BCAAP funding available for your project may be increased by an additional 5% if you are a non-profit society registered in British Columbia for the purposes of operating this small facility and you are reliant on volunteer contributions to complete this project. Does this description apply to you?	No
<b>Environmental / Climate Considerations</b>	
Have any specific environmental related risks been identified with this project? If yes, what is your plan for addressing these risks?	The fence will be installed in previously disturbed areas and no damage to the natural environment is foreseen. District Staff will monitor the installation process to ensure that contractor activities and fence placement limits impacts to any wildlife.
Is any type of innovation from an environmental and/or climate perspective being incorporated into this project?	Opportunities for the adaptive reuse of decommissioned fencing materials will be explored once their condition is verified following removal.
<b>Funding and Project Cost Estimate Information</b>	
If your application is approved, a Conditional Grant Agreement will be issued which will define the maximum BCAAP contribution to this project based on the cost information provided in this application. Your organization will be solely responsible for any cost overruns. Do you have a contingency plan in place to ensure the project will be completed if costs increase?	Yes
Third Party Contributions (C)	\$0.00
Applicant Share (D)	\$30,009.38
<b>Supporting Documentation and Checklist</b>	
Quotes for work	CAV3 - BCAAP - Perimeter Fencing - Cost Estimate.pdf
Council Resolution or Equivalent	District to provide
Design Drawings (if available)	CAV3 - BCAAP - Perimeter Fencing - Project Overview.pdf

Facility Development Plan (if available)	CAV3 - Airport Master Plan - Final - 2025.01.21.pdf
Environmental Assessment (if applicable)	-
Other (details)	Letters of support to follow from HM Aero
<b>Authorization</b>	
Project Manager Name / Signature	
Financial Officer Name / Signature	



100 MILE HOUSE AIRPORT  
 2025 British Columbia Air Access Program Application  
 Perimeter Fencing  
 Project Overview



FOR PLANNING PURPOSES ONLY

March 3, 2025

District of 100 Mile House  
P.O. Box 340  
#1-385 Birch Avenue  
100 Mile House, BC V0K 2E0

**Attention: Joanne Doddridge, Director of Economic Development & Planning**

**RE: 2025 British Columbia Air Access Program Application  
100 Mile House Airport Perimeter Fencing  
Project Cost Estimate**

Dear Joanne,

In support of the District of 100 Mile House’s application to the British Columbia Air Access Program for the 100 Mile House Airport Perimeter Fencing project, provided below is a cost estimate completed at the Class B level of detail. Please note that contingencies, estimated at 20% of quoted supply and installation costs, are being included to account for:

- The removal and disposal of the existing fence and gates;
- Incidental works, such as ground clearing;
- Permits, approvals, and utility locates; and
- Potential cost increases following the District’s application, particularly noting the ongoing economic uncertainties associated with cross-border tariffs.

Supply and Installation of: <ul style="list-style-type: none"> <li>• 1,863 ft. of 6 ft. chain link fencing set in concrete footings</li> <li>• 2x 20 ft. x 6 ft. cantilever industrial gates</li> </ul> Please refer to the enclosed quotation from Rite-Way Fencing Inc. (February 24, 2025).	\$62,519.53
Contingencies (20%)	\$12,503.91
<b>Estimated Project Total Costs</b>	<b>\$75,023.44</b>

Sincerely,

**HM Aero Inc.**

Per: Eric Hurley, P.Eng.  
Vice President

cc: Todd Conway, District of 100 Mile House  
Ben Crooks, HM Aero

**fr:**

**100 Mile House Flying Club**

Box 465

100 Mile House, BC

V0K 2E0

**March 05 / 2025**

**to:**

**The District of 100 Mile House**

Box 340

100 Mile House, BC

V0K 2E0

**Attn:**

**Joanne Doddridge**

**Director of Economic Development**

hello Joanne,

On behalf of the 100 Mile House Flying Club , please allow us to express our full and sincere support for the following proposed improvements on the 100 Mile House airport CAV3 :

- \* re-painting of runway markings, and updated runway numbers
- \* secure chain link fencing and access gates

The 100 Mile Flying Club has been in continuous operation on the airfield since its incorporation in 1961.

Our current membership consists of 26 active pilots , all of whom currently fly either the Flying Club's Cessna 172 aircraft , or their own personal aircraft.

Grant funding approvals for the above projects will certainly enhance the viability of our local airport in terms of safety and security.

Many unfortunate instances of un-authorized pedestrians and vehicles, as well as vandalism, have been reported in the past.

The 100 Mile House community is fortunate to have an airport within easy walking distance to local services such as overnight accommodations, grocery and parts stores , and several food outlets.

The airport is frequented by several rural residents who fly into town for local shopping and business.

It is also a popular stopover destination for many pilots on flights to and from Alaska.

The 100 Mile Flying Club and its membership pledges support for many of the improvements outlined in the Airport Master Plan.

