



DISTRICT OF
100 Mile House

Official Community Plan

BYLAW 1465

JANUARY 2026

This document provides high level policy and land use guidance for the District to make decisions regarding its future development and service provision.



Prepared for: District of 100 Mile House



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LAND ACKNOWLEDGMENT

We acknowledge that the District of 100 Mile House is situated on the traditional, ancestral, and unceded territories of the Secwepemc people, and we recognize the deep and enduring connection to this land. We honor the stewardship and cultural heritage of the Indigenous peoples and desire to foster relationships built on respect, reconciliation, and collaboration.

A photograph of a garden scene. In the foreground, there are several tall, purple, spiky flowers (likely Salvia) and some white lilies. The garden is bordered by a paved walkway. In the background, there is a clock tower on the left, a large evergreen tree in the center, and a modern building on the right. The sky is overcast.

1 Introduction



1.1 Purpose of this Plan

An Official Community Plan (OCP, the Plan) is a bylaw that sets the community's vision and includes a suite of objectives and policies to guide future growth and development of a community. This OCP is intended to provide clear direction for how the District 100 Mile House (the District) will plan for the long-term growth and future land uses within the District's boundaries. It is important that the vision and objectives of the OCP are reflective of the community's values and vision.

The *Local Government Act*, Part 14 – Division 4 – Official Community Plans, outlines the legislative requirements for municipalities in the preparation of their OCP. Once an OCP has been adopted, all bylaws enacted or works undertaken by the municipality must be consistent with the Plan. The OCP must have statements and map designations for:

- Residential development required to meet anticipated housing needs over a period of at least twenty years.
- Present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses.
- Present and proposed public facilities, including schools, parks and waste treatment and disposal sites.
- Sand and gravel deposits that are suitable for future extraction.
- Phasing of any major road, sewer and water systems.
- Restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development.

In 2024, the Province approved legislation that required all municipalities to update their housing needs assessment. As a result, OCPs must include housing policies that reflect the most recent housing needs assessment to ensure each municipality can provide sufficient housing to accommodate projected population growth and future housing needs. Additionally, OCPs must also include community greenhouse gas reduction targets.

The legal effect of the OCP is outlined in Part 14 of the *Local Government Act* and is adopted by bylaw. The plan comes into effect when the bylaw is given final reading by District Council.

1.2 Structure

The OCP establishes the framework for planning and land use within 100 Mile House. OCPs play an important role in implementing the regulations outlined by the Province in the *Local Government Act* and guiding land use, transportation, and infrastructure decisions at the local level. They are a critical planning tool that Council, District staff, and residents use to help make decisions on where housing is located, the community's transportation priorities, which lands are protected from development, and how services are provided over the long-term.

The OCP sets the stage for the community's Zoning Bylaw. The Zoning Bylaw is a regulatory document that establishes the rules for development in a municipality and is the main tool for implementing the municipal land use visions expressed in an OCP. Zoning bylaws regulate how land, buildings, and other structures may be built and used. They also divide the municipality into zones and provide specific regulations for development within the zone based on policies and designations in the OCP.

This OCP outlines an overarching community vision and includes 17 sections with specific objectives and policies addressing all areas of community development and growth.

1.3 Community Engagement

The OCP, originally approved in 2016, was updated in 2025 based on requirements outlined in provincial legislation and informed by community engagement.

Two rounds of community engagement were held during the update of this OCP. The feedback received during various methods, over the course of the engagement, informed the OCP's vision, objectives, and policies.

The first round of community engagement was completed throughout April and May 2025 and focused on raising awareness of the update to the OCP and collecting feedback on the community's vision and priorities. This round included the use of several different engagement tactics including community pop-ups, a community open house, a Council workshop, and a community survey. The main themes from engagement round one included:

- Enhancing small town and community character
- Promoting 100 Mile House as a regional services and recreation hub within the South Cariboo
- Attracting new residents and businesses to the community
- Encouraging a diverse and affordable housing stock
- Enabling downtown vibrancy and sense of place
- Protecting natural areas and providing recreational and tourism opportunities
- Improving multi-modal transportation options

The second round of community engagement was completed in August of 2025 and focused on offering the public a clear opportunity to see how their feedback influenced the updates to the OCP and Zoning Bylaw (ZB). This round included a community pop-up, a community open house and a Council Staff Meeting. The main themes from the engagement round two included:

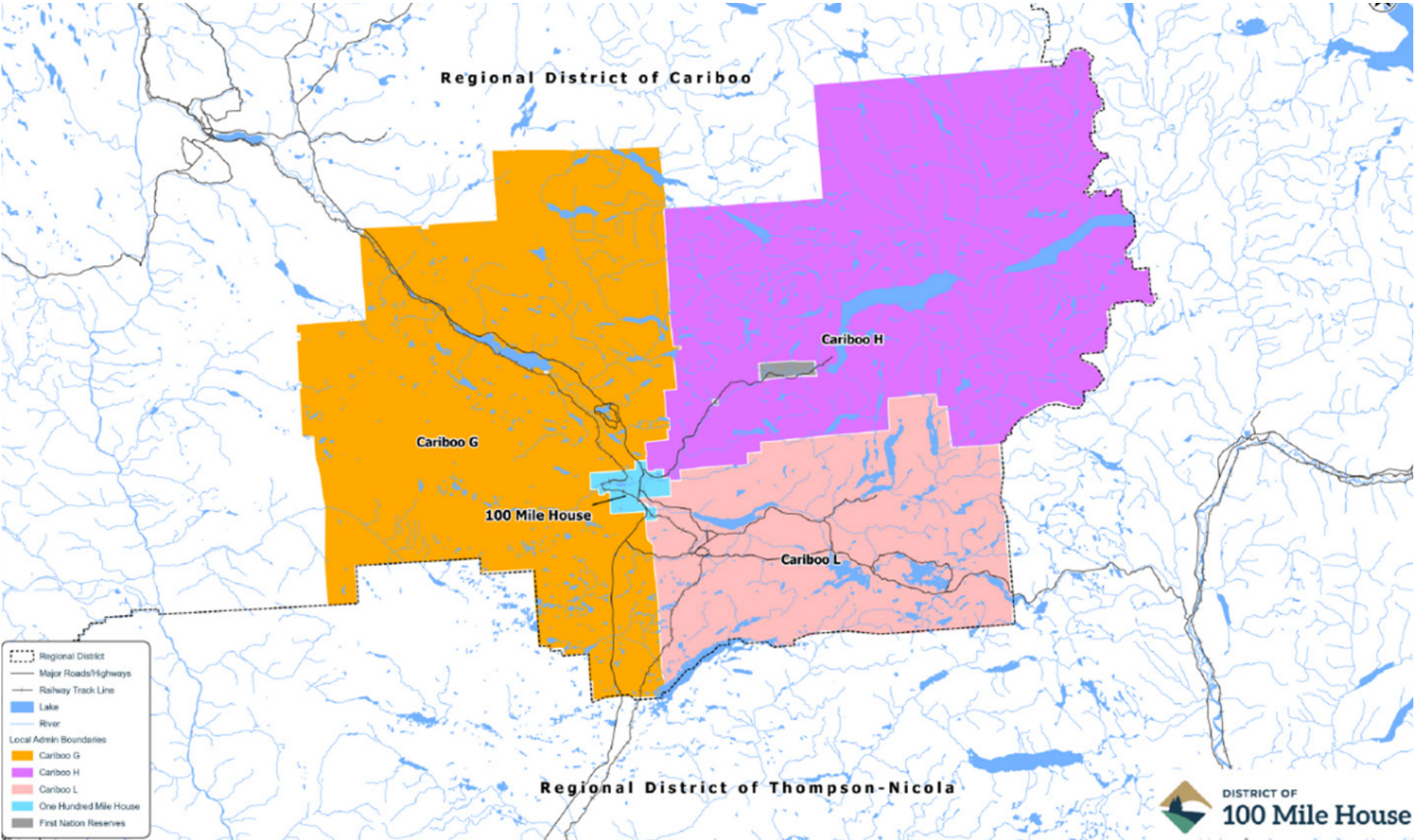
- Need for public and third spaces
- Downtown parking constraints
- Concerns about light pollution
- Lack of a regional central hub
- Limited event venues

Together, these combined engagement efforts ensured the OCP and ZB reflect the values and aspirations of the community.

1.4 Regional Context

The OCP recognizes 100 Mile House as an important service centre, with corresponding urban and community services within the South Cariboo. 100 Mile House also plays a critical role as the gateway into and the hub of the South Cariboo. **Figure 1** (and **Schedule A: Regional Context**) illustrates 100 Mile House within the context of the South Cariboo Area. While the District of 100 Mile House population is less than 2,000 people, it services a regional area with a population of approximately 13,750, which sees significant seasonal increases due to summer vacationers.

Figure 1: Regional Context Map



1.5 Municipal Context

The land known as 100 Mile House today is on the traditional territory of the Tsq'escen' First Nation who belong to the Secwépemc (Shuswap) Nation which consists of 17 Nations who form the Secwepemcúlecw. Indigenous peoples utilized and continue to utilize the land now known as 100 Mile House for its abundant natural resources - including the creek and nearby lakes. Previously named "Bridge Creek" in the early pioneer days, the area was used as a rest stop on the fur trade route from Fort Kamloops north to Fort Alexandria. The name 100 Mile House comes from the gold rush era when a stagecoach stop was set up to refresh travelers 100 miles from "Mile 0" at Lillooet. Although the original roadhouse is no longer standing, the area remains an important hub of services for the South Cariboo.

As the gold rush subsided, ranchers began to settle the area. In 1912, the Marquis of Exeter, a British nobleman, purchased the land around 100 Mile House. In 1930, the Marquis' son, Lord Martin Cecil, became the owner and manager of his father's holdings. The population of the settlement was 12 at that time. In the 1940's and the 1950's, an abundance of timber drew dozens of portable sawmills to the area. Incorporated in 1965, the District's geographic location and natural environment provide significant opportunities for commercial and recreational development.



Figure 2: 100 Mile Marker (South Cariboo Visitor Centre Website, 2025)

100 Mile House began to grow as a town when sawmill owners, the Jens brothers, entered into a lease agreement with Lord Cecil to provide housing for newcomers. The lease agreement turned out to be the first of many from the 6,000 hectare estate, which included all of what is now the District of 100 Mile House.

The 100 Mile House Community Forest was initiated in 2010 and is owned by the 100 Mile Development Corporation (which is owned by the District of 100 Mile House). The 100 Mile House Community Forest has an area of 18,000 hectares and an Annual Allowable Cut (ACC) of 22,500m³

1.6 Demographics

The District of 100 Mile House’s population has remained relatively stable over the years. In 2021, the District had a population of 1,928 people, a 0.5% increase from 2016. The average age of District residents is 49.8, this is higher than the average age for the Cariboo Regional District, 45.3. The largest portion of the population based on age is 65+ with 34% of the population being within this age group as seen in [Figure 3](#).

In the coming years, 100 Mile House and the greater Cariboo Region are expected to see modest growth. The District’s population is projected to reach around 2,200 by the 2040s, while the broader Cariboo Region is anticipated to also grow at a similar rate over that period.

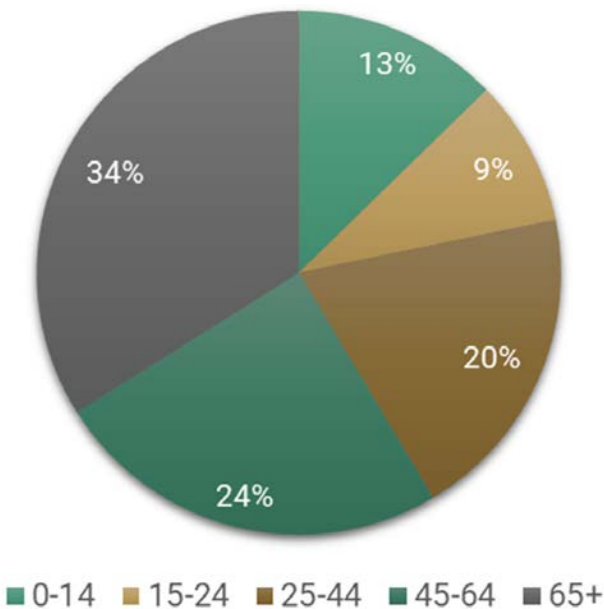


Figure 3: Age Distribution of 100 Mile House (Census Profile, 2021)

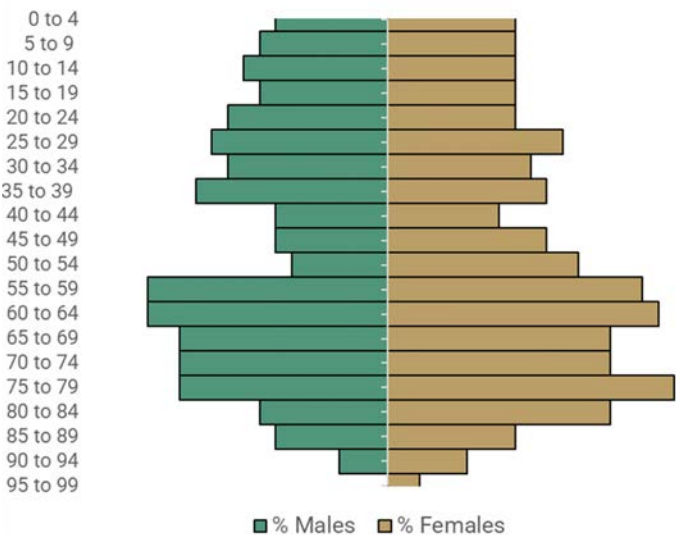


Figure 4: Population Pyramid 100 Mile House (Census Profile, 2021)

The 2021 Census Profile Data from Statistics Canada in [Figure 4](#) shows a population that is slightly female-dominant, with 1,035 females compared to 910 males. The younger age groups (0-19) are relatively balanced between both male and female. In older age cohorts (55 and above), both sexes increase significantly in population, with females consistently remaining the majority. Overall, the above population pyramid expresses the community has fewer younger children and more older adults.

1.7 Housing Growth

As the regional population continues to grow, 100 Mile House has seen increasing housing demand. A major driver of this growth are people seeking more affordable housing options. The District’s housing stock is predominantly made up of single detached housing, with approximately 48% of the units in the District being single detached. Apartments and movable dwellings are the next most common form of housing in the District, a full breakdown of the District’s housing composition is shown in [Figure 5](#).

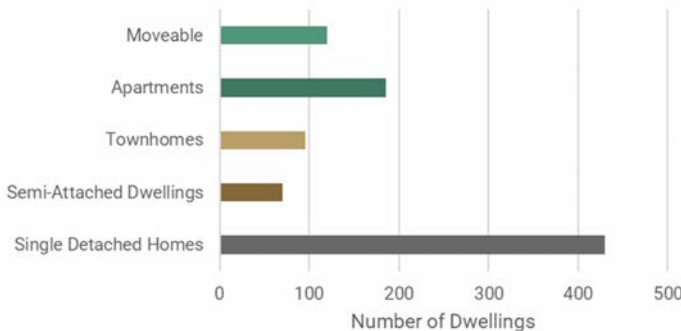


Figure 5: District of 100 Mile House - Housing Composition (Census Profile, 2021)

Housing demand forecasts are linked to population forecasts; therefore, housing demand is projected to continue to reflect the steady and modest growth projected in 100 Mile House. According to the 2024 South Cariboo Interim Housing Needs Assessment, the 5-year need for the District is 157 units and 20-year need is 508 units as expressed in [Table 1](#) below.

Table 1: South Cariboo Interim Housing Needs Assessment 5 and 20-Year Housing Need (2024)

2024 SOUTH CARIBOO INTERIM HOUSING NEEDS ASSESSMENT		
Component	5 Year Need	20 Year Need
Extreme Housing Need	14.98	59.94
Persons Experiencing Homelessness	8.78	17.57
Suppressed Household Formation	19.14	76.58
Anticipated Growth	58.66	131.40
Rental Vacancy	1.74	6.94
Additional Local Demand	53.87	215.47
Total New Units – 5 Years	157	
Total New Units – 20 Years		508

1.8 Labour and Employment

In the South Cariboo, employment has historically centered around the agriculture and resource industry sectors. While these sectors are still an important ongoing source of jobs, the employment base has evolved and now includes a wide variety of emerging sectors and industries.

The District of 100 Mile House Community Profile, completed by Statistics Canada through the 2021 Census, provides valuable insight into the District’s employment trends. The total number of people employed in the South Cariboo was 4,720, with 750 located within 100 Mile House. The top 5 sectors by labour force in the District were:

- Sales and services (23%)
- Health and educational services (17%)
- Accommodation and food services (11%)
- Construction (8%)
- Transportation and warehousing (7%)

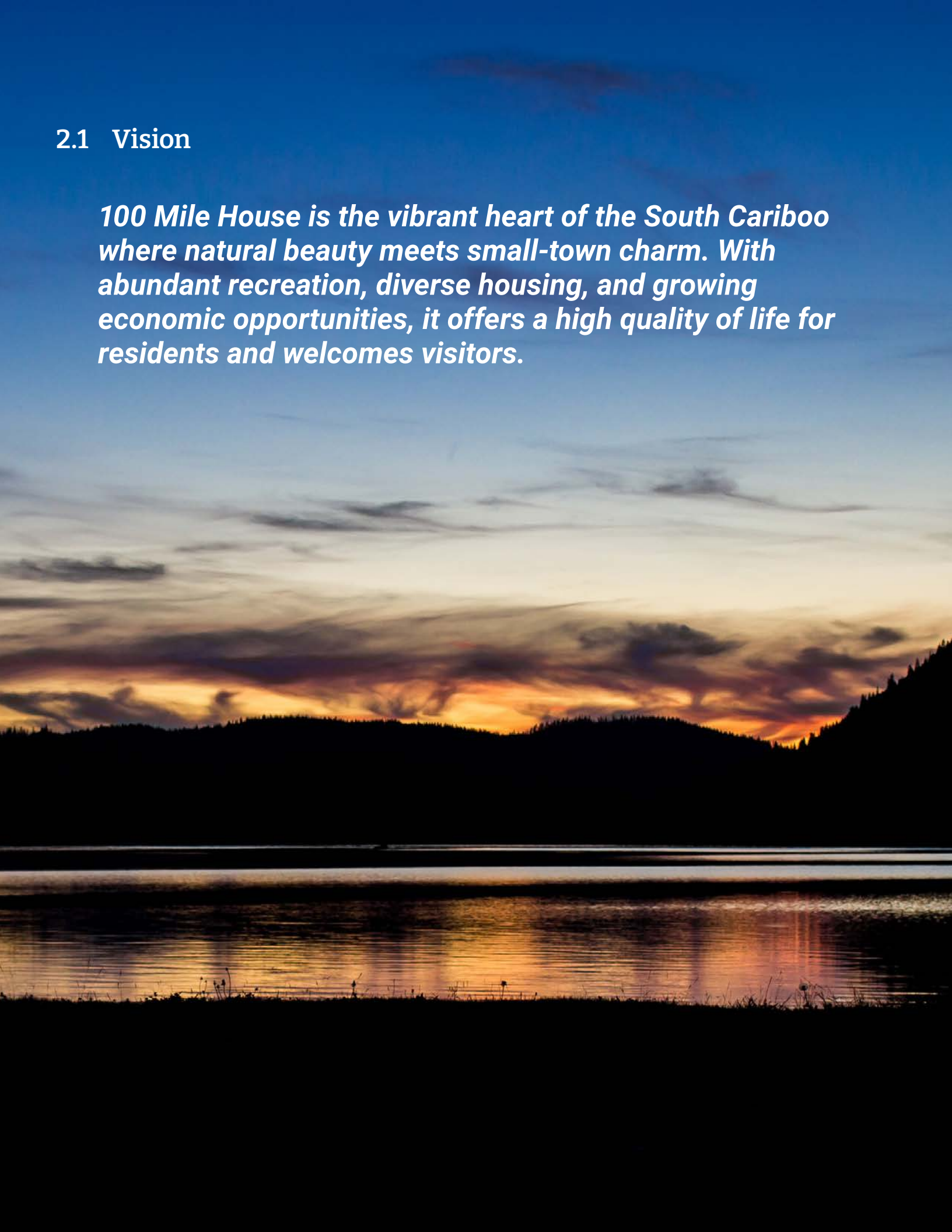
The *Local Action, Collective Impact...2020-2025 Labour Market Strategy for the Cariboo Chilcotin Region* study funded by the Province of British Columbia and Government of Canada identified a number of industries that will be looking for potential employees within South Cariboo in the future including health care and social services, retail trade, manufacturing, accommodation and food services, and transportation and warehousing. The recent announcement of the West Fraser sawmill closure also signals that the forestry and timber milling industry in the region will be impacted.

A landscape photograph showing a roadside scene. In the foreground, there is a dense bed of yellow Black-eyed Susans and purple flowers. To the left, tall grasses are visible. A green semi-transparent banner with the text '2 Vision' is overlaid on the left side. The background features a grassy area, a road, and some buildings under a cloudy sky.

2 Vision

2.1 Vision

100 Mile House is the vibrant heart of the South Cariboo where natural beauty meets small-town charm. With abundant recreation, diverse housing, and growing economic opportunities, it offers a high quality of life for residents and welcomes visitors.



The image is a composite of two photographs. The top photograph shows a large, dark tree trunk with several light-colored, irregular patches where the bark has been removed, revealing the inner wood. A young, green pine sapling is growing from the base of the trunk. The background shows a forest of tall, thin trees under a blue sky with some clouds. The bottom photograph is a close-up of a fallen tree trunk, showing its rough, dark bark and a hollowed-out section. A young pine sapling is growing from the hollow. The ground is covered with a thick layer of dry, brown pine needles and some small rocks. The text "3 Growth Management" is overlaid on a dark green, rounded rectangular background that spans across both photographs.

3 Growth Management

3.1 Introduction

Growth Management is a planning approach which seeks balanced growth and development to minimize negative environmental, social and economic impacts. Key tools used to manage growth include, but are not limited to the OCP, the Zoning Bylaw, and various other bylaws and policy documents.

The reasons for managing growth in 100 Mile House include the desire to encourage the efficient use of infrastructure and maximize infrastructure investments (e.g. roads, water and sewer); preserve community character while improving the quality of life for residents; enable cost-effective growth; protect the health of the environment and natural assets, and ensure compatible intermunicipal planning.

3.2 Goals

3.2.1 Maintain and strengthen 100 Mile House as regional service centre and hub for the South Cariboo.

3.2.2 Celebrate and maintain a strong sense of community and attractive lifestyle as the community grows and evolves.

3.3 Objectives and Policies

The District's growth management objectives and policies are to:

3.3.1 Objective: Encourage the efficient and logical extensions of District infrastructure to support growth

- 3.3.1.1** Ensure development and subdivision proposals align with the long-term servicing strategy of the District.
- 3.3.1.2** Update the District's Development Cost Charge Bylaw to align with District's growth management strategy.
- 3.3.1.3** Ensure the Zoning Bylaw and the OCP are consistent, and the Table of Concordance remains accurate.

3.3.2 Objective: Encourage compact and contiguous development within the District

- 3.3.2.1** Promote compact and contiguous development.
- 3.3.2.2** Encourage infill of underutilized or vacant lots to optimize existing infrastructure.

3.3.3 Objective: Minimize impacts of development on environmentally sensitive areas

- 3.3.3.1** Manage growth adjacent to, or within, environmentally sensitive areas to minimize the negative impacts of development on the natural environment.

3.3.4 Objective: Collaborate with partners to manage growth effectively within the South Cariboo region

- 3.3.4.1** Encourage the Cariboo Regional District's South Cariboo Area OCP to be consistent with the objectives and policies of this OCP.
- 3.3.4.2** Collaborate with the Cariboo Regional District, other orders of government, residents, and the private sector to reduce GHG emissions.

3.3.5 Objective: Support the growth of healthcare facilities in line with population growth, with support from the provincial government and Interior Health

- 3.3.5.1** Ensure community facilities and services meet the needs of District residents and accommodate future growth.
- 3.3.5.2** Advocate to the provincial government and the Health Authority to ensure that the new healthcare facilities and services grow at a rate equal to population growth in the District, with an eye to matching healthcare services to the changing demographics.

A background image of a raspberry bush with green leaves and clusters of red raspberries. A dark green semi-circular overlay is positioned on the right side, containing the section header text.

4 Land Use Designations & Table of Concordance

The 100 Mile House OCP applies to the entire area within the boundaries of the District. Future land use and development within the District must be consistent with the overall pattern of land use depicted in **Schedule B: Land Use** based on the following designations.

The table of concordance identifies the corresponding zoning from the District's Zoning Bylaw that are permitted within each land use designation outlined in the OCP. No amendment to the OCP is required for zoning listed within a specific designation.

Table 2: Table of Concordance

OCP Designation	Zoning	District Title	Typical Uses
Agriculture	A-1	Agriculture Zone	Agricultural and associated uses in the Agricultural Land Reserve
	A-2	Small Holdings Zone	
Resource Area	A-3	Resource Area Zone	Provincial Forests, large parcels (≥65 ha) used for grazing, fish & wildlife habitat, community watershed, recreation/tourism, sand and gravel deposit
	P-2	Parks and Open Space Zone	
Rural Residential	A-2	Small Holdings Zone	Large residential parcels which may have limited services, hobby farming, limited agriculture and home industries.
	ER-1	Country Residential Zone	
	ER-2	Horse Lake Road Residential Zone	
Low Density Residential	R-1	Residential Low Density Zone	Single detached dwellings, semi-detached or duplex dwellings.
	R-1/SR	Special Residential Use Zone	
	R-2	Residential Duplex Zone	
	R-3	Residential Small Lot Zone	
Medium Density Residential	R-4	Residential Medium Density Zone	Townhouses, semi-detached or duplex dwellings, triplexes, fourplexes and mobile home parks
	R-6	Residential Mobile Home Park Zone	
High Density Residential	R-5	Residential High-Density Zone	Apartments
Commercial Vehicle Oriented	C-2	Tourist Commercial Zone	Freestanding retail uses, office and personal services uses, restaurants, hotels and motels, apartments when located above commercial uses.
	C-3	Vehicle Oriented Commercial Zone	
	C-4	Shopping Centre Commercial Zone	
	C-5	Horse Lake Road Commercial Zone	
	C-6	Mixed Use Commercial – Residential Zone	

OCP Designation	Zoning	District Title	Typical Uses
Commercial Central Business District	C-1	Central Business District Commercial Zone	Shopping centres, retail uses, restaurants, office and personal service uses, medical offices, institutional/public utility uses, apartments when located above commercial and parks
	C-4	Shopping Centre Commercial Zone	
	P-1	Institutional Zone	
Public Use and Institutional	P-1	Institutional Zone	Public, non-profit or utility uses such as schools, churches, recreation facilities, community centres, public health facilities, and community care facilities
	R-1/SR	Special Residential Use Zone	
Industrial	I-1	Light Industrial Zone	Light and heavy industrial businesses including manufacturing, assembly, processing, machining, fabrication, sales, service and repair, trucking, storage, and public utilities
	I-2	Heavy Industrial Zone	
	I-3	Airport Industrial Zone	
Parks, Recreation and Open Space	P-2	Parks and Open Space Zone	Community parks, neighbourhood parks, private use facilities such as golf courses, environmentally sensitive areas, ecological reserves, floodplains and watercourses
	P-3	Parks and Recreation Zone	

4.1 Comprehensive Developments

Unique developments requiring Comprehensive Development zoning may be considered within any land use designation if compatible with the overall intent of the land use designation and based on a zone permitted within the applicable land use designation. Comprehensive Development is not a land use designation in this Plan but is enabled through the Zoning Bylaw.

Comprehensive Development Zones are a tool within the Zoning Bylaw that the District may use in unique circumstances. Comprehensive Development Zones are intended to accommodate and regulate the development of a use or mixture of uses on a specific site. The purpose is to provide a zone which will allow for the creation of site-specific land use regulations where the circumstances are such that no standard zone provides sufficient regulation. Where possible, new developments should be accommodated within the District's standard zones outlined in the Zoning Bylaw and Comprehensive Development Zoning should only be considered in extenuating circumstances when the proposed development does not fit within a standard zone in terms of use and density.

5 Residential



5.1 Introduction

The District of 100 Mile House includes a mix of families and residents of all ages and life stages. As a result, the District must ensure that a variety of housing forms are provided to meet the needs of its current and future residents. A diversified housing stock is essential to attracting and retaining people, families, and a skilled workforce. The policies in this section focus on planning and developing 100 Mile House as a complete community to accommodate people's daily needs.

The District of 100 Mile House is committed to ensuring that housing is available to all residents regardless of their socio-economic situation. Diverse opportunities for housing are provided throughout the District through areas designated for Rural Residential, Low Density Residential, Medium Density Residential, and High Density Residential. To provide more housing options and support housing affordability, new residential developments are encouraged to include diverse forms of housing.

5.2 Existing Conditions

The current housing conditions are comprised of a variety and range of housing types. The 2021 Census compiled the following statistics regarding the number and type of dwellings within 100 Mile House. According to the 2021 Census, the average household size in 100 Mile House was approximately 2.0 persons per private dwelling.

In preparing the OCP, population projections and household characteristics were used to determine the projected housing requirements. Provincial projections do not indicate population growth; however, these projections are considered overly conservative and do not reflect opportunities to diversify the regional economy reflected in this plan. In addition, the District of 100 Mile House anticipates that demographic changes will generate the need for new housing forms and support the existing residents within the South Cariboo region.

The OCP has identified areas where future residential areas are to be located to meet the District's projected needs. These areas include a range of residential densities as indicated on **Schedule B: Land Use**. The plan generally identifies areas adjacent to the downtown as suitable to accommodate higher densities such as apartments and townhouses. Single detached, mobile home parks, and semi-detached housing are designated as low density residential. These residential designations include different housing types such as seniors housing, special needs housing, and affordable housing as they will also be required within the plan's planning horizon.

The South Cariboo Interim Housing Needs Assessment completed in November of 2024, estimates that in 5 years 100 Mile House will require 157 new homes. In anticipation of the 20-year housing needs, it is estimated that approximately 508 homes will be required to meet the District's housing supply needs. The policies within this section aim to address the estimated needs of the District.

Areas designated, but not currently developed, for residential use are estimated to accommodate approximately 2,171 dwelling units, which indicates that there is sufficient land to accommodate the required units.

5.3 Land Use Map Designations

Four types of Residential Use areas are designated on **Schedule B: Land Use**:

1. Rural Residential
2. Low Density Residential
3. Medium Density Residential
4. High Density Residential

5.4 Goal

- 5.4.1 Encourage a diversity of housing types and tenures to meet the needs of existing and future residents.

5.5 Objectives and Related Policies

- 5.5.1 **Objective: Attract a skilled labour force into the District by encouraging a wide range of housing types, and densities in order to attract a skilled labour force and to meet the needs of all residents within 100 Mile House.**

- 5.5.1.1 Encourage residential developers to provide more accessible design elements for buildings including universal design standards, to allow for aging in place.

- 5.5.2 **Objective: Leverage existing infrastructure and optimize future infrastructure investments by planning compact and contiguous residential areas.**

- 5.5.2.1 Plan new residential development for efficient extension of infrastructure and services.
- 5.5.2.2 Require developers of new residential developments to provide and pay for infrastructure and servicing improvements required for the new development.

- 5.5.3 **Objective: Support the District's unique small-town character within residential areas.**

- 5.5.3.1 Support home-based businesses, ensuring that the exterior characteristics of buildings maintains their residential appearance and vehicular traffic is not substantially increased.
- 5.5.3.2 Support the development of community care facilities to accommodate special needs housing in areas with similar scale and use.
- 5.5.3.3 Encourage the integration of affordable, seniors', and special needs housing throughout the District.

- 5.5.4 **Objective: Ensure new residential developments contribute to the residents' quality of life and minimizes any negative impacts to environmentally sensitive areas.**

- 5.5.4.1 Work with community partners to provide information on programs for improving household energy efficiency.
- 5.5.4.2 Encourage residential developers to construct to standards which meet or exceed best practices for energy efficiency.
- 5.5.4.3 Encourage innovative residential proposals that enhance sustainability, protect views, preserve green space, and increase energy efficiency and alternative energy production (e.g. solar orientation).

5.5.5 Objective: Encourage infill of vacant or underutilized lots to provide a mix of housing opportunities and densities in proximity to the downtown area.

5.5.5.1 Encourage infill of vacant or underutilized residential parcels to accommodate more housing, to use land more efficiently, and to optimize existing servicing.

5.5.5.2 Encourage increased residential densities in and adjacent to the Central Business District as identified on [Schedule B: Land Use](#).

5.5.6 Objective: Support healthcare worker housing initiatives.

5.5.6.1 Work with healthcare organizations and non-profit and private sector housing developers to assist healthcare workers who have housing challenges.

5.5.6.2 Support the development of targeted housing for health care workers near or adjacent to sites with major healthcare facilities.

5.5.7 Objective: Support a resilient and inclusive housing framework by encouraging a variety of housing types and densities that respond to the evolving needs of current and future residents.

RURAL RESIDENTIAL

5.5.7.1 The District requires developers of lands designated Rural Residential to consider the following:

- i. *availability of community water or sewer, or capability of accommodating on-site domestic water and sewage disposal;*
- ii. *proximity and impacts to Environmentally Sensitive Areas;*
- iii. *impact to adjacent land use designations and the character of the existing area;*
- iv. *proximity to existing roads and other community and essential services;*
- v. *potential exposure to natural hazards including but not limited to flooding, soil instability, rock fall and forest fire risk;*
- vi. *a visual impact assessment where development is proposed on hillsides and other viewscapes;*
- vii. *use best management practices for integrating environmental features into the development; and*
- viii. *potential impacts to lands in the Agricultural Land Reserve.*



5.5.7.2 The specific uses permitted in the Rural Residential land use designation will be determined in the applicable zoning districts in the Zoning Bylaw as indicated in the **Table 2: Table of Concordance**.