Sincerely,

100 Mile House Flying Club

per:

Frank Schlueter, Director

Jack Dekens  
8575 Skyline Dr.  
70 Mile House, BC V0K 2K1

February 14, 2025

Joanne Doddridge  
Director of Economic Development & Planning  
District of 100 Mile House  
Box 340, #1-385 Birch Avenue  
100 Mile House, BC V0K 2E0

Dear Joanne:

I understand the District of 100 Mile House is preparing grant funding applications to the BC Air Access Program for the following safety improvements at 100 Mile House Airport:

1. The installation of runway holding position signs, runway holding position paint markings, and the repainting of the runway designation markings; and
2. The installation of 580 m of chain link fencing and new access gates.

As one of the owner of one of the hangers at the airport and flying in and out of the airport I would like to endorse and encourage these applications to The Province for above stated safety upgrades .

The runway holding position improvements will enhance operational awareness and aviation safety for based and visiting pilots. The security fencing will hopefully address several ongoing safety concerns that have been raised by the hangar owners. My own hanger has been broken into four times with a number of items being stolen out of my airplane and hanger. The thieves broke windows to gain access. I gave up reporting it to the RCMP as they could not stop it. Obviously, I had to do a very thorough inspection to ensure that they had not sabotaged the airplane in any way That is somewhat disconcerting.

As well , pedestrian traffic through the airport grounds should be guided fencing so all remain safe including planes . Lack of vehicle restrictions accessing the runway can cause a hazard safety.

I'm a volunteer Fire Fighter for Watch Lake North Green Lake volunteer fire department. I have on occasion flown into the airport from the lower mainland ,where I also live ,in order to attend fire practises and on two occasions , when the Green Lake area was evacuated ,and I was down south I came up for those periods of time to assist. The Airport is very much needed and appreciated .

These investments by the Province will help to ensure the safety and long-term viability of 100 Mile House Airport for the betterment of the community and will assist with the implementation of the recently completed Airport Master Plan.

Sincerely,







**District of  
100 MILE HOUSE**

**COUNCIL REPORT  
File No. 570-01**

**Regular Council Meeting  
Mar. 11, 2025**

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**REPORT DATE:** Mar. 7, 2025  
**TITLE:** BC Air Access Program (BCAAP) Grant – Airport Runway Safety  
**PREPARED BY:** J. Doddridge, Director Economic Development & Planning

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**PURPOSE:** To obtain Council endorsement of the grant submission

**RECOMMENDATION:** Recommended Resolution:

**BE IT RESOLVED THAT** Council of the District of 100 Mile House supports the application to the BC Air Access Program Minor Project stream for the 100 Mile House Airport Runway Safety Improvements Project for an estimated total project cost of \$18,463.19, the District's share being approximately \$4,615.80; and further

**BE IT RESOLVED THAT** the District's share of the project cost be allocated under the Municipal Infrastructure Reserve.

**BACKGROUND INFORMATION / DISCUSSION:**

Enclosed are the application materials for the project. Note that the application will be submitted upon Council endorsement of the application.

**OPTIONS:** N/A

**BUDGETARY IMPACT:** The District's share of the project is 25% of eligible project costs. A breakdown of the project costs is shown below. Note that the 75% funding provided by the BCAAP could be increased by up to an additional 15% (90% Provincial share) depending on their evaluation of various criteria that have been addressed in the application materials.



Supply and delivery of 4x retroreflective mandatory instruction sign faces and 4x low flying aircraft sign faces. Please refer to the enclosed quotation from Sherine Industries (January 17, 2025).	\$885.99
Supply and delivery of 10x frangible airfield sign mounts and brackets. Please refer to the enclosed quotation from Millard Towers (January 24, 2025).	\$3,915.00
Application of new runway designation markings, taxiway centreline markings, enhanced taxiway centreline markings, and holding position markings. Please refer to the enclosed quotation from Marshall Lines (February 27, 2025).	\$8,085.00
Design and Survey Cost Allowances	\$2,500.00
Contingencies (20%)	\$3,077.20
Estimated Project Total Costs	\$18,463.19
<i>Province's Share (75%)</i>	<i>\$13,847.39</i>
<i>District's Share (25%)</i>	<i>\$4,615.80</i>