LOW DENSITY RESIDENTIAL

5.5.7.3 Low density residential uses will include a range of lot sizes and dwelling types including residential estates, single-family and semi-detached dwellings, manufactured homes, secondary suites, and accessory dwellings.

5.5.7.4 The District will consider manufactured homes developments as a method of encouraging more affordable housing in appropriate Low Density Areas.

5.5.7.5 The specific uses permitted in the Low Density Residential land use designation will be determined in the applicable zoning districts in the Zoning Bylaw as indicated in the **Table 2: Table of Concordance**.

MEDIUM AND HIGH-DENSITY RESIDENTIAL

5.5.7.6 Medium and High-Density residential developments will be subject to development approval and an assessment based on the development's ability to integrate and contribute to the community's form, character, and scale with adjacent uses through:

- ix.** *Adequate transitioning to existing lower density housing;*
- x.** *Proximity to parks, community services, and other amenities; and*
- xi.** *The site's ability to provide convenient vehicle access so as to avoid generating excessive traffic on local streets.*

5.5.7.7 Medium and High Density Residential developments will be encouraged in proximity to major transportation and transit corridors, active transportation infrastructure, parks and open spaces, and other community services.

5.5.7.8 The specific uses permitted in the Medium and High-Density Residential land use designations will be determined in the applicable zoning districts in the Zoning Bylaw as indicated in **Table 2: Table of Concordance**.





6 Commercial



6.1 Introduction

The District of 100 Mile House is the main retail, commercial, and service centre for the South Cariboo region. To maintain and strengthen the District's regional role, high quality commercial development along Highway 97 and in the downtown area must be supported.

By fostering a strong, easy-to-access commercial environment, 100 Mile House can solidify its position as South Cariboo's hub and capitalize on its tourism potential.

6.2 Existing Conditions

Commercial development in the District of 100 Mile House is generally characterized by two predominant forms, reflecting both historical development patterns and contemporary land use needs.

- **Commercial Vehicle Oriented:** The vehicle oriented commercial development is generally located along Highway 97 and major arterial roads. These areas are generally characterized by larger parcels with buildings set back from the road to allow for on-site parking. This development pattern caters to businesses that rely on high visibility and convenient access to vehicular traffic.
- **Commercial Central Business District (CBD):** The original townsite or downtown commercial area is defined by a traditional pedestrian-oriented form. This area features smaller parcels with buildings typically located close to the street frontages and occupying most of the lot. This configuration supports an active street and building frontages that contribute to the downtown's roles as the social and commercial heart of the community.

While these two commercial forms differ in function and design, they are not strictly separate. There is a degree of overlap in land use, with elements of both forms occasionally appearing in proximity. The downtown remains distinct for its compact walkable character, while Highway 97 corridor and arterial roads are defined by its auto-oriented layout.

6.3 Land Use Map Designations

There are two types of Commercial designations within this Plan as shown on **Schedule B: Land Use**:

1. Commercial Vehicle Oriented
2. Commercial Central Business District

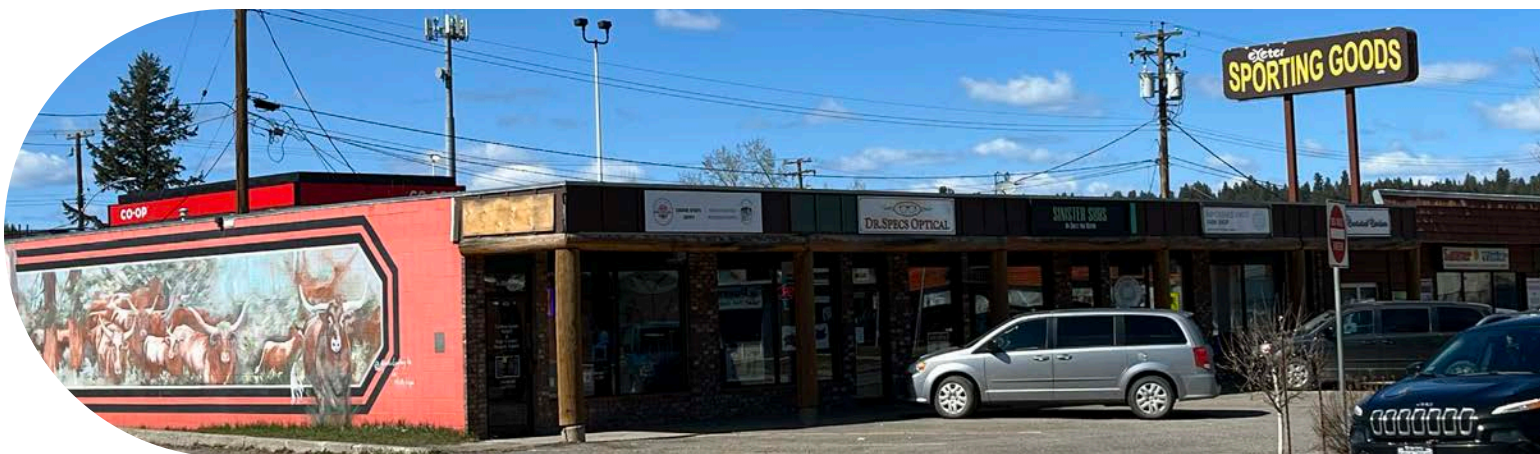
6.4 Goal

- 6.4.1 Strengthen the downtown as the community's economic and cultural heart and the Highway 97 as vehicle-oriented commercial hub of the community.**

6.5 Objectives and Related Policies

- 6.5.1 Objective: Encourage a wide range of commercial uses in order to enhance the District's position as the primary service and tourist centre for the South Cariboo.**

- 6.5.1.1** Direct commercial development to designated areas on **Schedule B: Land Use**, in order to ensure organized and efficient growth.



COMMERCIAL VEHICLE ORIENTED

- 6.5.1.2** Evaluate any potential new shopping centres based on the following locational:
- i. *The proposed development must support, not undermine, the commercial vitality of the CBD;*
 - ii. *The site must be serviced, or capable of being serviced, with urban infrastructure, including water, sewer, roads and power;*
 - iii. *The location should be adjacent to or near an arterial or collector road with sufficient traffic volumes to support commercial activity;*
 - iv. *The site must offer direct and convenient arterial or collector road access to minimize impacts on local streets and residential traffic; and*
 - v. *Potential negative impacts on adjacent land uses must be minimal or mitigated through appropriate measures such as screening, setbacks or landscaping.*
- 6.5.1.3** Encourage commercial development oriented towards highway traffic and the tourist market to locate along the Highway 97 corridor, where visibility, access, and site configurations are best suited to serve these functions.
- 6.5.1.4** Support the development of a truck stop within 100 Mile House to support strategic economic development, provided it aligns with the vehicle-oriented commercial character of the Highway 97 corridor and contributes to the local economy and transportation services.

6.5.2 Objective: Encourage commercial development that is high quality and reflects the community character along Highway 97 and within the CBD of 100 Mile House.

- 6.5.2.1** Encourage developers to incorporate energy conservation principles including LEED, Built Green and Passive House standards, into building and site design and construction.
- 6.5.2.2** Ensure future commercial development along the Highway 97 corridor and in the downtown core contributes positively to the character and function of these key areas by maintaining the applicable Development Permit Areas. The objectives and guidelines for the Highway 97 Development Permit Area and the Central Business District Development Permit Area are outlined in [Section 17](#) of this Plan.
- 6.5.2.3** Encourage the infill of vacant properties and the redevelopment of underutilized sites to accommodate a range of commercial activities, within the Highway 97 corridor rather than expanding the supply of designated commercial lands.



COMMERCIAL CENTRAL BUSINESS DISTRICT

6.5.3 Objective: Support and reinforce the CBD area as the primary centre for commercial activity, office development, government services and community gathering, maintaining its role as the social and economic heart of 100 Mile House.

6.5.3.1 Promote the growth of the CBD through supporting integration of land uses, allowing greater densities, residential uses above street-level and creating a more pedestrian friendly environment.

6.5.3.2 Enhance the public spaces within the CBD through the combination of redevelopment, local improvements, merchant initiatives and capital works programs.

6.5.3.3 Encourage the establishment of future institutional uses within the CBD that contribute positively to the social, cultural and civic vitality of the area and complement the surrounding land uses.

6.5.3.4 Support the redevelopment of parcels along Cedar Avenue South to Fourth Street for CBD commercial uses such as office, retail, and mixed commercial/residential subject to rezoning approval. Approval will be evaluated on the basis of the following criteria:

- i. *the scale and character of new development is compatible with adjoining uses; and*
- ii. *new commercial buildings should be oriented to the street and all off-street parking and loading areas should be located to the back or side of the parcel.*



7 Industrial Land



7.1 Introduction

The District of 100 Mile House would like to build upon the existing industrial roots of the community and continue to strengthen this resource-based economy. A key component of the District’s economic development is to ensure adequate servicing to industrial areas and ensure compatibility between land uses adjacent to any industrial lands.

7.2 Existing Conditions

The District of 100 Mile House is an industrial service centre for the South Cariboo. Forest product manufacturing has occurred in the Exeter Station Road area and requires adequate road and rail access and separation from Residential land uses.

7.3 Land Use Map Designations

Industrial uses are directed to lands designated Industrial on **Schedule B: Land Use**. These areas are to be preserved and optimized for a range of employment-generating industrial activities.

7.4 Goal

- 7.4.1 Provide a full range of industrial services and uses to meet South Cariboo’s needs.**

7.5 Objectives and Related Policies

- 7.5.1 Objective: Maintain industrial lands for industrial use and ensure an adequate supply of land designated Industrial is available to accommodate future industrial development and opportunities in 100 Mile House.**

7.5.1.1	Direct heavy industry, manufacturing and activities requiring outdoor storage or rail use to lands designated as Industrial, particularly in the Exeter Station Road area.
7.5.1.2	Wherever possible, encourage the infill of existing vacant Industrial land and redevelopment of underutilized sites prior to designating additional Industrial lands.
7.5.1.3	Explore opportunities for expanding the industrial land base beyond Exeter, including in the Canim siding/D.L. 964 area, only when necessary and where adequate servicing and land compatibility can be achieved.
7.5.1.4	Ensure designated Industrial uses on the north side of Airport Road are maintained for air transportation and related uses.
7.5.1.5	Prohibit the conversion of industrial lands to residential or non-industrial uses to preserve industrial lands and employment capacity.

7.5.2 Objective: Minimize conflicts between industrial and any non-industrial land uses in terms of water pollution, noise, odour, air quality, and traffic.

- 7.5.2.1** Require a stormwater management plan to address concerns over potential industrial pollution of Little Bridge Creek for all new developments in the Exeter industrial area.
- 7.5.2.2** Encourage heavy equipment and automobile-oriented industrial uses on Highway 97 to relocate to land designated for industrial use north of Exeter Station Road.

7.5.4 Objective: Improve access and infrastructure for industrial lands, including road, rail, water, sewer and other services to support current industrial needs and anticipated future needs.

- 7.5.4.1** Extend water servicing to ensure fire flows meet the Fire Underwriters Survey requirements and extend the sanitary sewer services to portions of the Exeter Station Road industrial area.

7.5.3 Objective: Support a resilient and diverse industrial sector by retaining existing businesses, attracting new businesses and enhancing the local employment base and municipal tax revenues.

- 7.5.3.1** Encourage industrial land development that incorporates good urban design, site planning, landscaping and cohesive identity, in order to attract investment and support the District's regional industrial role.
- 7.5.3.2** Encourage the full utilization and efficient use of Industrial lands to maximize jobs and economic activity per hectare.



8 Public Use and Institutional



8.1 Introduction

The District of 100 Mile House's institutional and public uses include places of worship, schools, health services, government offices and municipal operations, emergency services and similar types of uses that provide various services to the residents of 100 Mile House. As the hub and service centre for the South Cariboo region, the District is committed to working with all orders of governments and public agencies to maintain and enhance public services for the residents of the District and South Cariboo region.

8.2 Existing Conditions

The District of 100 Mile House has several major existing public and institutional uses and assets including:

1. Schools and colleges;
2. Community institutional services such as childcare facilities;
3. Places of worship;
4. Protective services, police services provided by the Royal Canadian Mounted Police (R.C.M.P.) and the volunteer fire hall;
5. Fire-Rescue training centre;
6. 100 Mile House District Hospital and supporting health services; and
7. Local, regional and provincial government facilities and services.

8.3 Land Use Map Designations

Institutional and public uses are directed to lands designated Institutional and Public Use as indicated on **Schedule B: Land Use**.

8.4 Goal

- 8.4.1 Ensure accessible, high-quality public and institutional services that foster health, safety, and community well-being through collaboration and strategic planning.**

8.5 Objectives and Related Policies

- 8.5.1 Objective: Ensure that all residents and visitors have access to institutional and public uses to meet their daily needs.**

- 8.5.1.1** Encourage places of worship to locate on sites:
- i. on or near arterial and collector roads to ensure convenient access;
 - ii. which are of a sufficient size to accommodate off-street parking; and
 - iii. which minimize traffic and noise to surrounding residences.
- 8.5.1.2** Require school sites to provide opportunities for park space and recreational opportunities.
- 8.5.1.3** Require uses such as schools, hospitals, waste management facilities, and fire or police services to not be located within the ALR whenever possible.

- 8.5.2 Objective: Collaborate with Cariboo Regional District, Interior Health, and School District No. 27 to strengthen service delivery and improve accessibility to health care at the 100 Mile House regional hospital.**

- 8.5.2.1** Regularly meet and collaborate with the School District No. 27 to ensure education services meet community needs.
- 8.5.2.2** Advocate to increase healthcare services and facilities to better serve all residents.
- 8.5.2.3** Encourage the provision of appropriate health care, housing facilities and supportive services including preventative health services and independent living in co-operation with the Interior Health Authority, BC Housing, and other stakeholders as appropriate.

8.5.3 Objective: Ensure adequate levels of protective and emergency services are maintained as the District grows.

- 8.5.3.1 Monitor and assess growth in the District to ensure adequate delivery of protective services and emergency services in developing areas.
- 8.5.3.2 Maintain and grow the provision of healthcare and emergency response services in the District to ensure the District has a robust response capacity for emergencies and residents have access to the healthcare they need.
- 8.5.3.3 Support volunteer efforts in fire protection services and community-based crime prevention programs.
- 8.5.3.4 Work with the R.C.M.P. to develop and implement community-based crime prevention programs.
- 8.5.3.5 Encourage new developments to implement components of crime prevention through environmental design (CPTED) to improve overall safety within the District.



9 Parks, Recreation, and Open Spaces



9.1 Introduction

People are attracted to live in and visit 100 Mile House due to its abundant natural beauty and tremendous recreational opportunities. The District is fortunate to have a number of parks and open spaces within its boundaries which provide important amenities to residents to promote healthy lifestyles, enjoy outdoor spaces, and participate in organized sports. The District's parks, recreation, and open spaces play a vital role in attracting visitors and tourists to the region. The objectives and policies of this section have been informed by the District's Parks and Recreation Development Plan.

9.2 Existing Conditions

The District has developed a robust system of parks, open spaces, and recreation and has the opportunity to further enhance its facilities to meet the evolving recreation needs of its residents. The 99 Mile Recreation Area provides space for cross-country skiing, snowmobiling, and mountain biking by enhancing the existing trail network. The District is working on the promotion of parks for tourism purposes to attract visitors and contribute to continued economic development.

Additionally, the 100 Mile House offers abundant opportunities for outdoor recreation during peak summer months and is committed to enhancing these activities year-round, with a particular focus on the winter season. Recreation facilities such as playgrounds, the ice arena and curling rink, tennis courts, ball diamonds, trails and sports fields are presently provided by the District, South Cariboo, provincial and private organizations, and School District No. 27. The *100 Mile Active Transportation Plan* has been developed and is being implemented to create a unified network of existing and proposed trails. These comprehensive trail networks includes trails, sidewalks and other means to promote and improve active transportation connectivity throughout the community.

9.3 Land Use Map Designations

Parks, recreation and open space uses are directed to lands designated Parks, Recreation & Open Space on **Schedule B: Land Use**. Key parks and the recreation and trail network in 100 Mile House are identified on **Schedule C: Parks, Recreation and Open Space**.



9.4 Goals

- 9.4.1 **Support a range of active and passive recreation opportunities for residents and visitors to 100 Mile House.**
- 9.4.2 **Strengthen tourism support services along the Highway 97 corridor.**

9.5 Objectives and Related Policies

- 9.5.1 **Objective: Establish a well-integrated and linked system of parks, trails, and associated recreational facilities that serve a range of purposes including active recreation, passive enjoyment, conservation, and tourism development.**

- 9.5.1.1 Create new linear parks, trails, and pedestrian linkages within 100 Mile House, prioritizing the following:
 - i. *Ensuring that linear parks, trails, and pedestrian linkages connect to existing or planned parks, schools, and open space areas, and enhance pedestrian access through residential areas;*
 - ii. *Avoiding agricultural areas wherever possible. In cases where a trail is proposed over agricultural land, the District will consult with the affected landowner; and*
 - iii. *Ensuring trails have adequate buffering to prevent negative impacts on surrounding agricultural land and be approved by the Agricultural Land Commission when located in the ALR.*

- 9.5.1.2 Support active transportation initiatives and implement the Trails Linkage Plan to encourage alternative modes of travel through the community and help the District meet its greenhouse gas emission reduction target outlined in [Section 16](#).
- 9.5.1.3 Support the connection of trails within 100 Mile House with those outside the District boundaries in cooperation with the Cariboo Regional District and other stakeholders.
- 9.5.1.4 Collaborate and partner with external organizations (e.g., South Cariboo Chamber of Commerce, South Cariboo Tourism, Destination BC, Cariboo Mountain Bike Consortium, Cariboo Chilcotin Coast Tourism Association, Trailforks.com) to enhance recreation opportunities in the District and enable growth in recreation tourism.



9.5.2 Objective: Provide a level of parks, recreation, and open spaces that meet the local community's needs and broader regional needs.

- 9.5.2.1** Encourage the planting of native species and edible landscaping, such as fruit trees, in municipal rights-of-way and parks to contribute to greater local food security.
- 9.5.2.2** Establish long-term priorities and a capital plan to enhance community parks, recreational facilities, and open spaces.
- 9.5.2.3** Review and update the Parks and Recreation Development Plan for the community to identify tangible actions the District can take to meet the active and passive recreational needs of 100 Mile House.
- 9.5.2.4** Secure 5% of gross land area (less any environmentally sensitive areas) through the subdivision process for future parks, recreation, and open spaces (subject to the priorities identified in Policy 9.5.45.) to meet the needs of the community. Land for future parks should meet two or more of the following criteria:
- i.** *flat topography;*
 - ii.** *areas with a viewscape;*
 - iii.** *areas located in close proximity to Bridge Creek or Little Bridge Creek;*
 - iv.** *areas including and surrounding Environmentally Sensitive Areas; or*
 - v.** *areas next to schools, cultural, or community facilities.*
- 9.5.2.5** Favour cash-in-lieu as a means of acquiring parkland through the subdivision process, in cases where park dedication cannot meet policies listed in 9.5.2.4 and 9.5.1.1.

9.5.3 Objective: Plan for and the provision of the future parks, recreational facilities and open spaces will be reflective of the community's growth.

- 9.5.3.1** Explore opportunities to enhance indoor recreation opportunities within the community, including but not limited to a multi-purpose facility, track, gym, pool, etc.
- 9.5.3.2** Ensure all parks, recreation, and open spaces are planned, designed, and programmed for all age groups and all-season use.
- 9.5.3.3** Encourage and support programming of parks and open spaces in ways that enable organizations to provide all-season recreation opportunities throughout the year.
- 9.5.3.4** Preserve and promote the 99 Mile Area as a community hub for tourism and outdoor activities. This includes maintaining the Demonstration Forest, Outdoor Logging Museum, trail network and interpretive signage.
- 9.5.3.5** Encourage collaborative, multi-use access to the 99 Mile Recreation Area to serve both residents and visitors in a family-friendly environment.



10 Agriculture



10.1 Introduction

Since the era of the Gold Rush, agriculture has been, and continues to be, an important driver of the economy in 100 Mile House. Urban centres, like 100 Mile House, play a vital role in supporting the agricultural system by providing essential infrastructure by enabling both rural and urban agricultural activities. These centres also contribute to food production, value-added processing, and other agricultural support services. Strengthening the connection between producers and consumers fosters greater community support for the agricultural sector as a whole.

The District's agricultural industry includes the production of primarily livestock and hay. As a regional service centre and hub, 100 Mile House is uniquely positioned to offer critical services and infrastructure that support the broader agricultural economy of the South Cariboo.

A key asset in this system is the South Cariboo Farmer's Market, which provides residents with access to fresh, locally grown produce while promoting awareness and appreciation of local agriculture. Supporting local food production not only benefits the economy but also contributes to environmental sustainability by reducing greenhouse gas emissions associated with long-distance food transport. These efforts align with the District's climate goals, as outlined in [Section 16](#).

Food systems planning is becoming increasingly important to many B.C. communities, and 100 Mile House is no exception. Protecting designated agricultural lands and preventing their premature fragmentation or conversion is essential to maintaining long-term agricultural viability and ensuring local food security.

10.2 Existing Conditions

Currently in 100 Mile House there is approximately 2,710 hectares or 53.2% of the total land area designated as Agricultural use. Nearly all land designated for Agricultural use in the District is in the Agricultural Land Reserve (ALR). The agriculture objectives and policies contained in this section support the protection of the lands within the ALR and include policies to promote the agricultural economy. It should be noted that privately owned parcels in the ALR are designated as Agriculture on [**Schedule B: Land Use**](#).

Notwithstanding any other provisions of this bylaw, all lands within the Agricultural Land Reserve (ALR) are subject to the Agricultural Land Commission Act (ALCA), its regulations, and any resolutions of the Agricultural Land Commission (ALC). The ALCA and its regulations generally prohibit or restrict non-farm use and subdivision of ALR lands, unless otherwise permitted or exempted by the ALC.

10.3 Land Use Map Designations

The ALR boundaries are shown on [**Schedule D: Agricultural Land Reserve**](#). Lands designated as Agriculture are shown on [**Schedule B: Land Use**](#).

10.4 Goal

10.4.1 Support agriculture as part of the community's rural character and economic growth.

10.5 Objectives and Related Policies

10.5.1 Objective: Support and promote the economic viability of the agriculture sector.

- 10.5.1.1 Support the agricultural sector through economic strategies that promote the industry and identify new farm markets.
- 10.5.1.2 Continue to support and promote a Farmers Market and other food-related events within 100 Mile House.
- 10.5.1.3 Work with agricultural producers and support organizations in the South Cariboo to advance food systems planning and agricultural enterprises.

10.5.2 Objective: Support a diverse range of agricultural and farming practices within the Agricultural Land Reserve and lands designated Agriculture.

- 10.5.2.1 Support agricultural uses in areas designated for Agriculture ([Schedule B: Land Use](#)) and ensure that agricultural activities remain the primary use on lands within the ALR.
- 10.5.2.2 Encourage a full range of agricultural and complimentary uses such as value-added agriculture, agri-tourism, and secondary processing that do not impact the agricultural capability of farmland.
- 10.5.2.3 Understand the impacts of climate and encourage sustainable and innovative agricultural practices.
- 10.5.2.4 Create a backyard hens and honey beekeeping policy and set of guidelines.
- 10.5.2.5 Work with the community to support education about local food production and gardening.

10.5.3 Objective: Preserve lands within the ALR for agricultural uses.

- 10.5.3.1 Direct new development away from lands designated for Agriculture ([Schedule B: Land Use](#)) to protect agricultural and natural areas.

- 10.5.3.2 Maintain large contiguous areas of agricultural land through discouraging fragmentation and conversion of agricultural lands to maximize the range of viable agricultural opportunities.

- 10.5.3.3 Avoid fragmenting agricultural land by encouraging transportation and utility corridors to minimize crossing agricultural parcels with new roads and utility corridors.

- 10.5.3.4 Discourage the proliferation of non-farm residential development or uses within the ALR.

10.5.4 Objective: Minimize conflicts between farm and non-farm uses through land use planning and buffering.

- 10.5.4.1 Ensure new developments minimize negative impacts on surrounding agricultural uses.

- 10.5.4.2 Require edge planning elements for developments along the boundary of the ALR to ensure adjacent land uses are compatible and negative impacts to adjacent agricultural uses are minimized. This may include buffers, landscaping, low-intensity land uses, fencing, berms, etc.

10.5.5 Objective: Support a range of agriculture related, urban agriculture, and value-added agriculture activities throughout the District to promote awareness of the local food system and support local food security.

- 10.5.5.1 Support various forms of urban agriculture including community gardens, edible landscaping, and gardening on private spaces throughout the District.

11 Environment



11.1 Introduction

The District of 100 Mile House recognizes the vital role that the natural environment plays in shaping the character, health, and long-term prosperity of the District. The forests, rivers and open spaces provide beauty and biodiversity as well as beneficial recreational and tourism opportunities. Responsible stewardship of these resources supports a high quality of life for residents through the preservation of aesthetics, enabling recreation, sustaining agriculture and promoting economic benefit through tourism.

Equally important is the recognition and management of environmental hazards. Certain areas within the District are prone to steep slopes, unstable soils, or wildfire risk and must be carefully assessed to ensure safe and sustainable land use planning. Protecting both the natural landscape and safety requires thoughtful integration of ecological insights into land use and development decisions. Through this balanced approach, the District of 100 Mile House can provide an opportunity for the community to thrive in harmony with their surroundings.

11.2 Existing Conditions

11.2.1 Environmentally Sensitive Areas

The District is home to several Environmentally Sensitive Areas (ESAs). ESAs are habitats that have a high ecological diversity that are sensitive to natural and/or human caused disturbances. ESAs may be rare or fragile and at risk due to habitat fragmentation, human development, or provide specialized wildlife habitat that needs to be preserved. For the purposes of this OCP the following areas have been identified by the District as ESAs:

1. Exeter Lake;
2. Bridge Creek, and its tributaries;
3. Little Bridge Creek, and its tributaries;
4. 101 Mile Lake;
5. Mud Lake; and
6. 100 Mile Marsh

11.2.2 Hazardous Lands

Hazardous lands are present within the District of 100 Mile House. While there is always some general level of risk associated with urban development, these lands pose significant hazards and are frequently linked to environmental factors such as climate change, terrain features, vegetation patterns, and soil composition. In planning for sustainable, long-term development, it is essential to account for the range of environmental risks that may impact land use and infrastructure. Key concerns include slope instability, susceptibility to forest fires, the presence of hazard trees, and potential conflicts between humans and wildlife. These risks often arise from natural features and ecological processes, making certain landscapes inherently hazardous.

11.3 Land Use Map Designation

Environmentally Sensitive Areas (ESAs) are outlined on **Schedule G: Development Permit Areas**.



11.4 Goals

Protect the natural environment and promote environmental stewardship.

Minimize the impacts from natural hazards including flooding, slope instability and wildfires to protect lives, people, property, the environment, and the economy.

11.5 Objectives and Related Policies

11.5.1 Objective: Steward restoration and conservation projects within the Bridge Creek watershed to protect biodiversity and water flow integrity.

- 11.5.1.1** Enforce streamside setbacks for buildings along Bridge Creek and Little Bridge Creek for both flood hazard protections and riparian restoration purposes.

11.5.2 Objective: Support the identification, monitoring, and conservation of Environmentally Sensitive Areas (ESAs) within District Boundaries through proactive and coordinated measures.

- 11.5.2.1** Provide protection for those ESA's identified in the OCP through the use of development permits.
- 11.5.2.2** Integrate ESA protections into the land use planning and the development review process. Ensure that any areas impacted by previous or future development are rehabilitated using bio-region appropriate and drought resistant plants and trees that are adaptable to a changing climate.

- 11.5.2.3** Establish ESA buffer zones and management strategies to minimize human impacts.
- 11.5.2.4** Protect and enhance ESAs to serve as natural sinks for greenhouse gas emissions.
- 11.5.2.5** Encourage where possible, signage to identify ESAs, interpret natural assets and provide information regarding natural features.

11.5.3 Objective: Direct development away from Environmentally Sensitive Areas.

- 11.5.3.1** Provide protection for those ESA's identified in the OCP through the use of development permits.
- 11.5.3.2** Establish ESA buffer zones and management strategies to minimize human impacts.

11.5.4 Objective: Minimize risks for both people and property from identifiable natural hazards in the District.

- 11.5.4.1** Discourage development on Hazardous Lands, specifically in areas with grades in excess of 30% and areas subject to hazards including wildfires, soil subsidence, flooding, mud flows, debris flows, erosion, landslide, or rock falls which are known or suspected.
- 11.5.4.2** Enforce compliance with provincial legislations regarding any development on Hazardous Lands including requiring reports from qualified professionals regarding any development on Hazardous Lands.
- 11.5.4.3** Encourage all new development applications within the District to incorporate FireSmart guidelines by providing up to date resources for builders and homeowners.

11.5.5 Objective: Maintain high water quality in surface water, ground water and aquifers.

- 11.5.5.1** Continue to work with landowners and relevant government agencies to remediate contaminated and brownfield sites for future appropriate uses.

11.5.6 Objective: Celebrate and preserve the District's natural assets.

- 11.5.6.1** Collaborate with Indigenous communities, environmental organizations, and residents to co-manage natural assets with shared stewardship principles.

11.5.7 Objective: Limit air pollutants from transportation, industry, agriculture and energy production through advocacy for cleaner more sustainable technologies. (no associated policy)

11.5.8 Objective: Enhance nature-based tourism opportunities.

- 11.5.8.1** Encourage tourism-related businesses and infrastructure that prioritizes environmental protection, such as eco-lodges, interpretive trails, and guided nature tours.
- 11.5.8.2** Support the development and maintenance of access points, signage, and visitor amenities in natural areas such as trailheads and scenic lookouts.
- 11.5.8.3** Partner with local tourism operators to market the District's natural assets as central to the visitor experience.

11.5.9 Objective: Prioritize fuel mitigation plans to protect the 100 Mile House District Community Forest and woodlot.

- 11.5.9.1** Prioritize the development and implementation of fuel mitigation strategies within the 100 Mile House District woodlot and community forest to reduce wildfire risk and protect ecological integrity.



12 Resource Areas



12.1 Introduction

The natural landscape forms a significant backdrop and adds to the unique character of the District of 100 Mile House, and also yields a wide array of resources including forests, agricultural land, sand, gravel, mineral and metal deposits and land deemed environmentally protected. These resource areas help reinforce the rural character of the District and provide an opportunity for planned growth of industry while sustaining environmental features for the future.

12.2 Existing Conditions

Resource Areas comprise the second largest land area within the District. Making up approximately 30% of land within the District. The Resource Areas mostly consist of Crown land within the ALR. Despite the Resource Area designation, the ALC has indicated that some Resource Areas have the potential for agricultural use and should be utilized for that purpose.

The inclusion of Resource Areas within the District are subject to superseding provincial legislation and require the District of 100 Mile House’s Council to enact relevant policies to ensure that the use and development of these lands are consistent with the provisions of such legislation. The following objectives and policies are intended to guide the District’s commitment to managing the uses of the Resource Areas to maximize community benefit while maintaining the Recreation Reserve, including the District’s Demonstration Forest, to also achieve the objectives of developing tourism and recreation as a focal point to the community.

12.3 Land Use Map Designations

Resource areas including sand and gravel deposits are indicated on [Schedule B: Land Use](#).

12.4 Goal

12.4.1 Protect and responsibly manage resource lands to sustain economic opportunities while safeguarding environmental integrity and minimizing land use conflicts.

12.5 Objectives and Policies

12.5.1 Objective: Recognize and support the area’s resource base as a key economic driver for long-term sustainable development.

- 12.5.1.1** Recognize that in designating lands within the Provincial Forest as Resource Area, limitations are placed on this OCP and Zoning Bylaw as they apply to Crown lands. The designation of provincial forest lands as Resource Area reflects Council’s policy to reinforce the use of such lands for silviculture and forest-related uses and ensure that a rural resource use is maintained on the land in the event that the land is removed from the provincial forest.
- 12.5.1.2** Work with the Ministry of Forests to continue sharing mineral exploration proposals for District review.
- 12.5.1.3** Collaborate with industry stakeholders, local governments, First Nations and relevant agencies to ensure industry growth that will benefit the District and surrounding communities.
- 12.5.1.4** Support the responsible growth of resource and agricultural industries by encouraging practices that protect ecological integrity, maintain biodiversity, and ensure long-term land productivity.

12.5.2 Objective: Minimize land use conflicts between designated Resource Areas and adjacent land uses.

- 12.5.2.1** Discourage the subdivision of Resource Area lands into parcels smaller than 65 hectares.
- 12.5.2.2** Reduce conflicts between urban and rural land uses near industrial or resource operations, especially along border with non-resource lands.

12.5.3 Objective: Balance growth of the resource and agricultural industries in the District with environmental protection.

- 12.5.3.1** Support the responsible growth of resource and agricultural industries by encouraging practices that protect ecological integrity, maintain biodiversity, and ensure long-term land productivity.
- 12.5.3.2** Maintain the environmental integrity of the Community Woodlot and prioritize the continued environmental stewardship of the Community Forest.