**LEGISLATIVE CONSIDERATIONS (Applicable Policies and/or Bylaws):** N/A

**ATTACHMENTS:** BCAAP application materials

Prepared By:   
J. Doddridge, Dir Ec Dev & Planning

Date: Mar. 10/25

Reviewed By:   
T. Boulanger, CAO

Date: MAR. 10/25

<b>Contact Information</b>	
Legal name of Applicant's organization	District of 100 Mile House
Facility name	100 Mile House Airport (CAV3)
Street address (mailing)	P.O. Box 340, #1-385 Birch Avenue
City	100 Mile House
Postal Code	V0K 2E0
Primary Contact Name	Joanne Doddridge
Primary Contact Title	Director of Economic Development & Planning
Contact Email	<a href="mailto:jdoddridge@100milehouse.com">jdoddridge@100milehouse.com</a>
Contact Telephone	(250) 395-2434
Are you submitting more than one application to BCAAP?	Yes – Relative Priority 2
<b>General Project Information and Description</b>	
Total Estimated Cost of Project – Class B or better	\$19,201.19
What type of project is being applied for?	Airside / core aviation infrastructure
Is the project identified in your Airport Master Plan?	Yes
Will the completed project comply with applicable federal, provincial and/or local government standards?	Yes
Estimated Start Date – Month / Year	June 2025
Estimated End Date – Month / Year	August 2025
Project Title	100 Mile House Airport Runway Safety Improvements
Project Scope	<ul style="list-style-type: none"> <li>- TP312 5<sup>th</sup> Edition taxiway centreline, enhanced taxiway centreline, and runway holding position markings will be applied to the two paved taxiways accessing Runway 09-27.</li> <li>- Four frangible-mount retroreflective runway holding position mandatory instruction signs will be established at both runway holding positions, with two signs provided per holding position.</li> <li>- The existing designation markings for Runway 08 and Runway 26 will be removed and reapplied as Runway 09 and Runway 27.</li> <li>- Four Low Flying Aircraft roadway warning signs will be installed prior to the extended runway centreline at Wrangler Way and on private lands to the west.</li> </ul>
Project Rationale	The intersection of the runway and taxiway forms an acute angle; right-angle taxiways

	<p>provide the best visual perspective for pilots nearing an intersection to see aircraft on and approaching the runway. The configuration of the runway and taxiway whereby the two movement area surfaces are not clearly delineated through their physical geometry and form a continuous path of travel, in combination with the limited sightlines to the Runway 09 threshold from the taxiway and conflicting directions for arrivals and departures, represents a risk for aircraft conflicts. The Airport Master Plan recommended priority actions in 2025 to provide additional visual cues for pilots to verify the runway environment is clear prior to entering, including taxiway centreline, runway holding position, enhanced taxiway centreline paint markings, and mandatory instruction signs at both runway holding positions.</p> <p>Runway designation markings are provided at both runway thresholds, labelled as “08” and “26” based on the historical designation of the asset as Runway 08-26. Magnetic declination since the runway was initially designated in the 1980s means that the correct classification of the asset is now Runway 09-27, with this change submitted to NAV CANADA in January 2025. Removing the existing markings and applying new “09” and “27” runway designation markings is required to align the runway environment with this update.</p> <p>The Runway 09 and 27 arrival and departure paths are located in close proximity to areas accessed by vehicles and pedestrians along Wrangler Way and on private lands to the west. Low-flying and taxiing aircraft may pose a hazard to pedestrian and vehicle traffic in these areas, and warning signage is required by regulation as described below.</p>
<b>Facility Information</b>	
Facility Type	Airport
Status per Transport Canada regulations	Registered
Airport Usage	Medevac Wildfire service General aviation Other – RC model aircraft flying

Passenger volumes	-
Aircraft movements	-
<b>Funding Eligibility</b>	
Community served is indigenous, isolated, rural, or remote – Please explain if yes	<p>Yes</p> <p>100 Mile House is the hub of the South Cariboo and is located approximately 1h00m and 2h20m by road from the regional centres of Williams Lake and Quesnel, respectively. The community is situated 2h10m and 4h00m from the larger centres of Kamloops and Kelowna.</p>
The facility has limited revenue streams available – Please explain if yes	<p>Yes</p> <p>Hangar land lease agreements are the primary source of operating revenues for the Airport. The District maintains nine lease agreements at the time of the Master Plan's preparation. Approximately \$2,900 in annual revenues were generated through these agreements between 2019 and 2023. In response to the increasing operating costs described above, all lease agreements were revised effective January 2024 to a base rate of \$1,000 per hangar and an additional charge of \$4.00 per m<sup>2</sup> of leased area. This change increased annual revenues by approximately \$10,000 to close to \$14,000 per year. Miscellaneous additional revenues are generated through facility rentals.</p> <p>Between 2020 and 2023, the net tax-supported operating cost of the Airport to the District increased from between \$3,000 and \$4,000 to between \$14,000 and \$16,000, primarily due to the implementation of a new contracted management service agreement. The increased lease revenues as of 2024 have offset higher operating costs, with the 2024 operating deficit reaching \$22,000.</p>
The facility has a greenhouse gas reduction plan and / or policies, procedures, or infrastructure that supports active transportation in place – Please explain if yes	<p>Yes</p> <p>The District of 100 Mile House is a signatory to the Climate Action Charter and is committed to being carbon neutral in its own operations by 2012.</p> <p>The Official Community Plan states that the District will strive to reduce community-wide</p>