13 Servicing and Infrastructure



13.1 Introduction

The District of 100 Mile House support varying infrastructure and services that support the community water, sanitary and utility needs. The infrastructure and servicing systems are essential to the day-to-day lives of the District community and these services are consistently reviewed and monitored to ensure efficiency in an effort to meet long-term planning objectives.

13.2 Existing Conditions

The District of 100 Mile House relies on a comprehensive network of utilities and infrastructure to support residents, businesses, and future growth. A high-voltage electrical transmission line runs through and around the District, east of the District Hospital and northwest of Exeter Station Road, ensuring reliable power connectivity.

Energy infrastructure has long been integral to the region. Since 1957, Enbridge (formerly Spectra Energy) and Duke Energy have operated natural gas processing plants and a major transmission pipeline system in British Columbia. This system includes two high-pressure pipelines within a statutory right-of-way approximately 4 km long and 30 m wide, crossing the District. Within this corridor, a separate right-of-way accommodates an oil pipeline owned by Pembina Pipeline Corporation, further supporting energy distribution.

The District continues to invest in water and sewer systems to meet current and future needs. Upgrades to the sanitary sewer collection system are required to ensure sufficient capacity for new development. In 2026, the District will undertake a comprehensive review of sewer infrastructure capacity and assess options for expansion. Recent improvements include a new lift station at Highway 97 and Exeter Road, enabling sanitary service capabilities on the west side of Highway 97.

To enhance water service and fire protection, the District developed a Zone 3 pressure zone to support industrial development along Exeter Station Road. This project included extending the distribution main, constructing a new reservoir, and installing fire hydrants. The District's drinking water system currently consists of a single treatment plant, three reservoirs (including the Exeter Reservoir), one booster station, and a pressure-reducing station, with approximately 24.89 km of water mains. In November 2024, a Water Availability Assessment (Drought Study) for Bridge Creek suggested that the creek may be re-established as the primary water source. A dual-source approach using Bridge Creek and the existing well system will ensure a reliable water supply. The District actively collaborates with the Ministry of Water, Land and Resource Stewardship on natural resource and water management.

Solid Waste Management is guided by the Cariboo Regional District's updated Solid Waste Management Plan (SWMP), approved in March 2025. The plan outlines strategies for the next decade, building on previous phases that improved transfer stations, expanded recycling access, introduced backyard composting, and established an Eco Depot and composting pilot project in 100 Mile House.

Looking forward, the District will work with senior levels of government and the private sector to encourage alternative energy development. As technology and industries evolve, opportunities may arise to integrate renewable and innovative energy solutions into the community's infrastructure.

13.3 Land Use Map Designation

Areas designated as public utilities are identified on **Schedule E: Public Utilities**. Utility corridors are indicated on **Schedule E: Public Utilities**.

13.4 Goals

13.4.1 Support the effective use of existing infrastructure and services for new developments.

13.4.2 Provide water supply and sewage disposal systems to residents and businesses efficiently.

13.5 Objectives and Related Policies

The District 's servicing and infrastructure objectives are to:

SERVICING AND INFRASTRUCTURE

13.5.1 Objective: Plan and implement infrastructure upgrades to address capacity deficiencies, support growth, and adapt to changing climate conditions.

13.5.1.1 Maintain and monitor the capacity of municipal infrastructure systems and carry out upgrading or extension to these systems in accordance with future demand.

13.5.1.2 Identify new areas for infrastructure renewal and prioritize upgrades to address aging assets and service gaps.

13.5.1.3 Incorporate climate resilience and asset management planning into water system upgrades and capital planning.

13.5.2 Objective: Provide required services in a staged manner consistent with its financial capability.

13.5.2.1 Pursue grant funding and partnerships to support major capital projects for water storage, distribution, and treatment systems.

13.5.3 Objective: Construct, upgrade or replace public works assets (i.e., roads, sidewalks, water, sewer and drainage) to meet recognized engineering, environmental and safety standards.

13.5.3.1 Coordinate infrastructure improvements with land use planning to support orderly expansion of water services to new development areas.

13.5.3.2 Encourage integrated infrastructure planning through the use of asset management tools and coordination with water and stormwater systems.

13.5.4 Objective: Maintain public works to satisfy public health and safety concerns.

13.5.4.1 Provide community servicing responsive to seasonal climatic conditions (e.g., snow removal, blocked storm drains, etc.).

UTILITIES

13.5.5 Objective: Operate and maintain efficient and reliable infrastructure based on a long-term approach aimed at minimizing operational costs now and in the future.

- 13.5.5.1** Direct the type of land use and development in the vicinity of utility corridors to minimize conflicts and ensure appropriate permits are obtained for activities such as construction of roads, overhead power lines and underground utilities.
- 13.5.5.2** Encourage utility companies to co-ordinate and share corridors and telecommunications companies to co-locate facilities on cell phone towers, whenever possible.

SOLID WASTE

13.5.6 Objective: Reduce the volume of community waste requiring disposal into the regional landfill site.

- 13.5.6.1** Continue to work with the Cariboo Regional District to implement the regional Solid Waste Management Plan.
- 13.5.6.2** Continue curbside recycling within the District of 100 Mile House.
- 13.5.6.3** Review with the Cariboo Regional District the potential to implement additional recycling programs in 100 Mile House and surrounding area such as:
 - i.** *Work with local groups to educate residents and visitors on the solid waste 3Rs – reduce, reuse, and recycle;*
 - ii.** *Support initiatives of other levels of government and organizations' efforts to reduce waste and implement diversion programs; and*
 - iii.** *Support food recovery initiatives to reduce levels of food waste as well as the diversion of organics from the landfill.*

WATER DISTRIBUTION

13.5.7 Objective: Improve water quality and quantity for domestic use and for fire protection.

- 13.5.7.1** Require all new developments to connect to the municipal water system where feasible and comply with District servicing standards.
- 13.5.7.2** Maintain compliance with provincial drinking water quality standards, implementing regular system monitoring and reporting.
- 13.5.7.3** Support water supply system upgrades that address seasonal water quality issues and improve year-round supply reliability.
- 13.5.7.4** Regularly assess and maintain water looping, pressure zones, and reservoir capacity improvements to ensure continued performance and fire flow protection.
- 13.5.7.5** Require that all new development demonstrate adequate water servicing capacity and fire protection in accordance with District standards.

13.5.8 Objective: Coordinate infrastructure planning and land use and servicing standards.

- 13.5.8.1** Coordinate infrastructure improvements with land use planning to support orderly expansion of water services to new development areas.
- 13.5.8.2** Encourage integrated infrastructure planning through the use of asset management tools and coordination with water and stormwater systems.

13.5.9 Objective: Implement relevant actions as identified in the Plan for Efficient Use of Clean Water.

- 13.5.9.1** Support the implementation of the District's Water Conservation Plan, including metering, demand management, and updates to align with the plan for efficient use of water.

13.5.10 Objective: Protect water quality and reduce impacts from urban runoff.

- 13.5.10.1** Continue long-term source protection planning to protect surface and groundwater resources.
- 13.5.10.2** Monitor and manage system water loss through leak detection, system audits, and infrastructure maintenance.

SANITARY SEWER

13.5.11 Objective: Maintain and enhance sanitary infrastructure to address capacity and system requirements.

- 13.5.11.1** Plan and prioritize capital improvements to address aging infrastructure.
- 13.5.11.2** Prioritize timely repair of known system deficiencies, including the sewage force main leak and other critical infrastructure vulnerabilities.
- 13.5.11.3** Coordinate sewer upgrades with other infrastructure improvements to increase efficiency and minimize disruptions.
- 13.5.11.4** Pursue grant funding and explore cost sharing opportunities to support major sewer system improvements and expansions, building on recent WWTP and Exeter area extensions.
- 13.5.11.5** Review and update the Works and Services Bylaw No. 1257 to reflect current design standards.

13.5.12 Objective: Ensure reliable and environmentally responsible wastewater collection and treatment.

- 13.5.12.1** Maintain compliance with provincial and federal wastewater regulations including the BC Municipal Wastewater Regulation and Drinking Water Protection Act.
- 13.5.12.2** Ensure all new developments are connected to the municipal sewer system where feasible and prohibit private systems in designated serviced areas.
- 13.5.12.3** Require that all development applications demonstrate adequate sewer servicing capacity and align with infrastructure phasing plans.
- 13.5.12.4** Evaluate long-term disposal options and potential reuse of treated effluent, including soil monitoring and environmental impact assessments.
- 13.5.12.5** Develop and implement a formal soil monitoring program for reuse applications including sampling protocols, analytical parameters, and budget planning.
- 13.5.12.6** Align sanitary servicing plans with the District's land use strategy, ensuring efficient service delivery to growth areas while protecting environmental and public health.
- 13.5.12.7** Require developers to support necessary sewer upgrades where growth impacts the system's capacity.

STORMWATER

13.5.13 Objective: Promote public awareness and stewardship in stormwater management.

- 13.5.13.1** Implement regular inspection, maintenance, and repair programs to minimize inflow and infiltration, as well as prevent sewer overflows or system failures.
- 13.5.13.2** Require all new development to implement best management practices for stormwater quality and erosion control, during construction and permanent site use including industrial developments near sensitive ecosystems.
- 13.5.13.3** Continue to upgrade and expand stormwater management systems—combining conventional infrastructure with green solutions like bioswales and rain gardens—to enhance watershed health, manage increasing rainfall, and reduce flood risk.
- 13.5.13.4** Maintain and update the District's drainage system inventory, including GIS mapping of culverts, catch basins, ditches, and storm drains, with regular inspection and coordination assessments.
- 13.5.13.5** Conduct flow and regular rainfall monitoring to assess infrastructure performance and inform long-term capital planning.
- 13.5.13.6** Require developers to submit stormwater management plans that demonstrate how runoff will be managed onsite and downstream impact mitigated.
- 13.5.13.7** Update subdivision and servicing bylaws to reflect current stormwater management practices including runoff volume control and impervious area limits and ensure stormwater servicing and drainage design is integrated into all land use planning decisions, with a focus on maintaining pre-development runoff, and environmental protection.

13.5.13.8 Develop public education for watershed health, and best practices for watershed management and increase public knowledge of local stormwater projects, system performance, and personal actions that support water quality.

13.5.13.9 Assess the feasibility potential for a stormwater utility to provide dedicated funding for storm infrastructure upgrades.

ALTERNATIVE ENERGY

13.5.14 Objective: Encourage the development of clean alternative energy in the 100 Mile House area.

- 13.5.14.1** Promote technologies and practices that support energy efficiency and operational sustainability at treatment and disposal facilities.
- 13.5.14.2** Explore the potential feasibility of wind, biomass, and solar hot water heating for meeting some of the District's energy needs.
- 13.5.14.3** Continue to work with local industry on waste heat recovery, supporting energy retrofit programs and supporting initiatives that result in lower energy costs or clean energy production, where feasible.
- 13.5.14.4** Encourage high-efficiency, future-ready design in new development, including solar-ready rooftops, EV charging infrastructure, and backup power systems, supported through guidance and incentives.

14 Transportation



14.1 Introduction

Transportation in 100 Mile House plays a vital role in supporting the community’s connectivity, economic development, and quality of life. The community is strategically located along Highway 97, a major north-south corridor that links the Cariboo region to the rest of British Columbia. This highway serves as the primary route for residents, visitors, and commercial traffic, ensuring access to essential services and regional destinations.

Looking ahead, the transportation network must balance the needs of growth, safety, and sustainability. This includes improving active transportation options, maintaining critical highway and local road infrastructure, and exploring opportunities for transit and goods movement that align with the community’s vision for a connected and livable future.

14.2 Existing Conditions

The District has one major highway running through the municipal boundaries known as Highway 97. This highway connects the District of 100 Mile House to the Village of Clinton to the southwest, Williams Lake and Quesnel to the north and connects to Highway 24 that leads south east down to Highway 5.

Local roads within 100 Mile House provide connections between residential neighborhoods, commercial areas, and community facilities. Maintaining safe, efficient, and well-designed streets is essential for accommodating multiple modes of travel, including vehicles, pedestrians, and cyclists.

In addition to road infrastructure, rail transportation remains an important component of the regional economy. The Canadian National Railway (CN) line runs through the area, supporting freight movement and resource-based industries. However, CN Rail declared that it plans to decommission part of its railway line from Squamish north to 100 Mile House and the consequences of this are not yet known.

14.3 Land Use Designations

The road network and transit system is designated on **Schedule F: Transportation Network**.

14.4 Goal

14.4.1 Build a safe, connected, and future-ready transportation system that supports all modes of travel, fosters accessibility and sustainability, and strengthens 100 Mile House as a regional hub.

14.5 Objectives and Related Policies

14.5.1 Objective: Provide and secure an adequate road network.

- 14.5.1.1** Maintain a well-connected road network to support local and regional mobility.
- 14.5.1.2** Through the development approvals process, obtain or protect future roadways shown on the **Schedule F: Transportation Network**.

14.5.2 Objective: Ensure the transportation system emphasizes the creation of a safe, supportive environment for pedestrians, cyclists and vehicles.

- 14.5.2.1** Create a safe, linked, comfortable system of pedestrian sidewalks and trails. Sidewalks and trails (may be permeable) and should be accessible for persons of All Ages and Abilities (AAA).
- 14.5.2.2** Continue to introduce benches, railings, weather coverings into the pedestrian environment in order to make the pedestrian experience more safe and comfortable.
- 14.5.2.3** Enhance active transportation safety in high-risk areas through crosswalks, lighting, and traffic calming.

14.5.3 Objective: Continue to support active transportation to minimize automobile dependency and encourage alternative modes of travel through the community as a means to help the District meet its greenhouse gas emission reduction target outlined in [Section 16](#).

- 14.5.3.1** Collaborate with provincial and federal programs and the Cariboo Regional District to support new initiatives that will aid in the reduction of greenhouse gas emissions, such as electrical vehicle charging stations and car sharing programs.
- 14.5.3.2** Support educational and promotional efforts about active transportation and transit options for traveling through the community to residents.
- 14.5.3.3** Develop active transportation facilities through trails development and incorporating efficient alternative transportation into new areas of development. Explore the adoption of All Ages and Abilities (AAA) design standards.
- 14.5.3.4** Prioritize the needs of active transportation and transit when designing new infrastructure.
- 14.5.3.5** Improve connections between active transportation networks and BC transit services.

14.5.4 Objective: Increase the proportion of residents walking and cycling to work to 20%.

- 14.5.4.1** Support educational and promotional efforts about active transportation and transit options for traveling through the community to residents.
- 14.5.4.2** Develop active transportation facilities through trails development and incorporating efficient alternative transportation into new areas of development.

14.5.5 Objective: Support public and private transit options in cooperation with BC Transit and the Cariboo Regional District to permit the safe, efficient travel of local residents within the District and to other centres in the South Cariboo, subject to financial feasibility.

- 14.5.5.1** Continue to work with BC Transit and regional partners to provide and improve transit services and infrastructure throughout the District and beyond.
- 14.5.5.2** Encourage innovative passenger transportation options (including car-sharing, carpooling, ridesharing services, and targeted programs by schools, institutions, and major employers) that do not present a financial burden to the District. Support the exploration and expansion of ride-hailing and taxi services to improve transportation options for residents of 100 Mile House and surrounding areas.

14.5.6 Objective: Minimize barriers in the transportation system by promoting equitable, accessible, and safe transportation options.

- 14.5.6.1** Expand accessible and inclusive networks for active and public transportation, including infrastructures for pedestrians, cyclists, seniors, and people with disabilities.
- 14.5.6.2** Actively involve the community in shaping connectivity solutions through engagement and planning.
- 14.5.6.3** Support programs that assist in providing affordable transportation to healthcare workers.

14.5.7 Objective: Embrace innovation and emerging technologies and trends, such as electric vehicles and micro mobility.

- 14.5.7.1** Encourage adoption of electric vehicles, expand electric vehicle networks, and integrate micro-mobility options into the transportation system.

14.5.8 Objective: Work with the Ministry of Transportation and Transit to ensure the long-term safety and essential economic role of the Highway 97 corridor to the District and South Cariboo.

- 14.5.8.1** Work with Ministry of Transportation and Transit to ensure the safety and efficient circulation of Highway 97 in the District.
- 14.5.8.2** Work with Ministry of Transportation and Transit to manage commercial development along Highway 97.

14.5.9 Objective: Support and enhance the community airport in 100 Mile House to enable economic development within the District.

- 14.5.9.1** Facilitate airport-related operational developments (e.g., transportation and infrastructure linkages).
- 14.5.9.2** Support the development of airport-related development that enhances the airport as the air-travel gateway of the South Cariboo.

14.5.10 Objective: Provide a sufficient amount of parking throughout the District, with particular attention paid to the Central Business District/Downtown.

- 14.5.10.1** Encourage parking areas to be more pedestrian and environmentally friendly by including the use of landscaping, rain gardens, permeable materials, and winterscaping.
- 14.5.10.2** Ensure that parking requirements do not impede access to the highway or detract from the character of the CBD.
- 14.5.10.3** Support adequate parking around healthcare facilities.