	<p>greenhouse gas emissions by 20% by 2020, using 2007 emission levels as the baseline. The Official Community Plan also provides direction on the preparation of active transportation infrastructure, including sidewalks, trails, and bike routes.</p> <p>The District of 100 Mile House maintains a Corporate Carbon Neutral Plan (February 2013) that guides decision-making regarding corporate energy consumption.</p> <p>100 Mile House Airport is located immediately adjacent to the built-up area of the community, including major destinations for visiting pilots such as the South Cariboo Recreation Centre and rodeo grounds, South Cariboo Visitor Centre, and the shops, restaurants, and other amenities of the downtown core. E-bikes are available for visiting pilots to borrow at the South Cariboo Visitor Centre, across the road from the airport. 100 Mile House Airport offers unparalleled walkability that is unique among community airports in British Columbia, reducing the reliance by visitors by air on non-active modes of transportation.</p>
Required for medevac operations and / or wildfire suppression operations	No
Required to support or enhance accessibility for airport users	No
Need for emergency response / preparedness	No
Required due to an extraordinary event (e.g., flooding)	No
Required to correct a non-compliance with federal aviation regulations	<p>Yes</p> <p>100 Mile House Airport is subject to Part III, Subpart I of the Canadian Aviation Regulations as an aerodrome. CAR 301.05 requires that: “Where low-flying or taxiing aircraft at or in the vicinity of an aerodrome are likely to be hazardous to pedestrian or vehicular traffic, the operator of the aerodrome shall immediately</p> <p>(a) post notices warning of the hazard on any public way that is adjacent to the manoeuvring area; or</p>

(b) where such a public way is not owned or controlled by the operator, inform the authorities responsible for placing markings on the public way that there is a hazard.”

No such notices are currently provided on Wrangler Way or on the private lands located west of the airport, in contravention of CAR 301.05.

TP312 – Aerodrome Standards and Recommended Practices (5<sup>th</sup> Edition) requires the provision of:

- Runway designation markings at all paved runway thresholds (5.2.2.1);
- Taxiway centreline markings on all paved taxiways (5.2.13.1);
- Enhanced taxiway centreline markings at all taxiway/runway intersections (5.2.13.12);
- Runway holding position markings at all taxiway/runway intersection holding positions (5.2.16.1); and
- Mandatory instruction signs at all locations beyond which a taxiing aircraft or vehicle does not proceed unless the pilot in command or vehicle operator has ascertained that the runway is clear (5.4.2.2(b)).

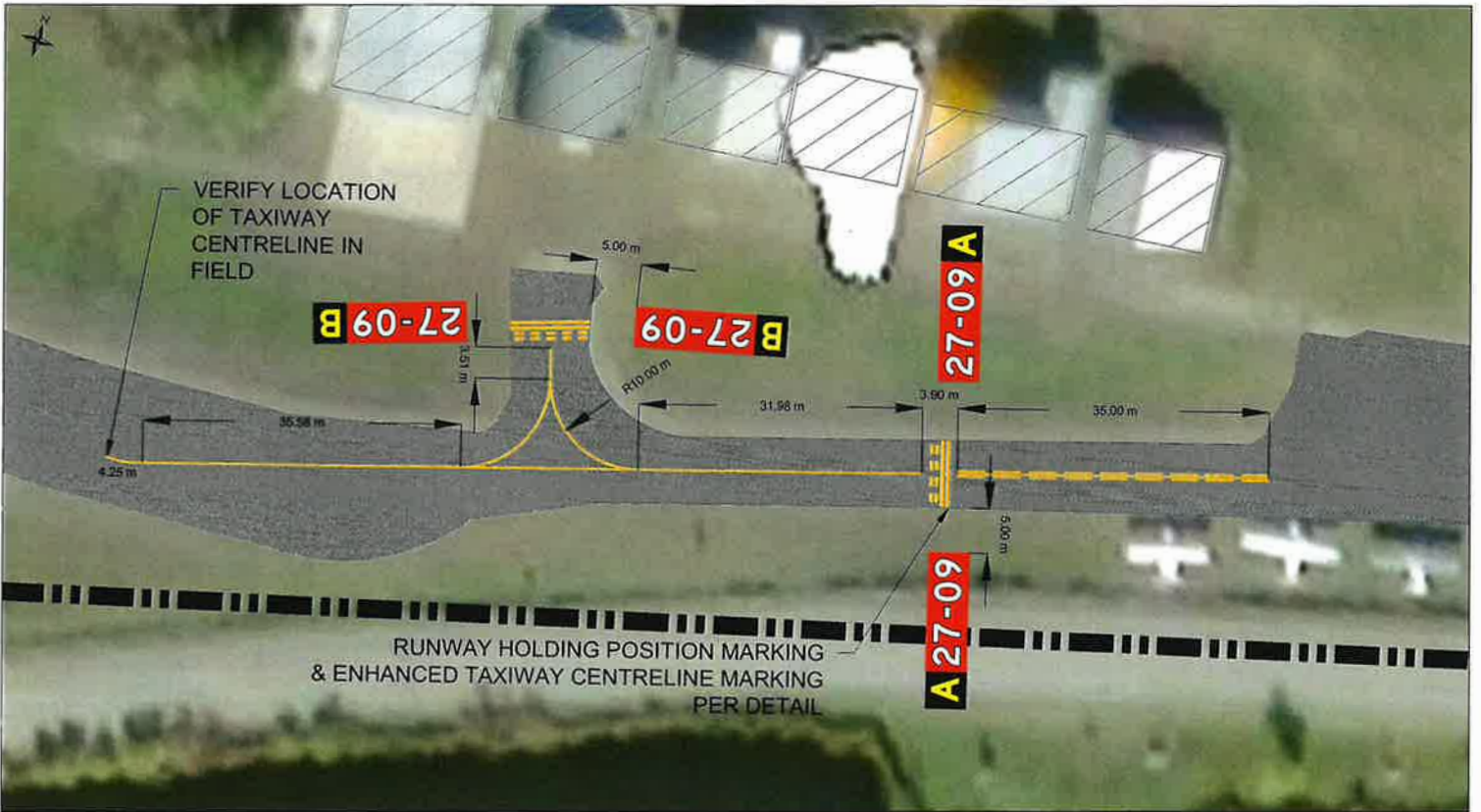
TP312 is not binding on 100 Mile House Airport as the facility is a registered aerodrome. However, each of the measures identified above serves as visual aids to pilots that aid in their compliance with CAR 602.96(2)(a): “Before taking off from, landing at or otherwise operating an aircraft at an aerodrome, the pilot-in-command of the aircraft shall be satisfied that (a) there is no likelihood of collision with another aircraft or a vehicle...”

It is incumbent on the airport operator to both meet its regulatory obligations and design and maintain its facilities in a manner that ensures the safety of operations and contributes to pilots' ability to meet their regulatory obligations.

Required for climate change mitigation / adaptation	No
Likely to result in significant economic impacts and / or generate revenue for the air facility	Yes  As advanced through this proposal, investments in measures associated with the safety of aircraft operations will enhance the reputation of 100 Mile House Airport among the aviation community, improving its investment attraction potential for private and commercial hangar development and the attraction of visiting aircraft. Both opportunities are identified as strategic priorities through the Master Plan. Further development will result in additional leasing revenues, while increased visiting aircraft will yield more significant parking revenues.
The percentage share of BCAAP funding available for your project may be increased by an additional 5% if you are a non-profit society registered in British Columbia for the purposes of operating this small facility and you are reliant on volunteer contributions to complete this project. Does this description apply to you?	No
<b>Environmental / Climate Considerations</b>	
Have any specific environmental related risks been identified with this project? If yes, what is your plan for addressing these risks?	Solvent-based paints used in roadway and runway environments contain Volatile Organic Compounds that are harmful to the environment and can cause health problems. The District will consult with Transport Canada and complete a cost-benefit analysis on the merits of using waterborne traffic paint without Volatile Organic Compounds.  The locations of all proposed signs have been reviewed and are not located in areas with natural environmental value. Each sign installation presents minimal impact on the natural environment through its supports.
Is any type of innovation from an environmental and/or climate perspective being incorporated into this project?	The District will consult with Transport Canada and complete a cost-benefit analysis on the merits of using waterborne traffic paint without Volatile Organic Compounds.
<b>Funding and Project Cost Estimate Information</b>	
If your application is approved, a Conditional Grant Agreement will be issued which will	Yes



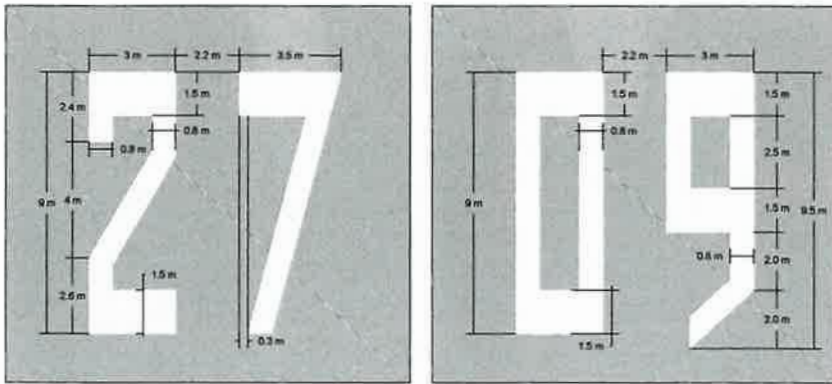
define the maximum BCAAP contribution to this project based on the cost information provided in this application. Your organization will be solely responsible for any cost overruns. Do you have a contingency plan in place to ensure the project will be completed if costs increase?	
Third Party Contributions (C)	\$0.00
Applicant Share (D)	\$4,800.30
<b>Supporting Documentation and Checklist</b>	
Quotes for work	CAV3 - BCAAP - Runway Safety Improvements - Cost Estimate.pdf
Council Resolution or Equivalent	District to provide
Design Drawings (if available)	CAV3 - BCAAP - Runway Safety Improvements - Project Overview.pdf
Facility Development Plan (if available)	CAV3 - Airport Master Plan - Final - 2025.01.21.pdf
Environmental Assessment (if applicable)	-
Other (details)	-
<b>Authorization</b>	
Project Manager Name / Signature	
Financial Officer Name / Signature	



100 MILE HOUSE AIRPORT  
 2025 BRITISH COLUMBIA AIR ACCESS PROGRAM APPLICATION  
 RUNWAY SAFETY IMPROVEMENTS  
 TAXIWAY PAINT MARKING AND MANDATORY INSTRUCTION SIGNS DIAGRAM