15 Community Well-being

15.1 Introduction

The District of 100 Mile House prioritizes the health and well-being of both individuals and the broader community. Through strategic investments and the ongoing enhancement of health, social and cultural programs, the District fosters a vibrant sense of belonging and connection among residents. Designated as an Age-Friendly community in 2015, the District continues to advance inclusive initiatives that support the diverse age groups represented within the community.

15.2 Existing Conditions

The District of 100 Mile House supports a comprehensive and integrated approach to fostering community health and wellness. As the service hub and provider for the wider region beyond its municipal boundaries, the District plays a critical role in providing access to essential health and social services. Some of these supports and services include law enforcement (i.e., RCMP), a regional hospital, child development and family support services, care homes, educational institutions, a public library, cultural facilities such as an art gallery and a heritage site.

Through ongoing support of these key assets and services, the District meaningfully contributes to a resilient and inclusive community environment that seeks to enhance the individual and community well-being. This regional network of services and resources reflects a commitment to nurturing and supporting a healthy, safe and engaged population.

15.3 Goal

Maintain a safe and healthy community for all residents of 100 Mile House.

15.4 Objectives and Related Policies

15.4.1 Objective: Continue to build upon the strong sense of community in the District of 100 Mile House by actively supporting and partnering with local non-profit organizations that promote social connection, recreation, civic engagement and cultural enrichment.

15.4.1.1	Support ongoing evaluation of community wellness indicators, such as access to services, social inclusion, and physical and mental health outcomes to inform the continuous improvement in the District’s policies and planning.
15.4.1.2	Celebrate and actively support the contributions of service organizations whose efforts continue to enrich the community; such as, continue to encourage local festivals and cultural events.
15.4.1.3	Strengthen relationships with these groups to enhance access to programs and services that support physical, mental and social well-being.
15.4.1.4	Encourage the integration of public art across multiple spaces as a means of promoting community identity, creativity, and emotional connection with the built environment.
15.4.1.5	Collaborate with regional stakeholders to elevate the role of arts and culture in enriching community life, supporting health outcomes and enhancing local pride.
15.4.1.6	Explore the development of an Arts and Cultural Strategy that builds on the cultural assets of the community.
15.4.1.7	Encourage projects, initiatives and funding sources that support youth & young families to stay in the region by supporting opportunities such as education, training, practicums and apprenticeships.



15.4.2 Objective: Encourage public programs and outreach that address community safety and support vulnerable populations.

- 15.4.2.1** Partner with food providers and nonprofit organizations to expand access to healthy and affordable food choices that support nutrition and food literacy.

15.4.3 Objective: Advance Active Health within the community to promote physical activity, mental wellness and access to nature through the implementation of policies linked with health components, such as active transportation planning and trail connectivity.

- 15.4.3.1** Support proactive work done by the Interior Health Authority to address health and climate change impacts.
- 15.4.3.2** Maintain and expand access to parkland, recreational amenities and cultural facilities that reflect the diverse needs of the residents.
- 15.4.3.3** Support multi-generational use and programming of parkland that enhances community interaction and prioritizes healthy community development.
- 15.4.3.4** Strengthen relationships with community groups to enhance access to parkland, programs, and services that support physical, mental and social well-being.

15.4.4 Objective: Celebrate local heritage by encouraging efforts that recognize and preserve sites, events, and individuals of historical and cultural significance. Incorporate storytelling, education signage, and partnerships with heritage organizations. Support community efforts to recognize significant historical sites, events and people from the area.

- 15.4.4.1** Support community-led initiatives that document, share and preserve the historical and cultural narratives of 100 Mile House.
- 15.4.4.2** Consider the development of a Heritage Strategy for the South Cariboo in cooperation with the Cariboo Regional District.
- 15.4.4.3** Continue to recognize and preserve existing historical sites, buildings, public art, and structures of historical value with appropriate signage and explanatory plaques.
- 15.4.4.4** Continue to recognize and preserve existing historical sites, buildings, public art, and structures of historical value with appropriate signage and explanatory plaques.

15.4.5 Objective: Advance the support of the healthcare and emergency personnel by using the District's policies, plans, resources, jurisdictional powers, and its ability to mobilize resources and stakeholders to assist in meeting healthcare and emergency personnel's quality of life needs.

15.4.5.1 Develop knowledge and capacity (e.g.: a healthcare committee) within the local government, in partnership with others, to monitor and advise on what 100 Mile House needs and how we can take action to meet those needs.

15.4.5.2 Maintain and grow the provision of healthcare and emergency response services in 100 Mile House to ensure our residents have access to the healthcare they need, and to ensure a robust response capacity for emergencies.

15.4.5.3 Support the wellbeing of healthcare and emergency personnel by using policies, plans and resources to assist in meeting healthcare and emergency personnel's quality of life needs so the community retains a strong healthcare system.

15.4.5.4 Advocate and take action to help support resident's access to healthcare services, facilities and family physicians.

15.4.5.5 Ensure our community has excellent facilities and service capacity to make the community attractive for the long-term retention of healthcare and emergency workers.



A photograph of a forest scene. In the foreground, a dirt path leads into the distance, flanked by tall, thin trees. To the left of the path, there is a small stream or river. The background is filled with dense evergreen trees. A dark green semi-transparent banner is overlaid on the upper part of the image, containing the text "16 Addressing Climate Change" in white.

16 Addressing Climate Change

16.1 Introduction

Climate change is reshaping environmental conditions across British Columbia, including in 100 Mile House. Shifts in temperature, precipitation, and extreme weather events are already affecting ecosystems, infrastructure, and public health. In response, local governments are required under the *Local Government Act* and *Climate Change Accountability Act* to include greenhouse gas (GHG) emission reduction targets, policies, and actions in their OCPs. Additionally, the Emergency and Disaster Management Act of BC mandates that municipalities develop strategies to reduce disaster risks and enhance community resilience. This legislation underscores the importance of integrating climate adaptation and emergency preparedness into local planning frameworks to ensure the District is equipped to respond effectively to climate-related hazards and protect public safety.

100 Mile House's location at the intersection of mountain valleys, forested landscapes, and major transportation corridors makes it particularly vulnerable to climate-related hazards such as extreme heat, wildfires and smoke, drought, flooding, and severe storms. Warmer winters and reduced snowfall may also impact local recreation and tourism by shortening the season for snow-dependent activities. These growing risks highlight the need for coordinated adaptation strategies alongside efforts to reduce GHG emissions through energy-efficient buildings, low-carbon transportation, and compact, sustainable land use.

The District's approach reflects the dual responsibility of mitigating GHG emissions and adapting to climate risks. These efforts are essential to protect public health and safety, reduce long-term infrastructure costs, and strengthen community resilience. The District also supports provincial leadership by aligning with the goals and actions outlined in the *CleanBC Roadmap to 2030*.

This OCP integrates climate change mitigation and adaptation through coordinated policies in land use, transportation, energy, buildings, and waste. It also incorporates emergency management and natural asset protection to strengthen resilience to climate-related hazards such as wildfires, flooding, and extreme heat. Together, these integrated actions will help the District:

- Improve public health and safety during climate-related events;
- Reduce infrastructure and emergency response costs; and
- Protect ecosystems, water resources, and natural hazard buffers.
- Support affordable, low-carbon energy solutions
- Enhance long-term livability and sustainability

16.2 Existing Conditions

The District of 100 Mile House continues to rely on the Province of British Columbia's Community Energy and Emissions Inventory (CEEI) to estimate community-wide GHG emissions. The most recent available data (as of 2021) indicates that GHG emissions from buildings and transportation remain the largest contributors to the community's carbon footprint.

16.3 Goal

Support the reduction of community greenhouse gas emissions through sustainable land use planning, transportation, and solid waste management.

16.4 Objectives and Related Policies

16.4.1 Objective: Reduce community-wide GHG emissions by 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050, consistent with provincial targets through compact growth, energy efficiency, and circular economy strategies, with support and assistance from the provincial and federal levels of government.

- 16.4.1.1** Continue to support a community-wide vehicle anti-idling practice for summer months.
- 16.4.1.2** Identify and pursue opportunities to reduce energy use and GHG emissions in District operations, fleets, and infrastructure.
- 16.4.1.3** Work and collaborate with local community partners to educate residents on emission reductions through buildings and transportation.
- 16.4.1.4** Support the creation and delivery of local sustainability programs that raise awareness, reduce carbon emissions and promote more energy efficient technologies in community settings.

16.4.2 Objective: Promote energy-efficient design and deep retrofits in residential, commercial, and municipal buildings.

- 16.4.2.1** Encourage residents and developers to adopt best practices in energy efficiency and participate in available retrofit and incentive programs.

16.4.3 Objective: Integrate climate resilience into land use, infrastructure, and emergency planning.

- 16.4.3.1** Encourage climate-resilient design in new development and retrofits, including flood-conscious siting, fire-resistant materials and passive cooling.
- 16.4.3.2** Partner with BC Wildfire Service and Indigenous communities to expand FireSmart practices, including fuel management, structure protection, and emergency access planning.
- 16.4.3.3** Update and apply floodplain and geohazard mapping to inform land use decisions and reduce exposure to climate-related risks.
- 16.4.3.4** Assess climate risks to municipal facilities and integrate resilience upgrades into capital planning.
- 16.4.3.5** Maintain and regularly update the District's Emergency Management Plan in coordination with regional and provincial emergency services to reflect evolving climate risks and vulnerabilities.
- 16.4.3.6** Engage residents in emergency preparedness through public workshops, neighborhood-level response planning, and drills to build local resilience.



16.4.4 Objective: Protect and restore natural assets (e.g., wetlands, forests, and watersheds) as carbon sinks and buffers against climate hazards.

- 16.4.4.1** Collaborate with landowners and agencies to remediate and repurpose brownfield and contaminated sites for new community uses.
- 16.4.4.2** Conduct environmental assessments for development near sensitive areas and require restoration using non-invasive, climate-resilient species.
- 16.4.4.3** Enhance the urban tree canopy and naturalized park landscapes to reduce urban heat and support biodiversity.
- 16.4.4.4** Encourage the integration of green infrastructure (e.g., rain gardens, bioswales, permeable surfaces) into new and retrofitted urban spaces.

16.4.5 Objective: Improve evaluation of climate risks to inform future decisions.

- 16.4.5.1** Update and apply floodplain and geohazard mapping to inform land use decisions and reduce exposure to climate-related risks.
- 16.4.5.2** Assess climate risks to municipal facilities and integrate resilience upgrades into capital planning.

16.4.6 Objective: Ensure climate adaptation measures are inclusive and accessible, with a focus on protecting residents most at risk from climate impacts.

- 16.4.6.1** Support community heat response measures including accessible cooling centers, hydration stations, and outreach programs.

16.4.7 Objective: Demonstrate municipal leadership by reducing GHG emissions across operations and embedding climate considerations into decision-making.

- 16.4.7.1** Identify and pursue opportunities to reduce energy use and GHG emissions in District operations, fleets, and infrastructure.
- 16.4.7.2** Collaborate with Indigenous communities to align on climate goals, share knowledge, and co-develop solutions.
- 16.4.7.3** Encourage access to recycling, composting, and diversion services for all building types, including multifamily and commercial developments.



17 Development Permit Areas



17.1 Introduction

In accordance with the provisions of Section 488 of the *Local Government Act*, the 100 Mile House OCP may designate development permit areas. Unless otherwise specified, a development permit must be approved by Council prior to any development or subdivision of land within a development permit area. A development permit defines the requirements necessary to address the objectives outlined for the particular development permit area. Development permits are required prior to obtaining a building permit or prior to final approval for a subdivision.

The development permit area guidelines as part of this OCP are intended to give sufficient guidance to District staff and Council when making development decisions in areas of 100 Mile House that are of special interest. They are also intended to be somewhat flexible - guidelines are not regulations that must be followed, however, they are intended to outline the broad expectations and vision for the community as it develops.

The 100 Mile House as outlined below in **Table 3: Development Permit Areas**, the OCP designates development permit areas for the:

- 1. Protection of Environmentally Sensitive Areas, their ecosystems and biological diversity by regulating designated habitat areas and watercourses;
- 2. Establishment of guidelines to regulate the siting, form, character and landscaping of commercial uses along the Highway 97 corridor;
- 3. Establishment of guidelines to regulate the siting, form, character and landscaping of commercial uses in the Central Business District
- 4. A development permit must be approved and issued by resolution of Council prior to any construction or alteration taking place on property situated within a designated development permit area. All designated development permit areas are outlined in this section and on **Schedule G - Development Permit Areas**.

Table 3: Development Permit Areas

NO.	DEVELOPMENT PERMIT AREA (DPA) NAME	LOCAL GOVERNMENT ACT PURPOSE OF DEVELOPMENT PERMIT AREA
1	Environmentally Sensitive Development Permit Area	(a) Protection of the natural environment, its ecosystems and biological diversity
2	Highway 97 Corridor Development Permit Area	(b) Establishment of guidelines to regulate the siting, form, character and landscaping of commercial uses
3	Central Business District Development Permit Area	(c) Establishment of guidelines to regulate the siting, form, character and landscaping of commercial uses and the commercial-residential transition area along Cedar Avenue
4	Apartment Residential Development Area	(d) Establishment of objectives for the form and character of apartment residential development

17.2 Environmentally Sensitive Development Permit Area

17.2.1 Category

Development Permit Area # 1 (DPA #1) Environmentally Sensitive Area is designated under Part 14 – Planning and Land Use Management, Division 7 – Development Permits in the *Local Government Act* (2025).

17.2.2 Area

DPA #1 Environmentally Sensitive Area is identified in green on **Schedule G - Development Permit Areas**.

17.2.3 Justification

There are various watercourses, wetlands, and riparian areas found within the community that are important natural features and assets representative of the South Cariboo landscape. The objective of this development permit area designation is to protect environmentally sensitive areas and their biological diversity, while also protecting life, property, the environment and the economy from potential natural hazards.

17.2.4 Exemptions

A development permit is not required if all the following conditions are satisfied or do not apply:

- i. *Any farm operation in the ALR as defined in the Farm Practices Protection Act (Right to Farm Act).*
- ii. *Construction of fences and gates that comply with the applicable requirements of the Zoning Bylaw and comply with provincial guidance.*
- iii. *Any pump required in connection with farming operation within the ALR.*
- iv. *Façade alterations, exterior maintenance, or minor repair of a building or structure which consists of upgrading existing finishing and/or surface materials with similar materials (such as replacing doors and windows, recladding, repainting, reroofing and re-decking).*
- v. *Repair or alteration of a building or structure to rectify an unsafe condition if enforced by the Building Inspector.*
- vi. *Any servicing work undertaken by or on behalf of the District of 100 Mile House, including emergency activities to prevent, control, or reduce floods, erosion, or other immediate threats to life and/or property including emergency flood or erosion mitigation.*
- vii. *Removal of dangerous trees and/or removal or invasive species.*
- viii. *Implementation of a habitat restoration plan prepared by Registered Professional Biologist or Landscape Architect.*
- ix. *Subdivision of vacant land where any future development will be required to obtain a Development Permit prior to issuance of a Building Permit.*
- x. *Subdivision of land in which the number of parcels is not increased.*

17.2.5 Guidelines

Development permits issued in this section must be in accordance with the following guidelines:

- i. For development within DPA #1 Environmentally Sensitive Area, consultation must occur with the appropriate provincial and federal agencies regarding the applicability of any fish and wildlife habitat regulations, guidelines, specifically the Department of Fisheries and Oceans' Land Development Guidelines for the Protection of Aquatic Habitat, Ministry of Environment's Environmental Best Management Practices for Urban and Rural Land Development and the Riparian Areas Protection Regulations (under the Fish Protections Act) in British Columbia. Development permits may be considered for issuance if the District receives notification from the appropriate provincial and federal agencies, where required.
- ii. A Development permit application subject to DPA #1 Environmentally Sensitive Area will require an assessment prepared by a Qualified Environmental Professional, to be submitted to the District and appropriate provincial and federal agencies. The assessment is required if the development is proposed within 30 metres of the high water mark of a stream or the top of a ravine bank of a stream - the definition of "stream" being the same as that of the BC Fish Protection Act. An assessment may be initiated by a rezoning, subdivision, or building permit application.
- iii. The assessment may include the potential impacts to habitat, the development of mitigation measures to avoid impacts of development to fish and fish habitat (particularly riparian habitat) and determine setbacks based on site conditions.
- iv. Require that development proposed in DPA #1 Environmentally Sensitive Area be planned and designed according to current best management practices.
- v. District Council will require a report from a Qualified Environmental Professional that the required measures have been implemented as designed.
- vi. District Council may require security in accordance with the Works and Services Bylaw No. 1257 for environmental restoration.
- vii. Where development is proposed on land containing environmentally sensitive habitat or watercourses, the District should use the following methods to protect the environmentally sensitive area:
 - a. dedication of the habitat or watercourse;
 - i. covenant registered under Section 219 of the Land Title Act;
 - ii. bare land strata to allow flexibility in conserving the feature or area;
 - iii. development variance permit to vary conditions other than use or density; and/or
 - iv. other stewardship protection such as covenants, leases or trusts to protect the feature or area.