\*FOR PLANNING PURPOSES ONLY

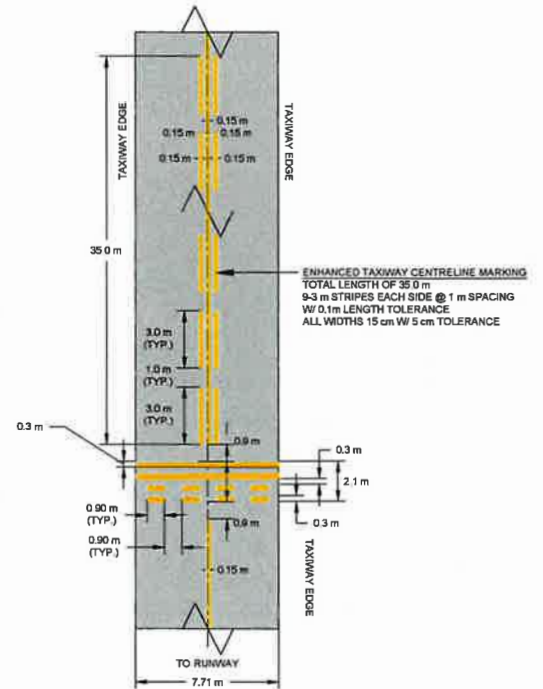


NOTE:

1. ALL RUNWAY MARKINGS TO BE WHITE
2. RUNWAY DESIGNATION MARKINGS TO BE APPLIED AT LOCATION OF EXISTING MARKINGS FOLLOWING REMOVAL.

**DETAIL - RUNWAY DESIGNATION NUMBER MARKINGS**

NTS



NOTES:

1. ALL TAXIWAY MARKINGS TO BE YELLOW
2. TAXIWAY CENTERLINE MARKINGS AT 0.15 m WIDTH

**DETAIL - TAXIWAY CENTRELINE AND RUNWAY HOLDING POSITION MARKINGS**

NTS



100 MILE HOUSE AIRPORT  
 2025 BRITISH COLUMBIA AIR ACCESS PROGRAM APPLICATION  
 RUNWAY SAFETY IMPROVEMENTS  
 RUNWAY NUMBERING AND TAXIWAY CENTRELINE MARKING DETAILS

SCALE: NTS



100 MILE HOUSE AIRPORT  
 2025 BRITISH COLUMBIA AIR ACCESS PROGRAM APPLICATION  
 RUNWAY SAFETY IMPROVEMENTS  
 MANDATORY INSTRUCTION SIGN DETAILS

SCALE: NTS

100 Mile House - 100 Mile House



100 MILE HOUSE AIRPORT  
 2025 BRITISH COLUMBIA AIR ACCESS PROGRAM APPLICATION  
 RUNWAY SAFETY IMPROVEMENTS  
 LOW FLYING AIRCRAFT SIGNAGE LOCATIONS



FOR PLANNING PURPOSES ONLY

March 3, 2025

District of 100 Mile House  
P.O. Box 340  
#1-385 Birch Avenue  
100 Mile House, BC V0K 2E0

**Attention: Joanne Doddridge, Director of Economic Development & Planning**

**RE: 2025 British Columbia Air Access Program Application  
100 Mile House Airport Runway Safety Improvements  
Project Cost Estimate**

Dear Joanne,

In support of the District of 100 Mile House’s application to the British Columbia Air Access Program for the 100 Mile House Airport Runway Safety Improvements project, provided below is a cost estimate completed at the Class B level of detail. Please note that contingencies, estimated at 20% of quoted supply and installation costs, are being included to account for:

- Incidental works, such as ground clearing;
- Permits, approvals, and utility locates; and
- Potential cost increases following the District's application, particularly noting the ongoing economic uncertainties associated with cross-border tariffs.

Supply and delivery of 4x retroreflective mandatory instruction sign faces and 4x low flying aircraft sign faces. Please refer to the enclosed quotation from Sherine Industries (January 17, 2025).	\$885.99
Supply and delivery of 10x frangible airfield sign mounts and brackets. Please refer to the enclosed quotation from Millard Towers (January 24, 2025).	\$3,915.00
Application of new runway designation markings, taxiway centreline markings, enhanced taxiway centreline markings, and holding position markings. Please refer to the enclosed quotation from Marshall Lines (February 27, 2025).	\$8,700.00
Design and Survey Cost Allowances	\$2,500.00
Contingencies (20%)	\$3,200.20
<b>Estimated Project Total Costs</b>	<b>\$19,201.19</b>

Sincerely,

**HM Aero Inc.**



Per: Eric Hurley, P.Eng.  
Vice President

cc: Todd Conway, District of 100 Mile House  
Ben Crooks, HM Aero

**fr:**

**100 Mile House Flying Club**

Box 465

100 Mile House, BC

V0K 2E0

**March 05 / 2025**

**to:**

**The District of 100 Mile House**

Box 340

100 Mile House, BC

V0K 2E0

**Attn:**

**Joanne Doddridge**

**Director of Economic Development**

hello Joanne,

On behalf of the 100 Mile House Flying Club , please allow us to express our full and sincere support for the following proposed improvements on the 100 Mile House airport CAV3 :

\* re-painting of runway markings, and updated runway numbers

\* secure chain link fencing and access gates

The 100 Mile Flying Club has been in continuous operation on the airfield since its incorporation in 1961.

Our current membership consists of 26 active pilots , all of whom currently fly either the Flying Club's Cessna 172 aircraft , or their own personal aircraft.

Grant funding approvals for the above projects will certainly enhance the viability of our local airport in terms of safety and security.

Many unfortunate instances of un-authorized pedestrians and vehicles, as well as vandalism, have been reported in the past.

The 100 Mile House community is fortunate to have an airport within easy walking distance to local services such as overnight accommodations, grocery and parts stores , and several food outlets.

The airport is frequented by several rural residents who fly into town for local shopping and business.

It is also a popular stopover destination for many pilots on flights to and from Alaska.

The 100 Mile Flying Club and its membership pledges support for many of the improvements outlined in the Airport Master Plan.

Sincerely,

100 Mile House Flying Club

per:

Frank Schlueter, Director

250-706-9005 cell



Jack Dekens  
8575 Skyline Dr.  
70 Mile House, BC V0K 2K1

February 14, 2025

Joanne Doddridge  
Director of Economic Development & Planning  
District of 100 Mile House  
Box 340, #1-385 Birch Avenue  
100 Mile House, BC V0K 2E0

Dear Joanne:

I understand the District of 100 Mile House is preparing grant funding applications to the BC Air Access Program for the following safety improvements at 100 Mile House Airport:

1. The installation of runway holding position signs, runway holding position paint markings, and the repainting of the runway designation markings; and
2. The installation of 580 m of chain link fencing and new access gates.

As one of the owner of one of the hangers at the airport and flying in and out of the airport I would like to endorse and encourage these applications to The Province for above stated safety upgrades .

The runway holding position improvements will enhance operational awareness and aviation safety for based and visiting pilots. The security fencing will hopefully address several ongoing safety concerns that have been raised by the hangar owners. My own hanger has been broken into four times with a number of items being stolen out of my airplane and hanger. The thieves broke windows to gain access. I gave up reporting it to the RCMP as they could not stop it. Obviously, I had to do a very thorough inspection to ensure that they had not sabotaged the airplane in any way That is somewhat disconcerting.

As well , pedestrian traffic through the airport grounds should be guided fencing so all remain safe including planes . Lack of vehicle restrictions accessing the runway can cause a hazard safety.

I'm a volunteer Fire Fighter for Watch Lake North Green Lake volunteer fire department. I have on occasion flown into the airport from the lower mainland ,where I also live ,in order to attend fire practises and on two occasions , when the Green Lake area was evacuated ,and I was down south I came up for those periods of time to assist. The Airport is very much needed and appreciated .

These investments by the Province will help to ensure the safety and long-term viability of 100 Mile House Airport for the betterment of the community and will assist with the implementation of the recently completed Airport Master Plan.

Sincerely,



## DISTRICT OF 100 MILE HOUSE

### Bylaw No. 1445

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Being a Bylaw to amend the 100 Mile House Fire Protection Bylaw No. 959, 2005

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WHEREAS the Council of the District of 100 Mile House has adopted the 100 Mile House Fire Protection Bylaw No. 959, 2005;

AND WHEREAS the Council of the District of 100 Mile House deems it necessary to amend Bylaw No. 959, 2005;

NOW THEREFORE the Council of the District of 100 Mile House, in open meeting assembled, enacts as follows:

1. This Bylaw may be cited as “**100 Mile House Fire Protection Amendment Bylaw No.1445, 2025.**”
2. 100 Mile House Fire Protection Bylaw No. 959, 2005, as amended, is hereby further amended as follows:
  - (a) adding the following definitions in section 2.00 as follows:

“Director of Public Works” means the Director of the District’s Public Works Department, or their designate;

“Fire Hydrant” means a Private Fire Hydrant or a Public Fire Hydrant;

“Mobile Home Park” has the meaning ascribed in the District’s Mobile Home Parks Bylaw No. 1379, 2024;

“Owner” means the registered owner on title of the subject land;

“Private Fire Hydrant” means any fire hydrant that is not a Public Fire Hydrant and includes, without limitation, any fire hydrant located on strata property or in a Mobile Home Park;

“Public Fire Hydrant” means any fire hydrant that is both owned by the District and located on:

    - (a) a public roadway or right-of-way;
    - (b) property owned by the District; or
    - (c) an easement or statutory right-of-way held in favour of the District for the purpose of installing and maintaining a water distribution system;
  - (b) repealing subsections 5.01(d), (e) and (l), and replacing them with the following:

(d) use, or allow to be used, a standpipe or Fire Hydrant, or affix a hose to the standpipe or Fire Hydrant, without written permission from the Fire Chief or Director of Public Works;

(e) unless authorized to do so, park or leave a vehicle within 5.0 metres of a standpipe or Fire Hydrant, in the prohibited area at a Fire Hall, or in a fire lane;

(l) obstruct or otherwise interfere with access roads or streets or other approaches to any incident, Fire Hydrant, cistern or body of water designated for firefighting purposes.