17.3 Highway 97 Corridor Development Permit Area

17.3.1 Category

Development Permit Area#2 (DPA #2) Highway 97 Corridor is designated under Part 14 – Planning and Land Use Management, Division 7 – Development Permits in the *Local Government Act* (2025)

17.3.2 Area

DPA #2 Highway 97 Corridor consists of those parcels identified in red on **Schedule G - Development Permit Areas**.

17.3.3 Justification

Highway 97 is the primary access to 100 Mile House, providing the first impression to visitors and influencing the image of the community. The aesthetic identity of this corridor is influenced heavily by the form and character of development that is located along this important corridor. Highway 97 must also provide for the safe movement of people and goods into and out of the District. Due to these factors, the guidelines provide direction for the siting, form and character of commercial development along Highway 97.

17.3.4 Exemptions

A development permit is not required for the following:

- i. Government buildings (Municipal, Provincial, and Federal).
- ii. Educational Institutions recognized by the Ministry of Education.
- iii. Alterations to buildings that are:
 - a. Internal building alterations,
 - b. Exterior maintenance or minor repair of a building or structure which consists of upgrading existing finishing and/or surface materials with similar materials (such as replacing doors and windows, recladding, repainting, reroofing and re-decking), or
 - c. Repair or alteration of a building or structure to rectify an unsafe condition if enforced by the Building Inspector,
- iv. Adding or upgrading landscaping
- v. Any servicing work undertaken by or on behalf of the District of 100 Mile House, including emergency activities.
- vi. Construction of signage that meet the applicable requirements of the Sign Bylaw.
- vii. Construction of an accessory building (maximum of 10 square metres).

- viii. Building permit application not exceeding a cumulative total of \$50,000, excluding interior alterations, in any 12-month period provided that no change in zoning or the use of land is involved.
- ix. Subdivision of vacant land where any future development will be required to obtain a Development Permit prior to issuance of a Building Permit.
- x. Subdivision of land in which the number of parcels is not increased.

17.3.5 Guidelines

Development permits issued in this section should be in accordance with the following guidelines:

17.3.6 Uses

- i. Office and other non-retail type uses that do not serve tourists or the travelling public are encouraged to locate on the 2nd storey or higher of building to ensure that active uses are located at ground-level.

17.3.7 Buildings and Structures

- i. Architecture and building design should contribute to a unique sense of place found in the Cariboo region.
- ii. Buildings are encouraged to incorporate natural materials and architectural features of the Cariboo, including the use of wood, logs, rails, posts, beams, rock and stone.
- iii. Any end wall of a building which is visible from Highway 97 should be finished to the same standard as the front of the building to contribute to aesthetic value. The use of exposed concrete blocks visible from public roads is not permitted.
- iv. Large building facades shall be articulated through design elements that can include a combination of windows, entry features, mix of building materials, textures, architectural features, and landscaping.
- v. Diversity of roof shapes, heights, and orientation are encouraged to avoid the appearance of long, flat rooflines.
- vi. Landscaping, awnings, lighting, fixtures, and other structures should be architecturally integrated with the design of the buildings.
- vii. Mechanical equipment must be hidden from view (e.g., placed in an attic space or behind fascia or parapet walls).
- viii. Additions to buildings should be seamlessly integrated as part of the existing building.
- ix. Buildings and properties shall be kept to a standard that contributes positively to the aesthetic cohesiveness of the area. Derelict or vacant buildings or lots are discouraged.

17.3.8 Screening and landscaping

- i. Blank walls (surfaces over 40 square metres lacking an architectural feature) must be screened with landscaping. Landscaping should include trees and/or other plant material designed to screen or cover not less than 50% of the blank wall within five years of planting.
- ii. All waste disposal bins over 3 cubic metres in area should not be located at the front of the site and must be screened within an enclosure if visible from Highway 97.
- iii. Outdoor display areas should be upgraded and enhanced with landscaping.
- iv. Required front yard setback areas must be landscaped with trees, shrubs, grass and similar elements, which in the case of corner sites includes both the setback areas toward the highway and the side street.
- v. Landscaping materials are encouraged to be native species and must be hardy and adapted to Cariboo climatic conditions. The use of low maintenance landscape materials is encouraged. The use of xeriscape (drought tolerant, low water requirement) landscaping and other water conservation practices is encouraged to minimize water consumption.
- vi. New development should minimize the removal of existing significant trees and other vegetation. Where tree or vegetation removal is necessary, they should be replaced with new trees and vegetation that is native and/or representative of the existing spacing of street trees.
- vii. All fencing and screening should be designed and constructed with durable materials and integrated with the design and materials of the building. All screening should be of sufficient height to adequately screen parking, loading, garbage receptacles and storage from adjacent public streets and residential areas.

17.3.9 Parking, loading and access

- i. Commercial development must take into consideration the visual impact of surface parking and loading areas on adjacent properties. Vehicle access to parking and loading areas, and circulation on site should minimize interference with pedestrian movement.
- ii. No loading space is permitted at the front of the site of a development where it is visible from Highway 97.
- iii. Co-ordination and connection of parking lots through mutual access agreements with adjacent properties is encouraged to ensure street efficiency.
- iv. Parking areas should clearly identify pedestrian circulation areas, preferably with different paving and landscaping treatment.
- v. Large surface parking areas should be demised into smaller areas through the use of raised landscaped areas containing shade trees, shrubs or ornamental pavers to provide visual relief from the appearance of uniform asphalt surfaces.

17.3.10 Transportation safety

- i. Access locations must meet the minimum turning and sight distance requirements in the TAC Design Guide adopted by the Ministry of Transportation and Infrastructure.
- ii. A transportation design report prepared by a professional engineer qualified in transportation planning and design will be required for any development that will generate an increase of more than 20% or 100 vehicles per hour, whichever is greater, or where the site has experienced a significant collision history.
- iii. A traffic impact study may be required for a high-volume uses (including drive-through food service use, assembly use, commercial recreation or retail sales use) to ensure safe turning movements and adequate storage capacity for vehicle access and egress.

17.4 Central Business District Development Permit Area

17.4.1 Category

Development Permit Area #3 (DPA #3) Central Business District is designated under Part 14 – Planning and Land Use Management, Division 7 – Development Permits in the *Local Government Act* (2025)

17.4.2 Area

DPA #3 Central Business District consists of those parcels identified in brown on **Schedule G - Development Permit Areas**.

17.4.3 Justification

The central business district is the commercial centre of South Cariboo and the heart of the community. Development should be of high standard and representative of the South Cariboo and its history and will attract visitors and be a source of civic pride. The design guidelines contained in this section help to establish consistent character, siting, and layout of development in this important hub of 100 Mile House. The objective of the Central Business District Development Permit Area is to create a vibrant and welcoming downtown for community gatherings, a place where businesses thrive, and residents and visitors can meet their daily needs.

17.4.4 Exemptions

A development permit is not required for the following:

- i. Government buildings (Municipal, Provincial, and Federal).
- ii. Educational Institutions recognized by the Ministry of Education.
- iii. Single-detached and duplex homes.
- iv. Alterations to buildings that are:
 - a. Internal building alterations,
 - b. Exterior maintenance or minor repair of a building or structure which consists of upgrading existing finishing and/or surface materials with similar materials (such as replacing doors and windows, recladding, repainting, reroofing and re-decking), or
 - c. Repair or alteration of a building or structure to rectify an unsafe condition if enforced by the Building Inspector.
- v. Adding or upgrading landscaping
- vi. Alteration of colour in accordance with the colour palette;
- vii. Any servicing work undertaken by or on behalf of the District of 100 Mile House, including emergency activities.
- viii. Construction of signage that meet the applicable requirements of the Sign Bylaw.
- ix. Construction of an accessory building (maximum of 10 square metres).
- x. Building permit application not exceeding a cumulative total of \$50,000, excluding interior alterations, in any 12-month period provided that no change in zoning or the use of land is involved.
- xi. Subdivision of vacant land where any future development will be required to obtain a Development Permit prior to issuance of a Building Permit.
- xii. Subdivision of land in which the number of parcels is not increased.

17.4.5 Guidelines

Development permits issued in this section should be in accordance with the following guidelines:

17.4.6 Building and structures

- i. Buildings are encouraged to incorporate natural materials and architectural features of the Cariboo Region, including the use of wood, logs, rails, posts, beams, rock and stone. Architecture and building design should contribute to a unique sense of place and cohesive feel to the Central Business District. The use of exposed concrete blocks visible from public roads is not permitted.
- ii. Buildings are encouraged to incorporate architectural features which respect the heritage of the Cariboo Region, including the use of pitched roofs and sub-roofs.
- iii. Any wall of an end building which is visible from the street should be finished to the same standard as the front of the building to contribute to aesthetic value.
- iv. The front setback from the property line should be small enough to encourage street orientation.
- v. Buildings should be of a similar size and scale to adjacent buildings.
- vi. Façade design should contribute to a lively pedestrian realm including design elements such as articulated facades, regularly spaced entrances, windows, displays, varied materials, and canopies and awnings.
- vii. Indirect lighting of signs is encouraged rather than back-lit plastic signs.
- viii. Landscaping, awnings, lighting fixtures, and other structures should be architecturally integrated with the design of the buildings and contribute to aesthetic value.
- ix. The design of fascia signs containing individual business signage should be integrated into the design of the building. All signs are required to follow the Sign Bylaw.
- x. Commercial areas to adjacent parks and surrounding residential should consider preserving view corridors, by providing convenient pedestrian access to the development, and by giving consideration to the design of side and rear facades.

- xi.** Mixed-use developments where residential units are located above commercial developments, should consider having parking at the rear, beside, or beneath the development.
- xii.** Mixed-use developments should encourage and support safer public spaces through Crime Prevention Through Environmental Design standards.
- xiii.** Focus on barrier-free standards that improve accessibility to all members of the public.
- xiv.** Focus on people-oriented activities (window shopping, store entrances, cafes, displays, signage) adjacent to streets and at the front of buildings. Locate parking, loading, garbage and other ancillary services at the rear or side of buildings.
- xv.** The electrical service provisions of buildings should be screened from view or be located so as to minimize their visual appearance.
- xvi.** Buildings at key intersections should be designed to mark the corner. Various design devices include setbacks at the corner, accentuated entrances and additional height using, for instance, clock towers.
- xvii.** Blank or solid walls (without glazing) should not exceed approximately two metres in length at street level so that visual interest is maintained along sidewalks for pedestrians. Walls that are blank are encouraged to be articulated with public art and murals or with another form of wall detailing wherever possible.
- xviii.** Store and building entrances should not be recessed more than two metres. Doorways should be designed to orient the street in order to create a more immediate and direct relationship between the public and private realms.
- xix.** Buildings and properties shall be kept to a standard that contributes positively to the aesthetic cohesiveness of the area. Derelict or vacant buildings or lots are discouraged.

17.4.7 Screening and landscaping

- i.** All waste disposal bins should be located at the rear of the development or completely screened within an enclosure.
- ii.** The planting of street trees and other landscaping elements are encouraged to be integrated with the existing streetscape.
- iii.** The use of native species and xeriscape (drought tolerant, low-water requirement) landscaping and other water conservation practices are encouraged to minimize water consumption.
- iv.** Loading areas visible from streets and from residential properties must be screened with fencing and/or sufficient landscaping which is mature and of a quality acceptable to the District.
- v.** The integration of existing mature trees and other vegetation into the overall landscape design for new developments is encouraged.

17.4.8 Parking and access

- i.** All off-street parking areas must be adequately landscaped including a landscaped buffer separating the off-street parking area from the property line(s) and from principal buildings.
- ii.** A majority of off-street parking should be located to the rear or side of the building(s). Access to commercial premises and to the street should be easily visible from all off-street parking areas.
- iii.** Vehicle access to parking and loading areas and circulation on site must minimize interference with pedestrian movement.
- iv.** Surface parking areas should be constructed in small increments. If large lots are necessary, they should be divided into small areas through the use of shade trees and shrubs to provide relief to large asphalt areas.
- v.** Universal access design and barrier-free principles shall be incorporated to accommodate people of all abilities.

17.4.9 Colour Palette

To ensure a cohesive yet dynamic visual identity for the Central Business District, the following colours encouraged to be incorporated into the design of new buildings and upgraded facades in the Central Business District DPA area.

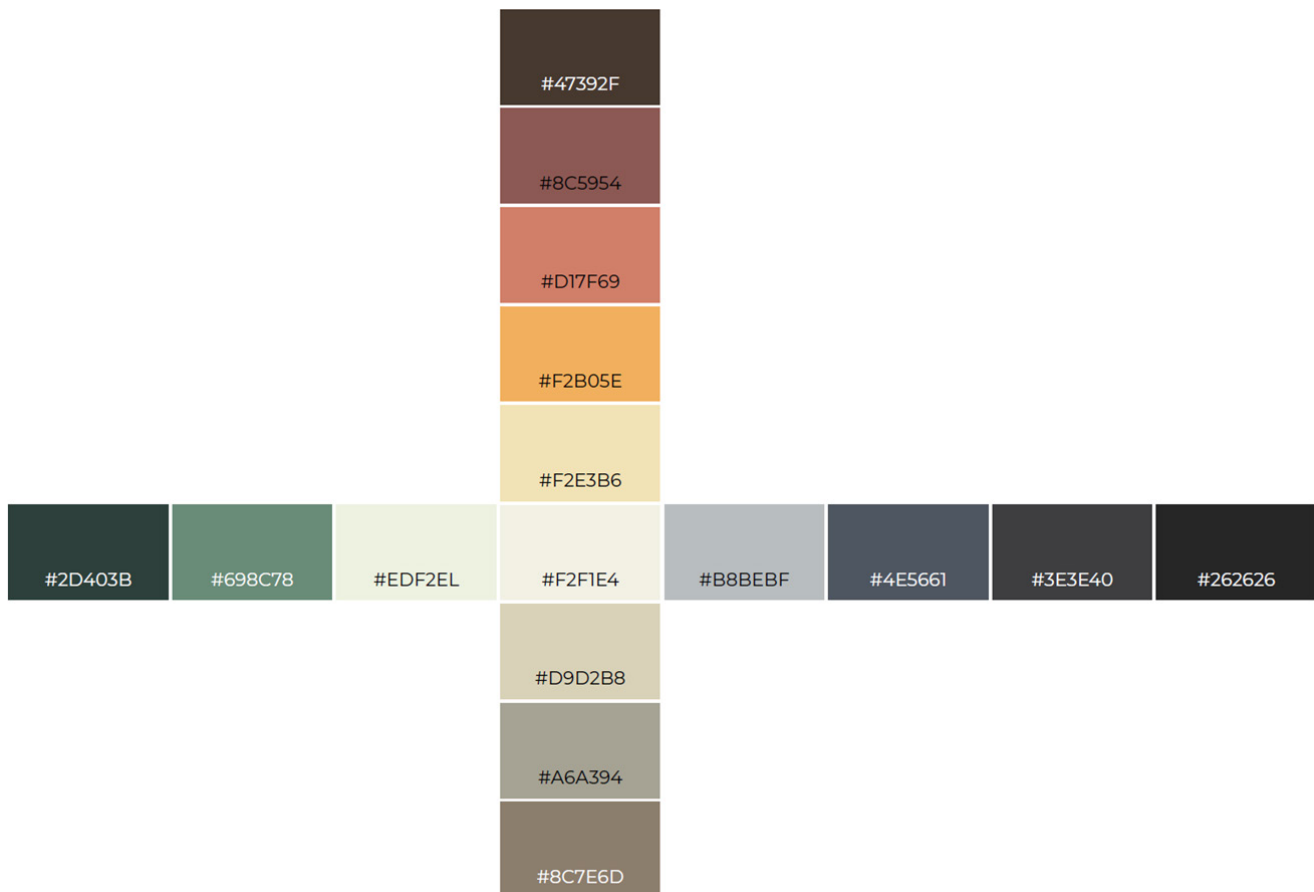


Figure 6: CBD Colour Palette

17.4.10 Colour Strategy Application Guidelines:

- Pair bold primary façades with neutral trims (Contrasting trims adding definition and visual interest).
- Use accent colours on doors, brackets, planters, signage, or awnings.
- Maintain wood or fiber cement materials to ground the palette in heritage character.
- Encourage variation block-by-block to enhance the visual rhythm of the street.

17.5 Apartment Residential Development Permit Area

17.5.1 Category

Development Permit Area#4 (DPA #4) Apartment Residential is designated under Part 14 – Planning and Land Use Management, Division 7 – Development Permits in the *Local Government Act* (2025)

17.5.2 Area

The Apartment Residential DPA #3 is defined as all areas designated High-Density Residential, as shown in ***Schedule B: Land Use***, where the project is intended to have more than 10 dwelling units and is a strata development or a planned unit development.