(c) repealing sections 7.01 and 7.02, and replacing them with the following:

### **Water Supply Systems and Private Fire Hydrants**

7.01 All Owners must, at their own cost, ensure that:

- (a) all Private Fire Hydrants are installed, maintained and tested in accordance with this Bylaw and the District's Private Fire Hydrant Testing and Maintenance Policy, as amended from time to time;
- (b) all new water supply systems on the Premises meet the flow and pressure requirements for firefighting purposes in accordance with the BC Fire Code and the applicable National Fire Protection Association (NFPA) standards ;
- (c) prior to constructing a new water system or extending an existing water system, the plans and location of all proposed Private Fire Hydrants are approved by the Fire Chief in writing;
- (d) all new Private Fire Hydrants contain a 4-inch Storz port;
- (e) prior to constructing any Building other than concrete basements and foundations
  - (i) roads are finished with compacted gravel;
  - (ii) watermains are installed and water supply for firefighting purpose is tested by a qualified professional in accordance with the guidelines set forth in the BC Fire Code and its regulations, as amended, repealed, or replaced from time to time; and
  - (iii) the Fire Department is notified, in writing, of all newly installed Private Fire Hydrants;
- (f) the installation of any Private Fire Hydrant or water system on private property is designed and supervised by a professional engineer;
- (g) all Private Fire Hydrants are painted in accordance with Schedule "C" to this Bylaw; and
- (h) all Private Fire Hydrants are used only by the Fire Department and operated only by qualified persons authorized by the Fire Chief or the Director of Public Works for the purposes of inspection, testing, servicing, or other authorized purpose.

(d) repealing Schedule "C" – Classification of Fire Flow Markings, and replacing it with the following:

<b>CLASSIFICATION OF FIRE FLOW MARKINGS</b>	
The Fire Hydrant bonnet colour markings for Fire Hydrants within the District shall be:	
<b>Class AA – Light Blue</b>	- Rated capacity of 1,500 gpm (5,680 L/min.)
<b>Class A – Green</b>	- Rated capacity of 1,000 – 1,499 gpm (3,785 – 5,675 L/min.)
<b>Class B – Orange</b>	- Rated capacity of 500 – 999 gpm (1,900 – 3,780 L/min.)
<b>Class C – Red</b>	- Rated capacity of less than 500 gpm (1,900 L/min.)

READ A FIRST, SECOND AND THIRD TIME this 11<sup>th</sup> day of March, 2025.

ADOPTED this    day of    2025.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Corporate Administrator

**DISTRICT OF 100 MILE HOUSE**

**Bylaw No. 1441**

A bylaw to amend the District of 100 Mile House Zoning Bylaw No. 1290, 2016

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This bylaw may be cited for all purposes as **“Zoning Amendment Bylaw No. 1441, 2025”**.

The Council of the District of 100 Mile House, in open meeting assembled, enacts as follows:

- (1) That District of 100 Mile House Zoning Bylaw No. 1290, 2016, Section 10.3.12 Specific Use Regulations, is hereby amended by adding:
  - i) Agricultural sales and service and commercial heavy truck repair are permitted as principal uses on the properties located at Lots 13 & 14, Plan 10101, DL 4847, Lillooet District, also known as 980 & 988 Alpine Ave.

READ A FIRST AND SECOND TIME this 11<sup>th</sup> day of February 2025.

POSTED on WEBSITE February 18<sup>th</sup>, 2025.

DISTRIBUTED by EMAIL SUBSCRIPTION SERVICE February 18<sup>th</sup>, 2025.

PUBLIC HEARING held this 25<sup>th</sup> day of February 2025

READ A THIRD TIME this 25<sup>th</sup> day of February, 2025.

RECEIVED MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

this 28<sup>th</sup> day of February, 2025. Electronic Copy Signed  
Ministry of Transportation and Infrastructure

ADOPTED this 11<sup>th</sup> day of March, 2025.

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Mayor

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Corporate Officer

DISTRICT OF 100 MILE HOUSE

Bylaw No. 1442

A bylaw to amend the District of 100 Mile House Zoning Bylaw No. 1290, 2016

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This bylaw may be cited for all purposes as ***“Zoning Amendment Bylaw No. 1442, 2025”***.

The Council of the District of 100 Mile House, in open meeting assembled, enacts as follows:

- (1) That District of 100 Mile House Zoning Bylaw No. 1290, 2016, Section 10.2.12 Specific Use Regulations, is hereby amended by adding:
  - i) ‘health care office’ and ‘health and fitness facility’ are permitted as principal uses on the property located at Lot 1, Plan EPP17451, DL 31, Lillooet District, also known as 230 Cariboo Hwy 97.

READ A FIRST AND SECOND TIME this 11<sup>th</sup> day of February, 2025.

POSTED on WEBSITE February 18<sup>th</sup>, 2025.

DISTRIBUTED by EMAIL SUBSCRIPTION SERVICE February 18<sup>th</sup>, 2025.

PUBLIC HEARING held this 25<sup>th</sup> day of February, 2025.

READ A THIRD TIME this 25<sup>th</sup> day of February, 2025.

RECEIVED MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

this 28<sup>th</sup> day of February, 2025. Electronic copy signed  
Ministry of Transportation and Infrastructure

ADOPTED this 11<sup>th</sup> day of March, 2025.

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Mayor

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Corporate Officer