17.5.3 Justification

Proposed residential developments of more than 10 dwelling units, strata developments, and residential planned unit developments require a higher order of design due to the increased densities, preservation of environmentally sensitive areas, planned nature of the project, and in the case of strata projects, the mixture of common and private ownership of lands within the development and shared amenity spaces.

17.5.4 Exemptions

A development permit is not required for the following:

- i. Government buildings (Municipal, Provincial, and Federal).
- ii. 100% non-market housing projects developed by a governmental agency or non-profit housing provider.
- iii. Single-detached and duplex homes.
- iv. Alterations to buildings that are:
 - a. Internal building alterations,
 - b. Exterior maintenance or minor repair of a building or structure which consists of upgrading existing finishing and/or surface materials with similar materials (such as replacing doors and windows, recladding, repainting, reroofing and re-decking),
 - c. Repair or alteration of a building or structure to rectify an unsafe condition if enforced by the Building Inspector, or
- v. Adding or upgrading landscaping
- vi. Any servicing work undertaken by or on behalf of the District of 100 Mile House, including emergency activities.
- vii. Construction of an accessory building (maximum of 10 square metres).
- viii. Building permit application not exceeding a cumulative total of \$50,000, excluding interior alterations, in any 12-month period provided that no change in zoning or the use of land is involved.
- ix. Subdivision of vacant land where any future development will be required to obtain a Development Permit prior to issuance of a Building Permit.
- x. Subdivision of land in which the number of parcels is not increased.

17.5.5 Guidelines

Development Permits for this area shall be in accordance with the following guidelines, where possible:

17.5.6 Site Planning

- i. Preserve existing natural features such as mature trees where feasible.
- ii. Ensure site layout supports compatibility with adjoining uses through appropriate massing, buffers, setbacks, and step downs.
- iii. Provide outdoor amenity spaces including courtyards, rooftop gardens, and secure children's play areas.
- iv. Encourage stormwater-sensitive site design, including permeable paving, rain gardens, and drought-tolerant planting.
- v. Encourage new developments to landscape with low water consuming, drought tolerant and diverse plant species to improve biodiversity.

17.5.7 Active Frontages

- i. Main building entries should be visible from the street and framed by porches, canopies, or decorative detailing.
- ii. Use transparent windows and balconies to promote connection between private and public space.
- iii. Ground-oriented units are encouraged along the street with direct individual entries.

17.5.8 Access and Circulation

- i. Prioritize pedestrian movement with clear walkways and universal design standards.
- ii. Internal vehicular routes should avoid dominating the public realm. Shared driveways and underground parking are encouraged.
- iii. *Provide secure indoor and outdoor bike parking and pedestrian linkages to adjacent trail networks.*

17.5.9 Architectural Character

- i.** Establish a consistent but not monotonous architectural theme across buildings.
- ii.** Break up building mass with vertical articulation, materials variation, and colour shifts.
- iii.** Ensure buildings have a clear base, middle, and top architectural character.
- iv.** Step building heights down at sensitive edges and avoid overshadowing adjacent lower-scale uses.
- v.** Incorporate design cues from historic 100 Mile House's logging character using stone bases, wood features, pitched roofs, and textured cladding.

18 Implementation



18.1 Implementing the Plan

The OCP is a long-range planning document based on a community vision and goals and supported by a series of objectives and policies. This final section identifies the key steps required for the District to implement the plan to achieve the vision.

100 Mile House has many plans and strategies in place that provide direction for planning and development, engineering, environmental management, and economic development. Any future updates to these plans or creation of new plans must be in alignment with the OCP. It is important that all future plans, programs, and activities initiated by the District implement and align with the OCP.

All development proposals submitted to the District will be required to identify how the proposal facilitates the realization of the vision, goals, objectives, and policies of the OCP. District staff will review each proposal and its alignment with the OCP and consider the context and specifics of each application.

18.2 Amending the OCP

If there is an application for an OCP amendment, it must clearly demonstrate how the proposal conforms with, and will help realize the OCP's vision, objectives, and policies. Development proposals that require OCP amendments will be reviewed by District staff and the proposed OCP amendment will be presented for Council's consideration.

18.3 Monitoring the Plan

District staff may periodically report to Council on development activities, whether the vision and goals of the OCP are being met and determine if a general update to the OCP is necessary. Monitoring and reporting on progress toward achieving the OCP goals helps inform decision-making, enables for continuous improvement, and increases transparency.

A series of economic, environmental and social indicators are recommended with a reporting to Council annually or every second year. While economic forces beyond the control of Council will affect the resulting 'report card', the process offers the benefit of requiring a reflective focus on the District's long term goals in the context of the broader region and economic environment.

18.4 Zoning Bylaw

The Zoning Bylaw is an essential instrument for putting the Official Community Plan (OCP) into action, helping to ensure the community's vision, goals, and objectives are achieved. Any future changes to the OCP or the Zoning Bylaw should take the other into account, and the District may work to keep them aligned.

18.5 Comprehensive Development Zones

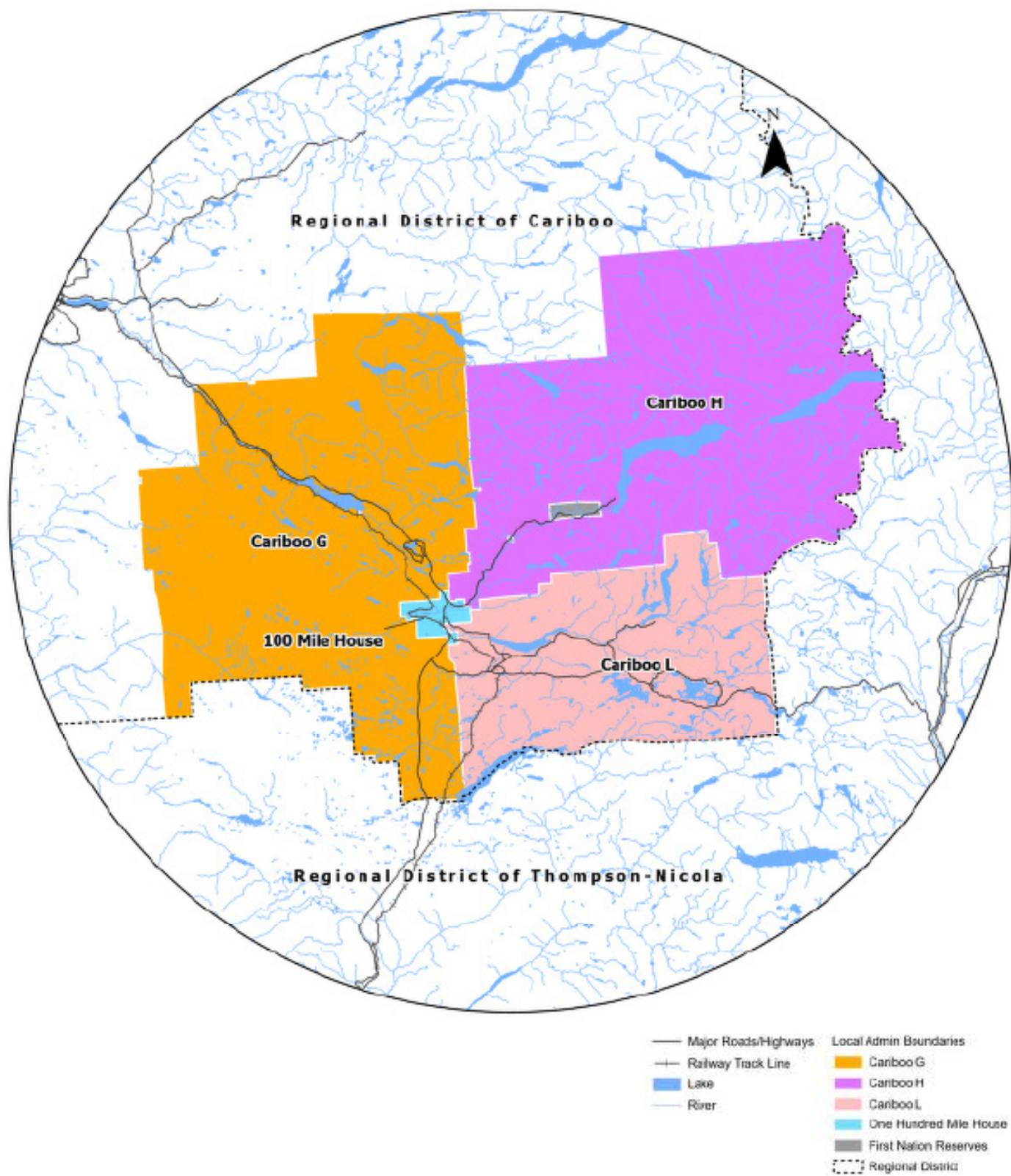
Comprehensive Development Zones are intended to accommodate and regulate the development of a use or mixture of uses on a specific site in scenarios where no standard zone can enable the proposal. The purpose is to provide a zone which will allow for the creation of comprehensive site-specific land use regulations. In most cases, new developments should be accommodated within the District's standards zones outlined in the Zoning Bylaw and Comprehensive Developments should only be considered in extenuating circumstances when the proposed development does not fit within a standard zone.

Appendices

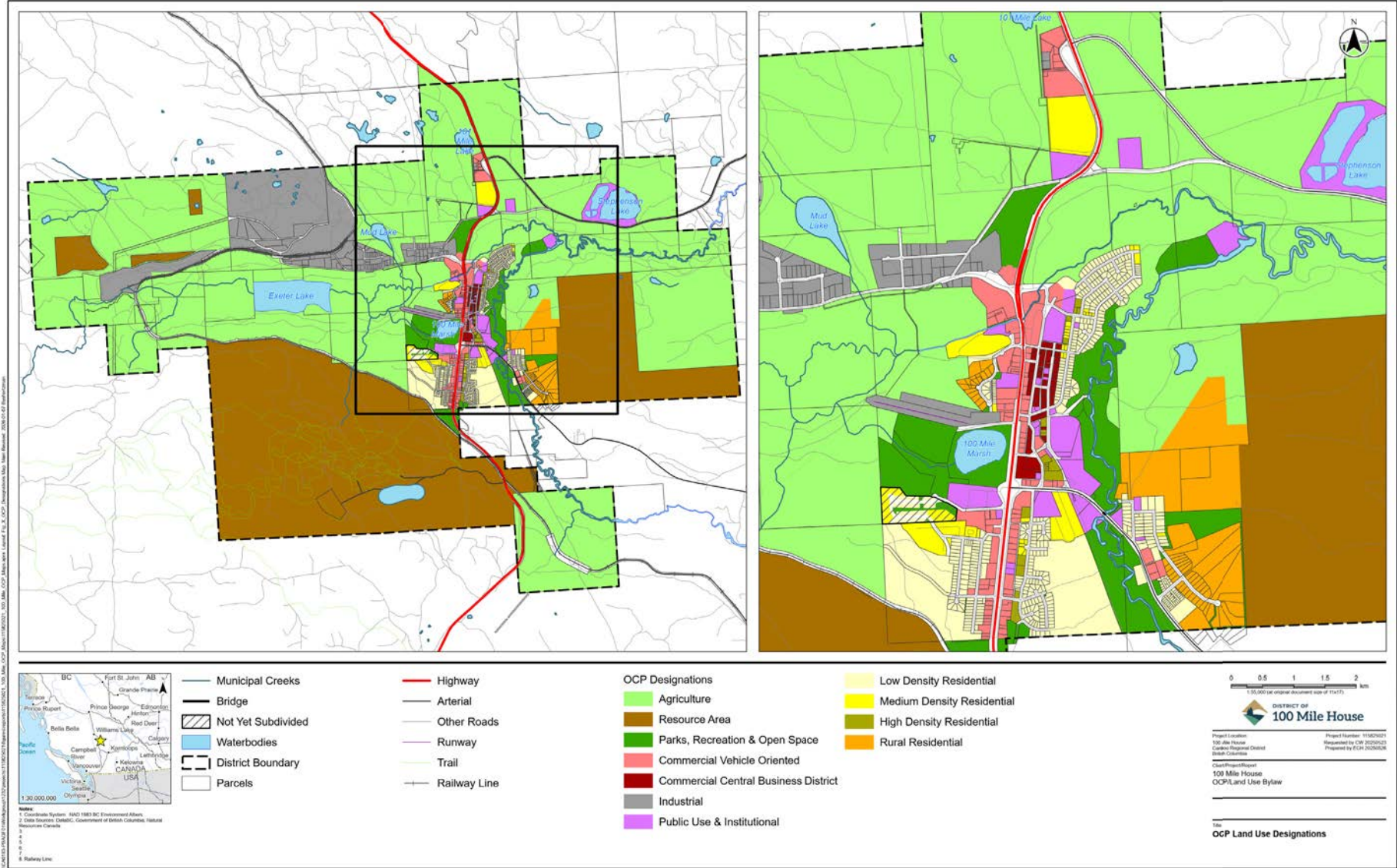


Appendix A Maps

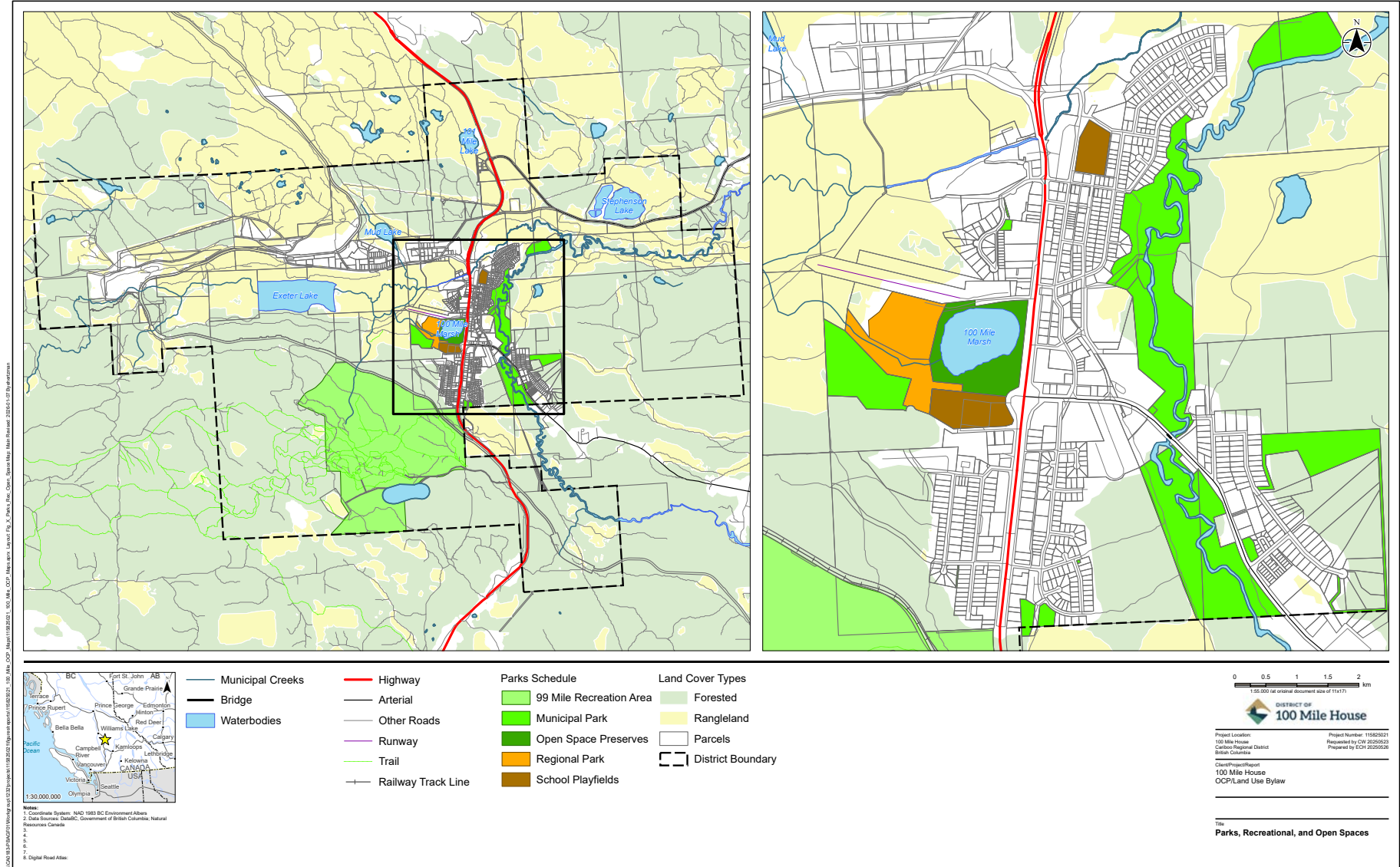
Schedule A Regional Context Map



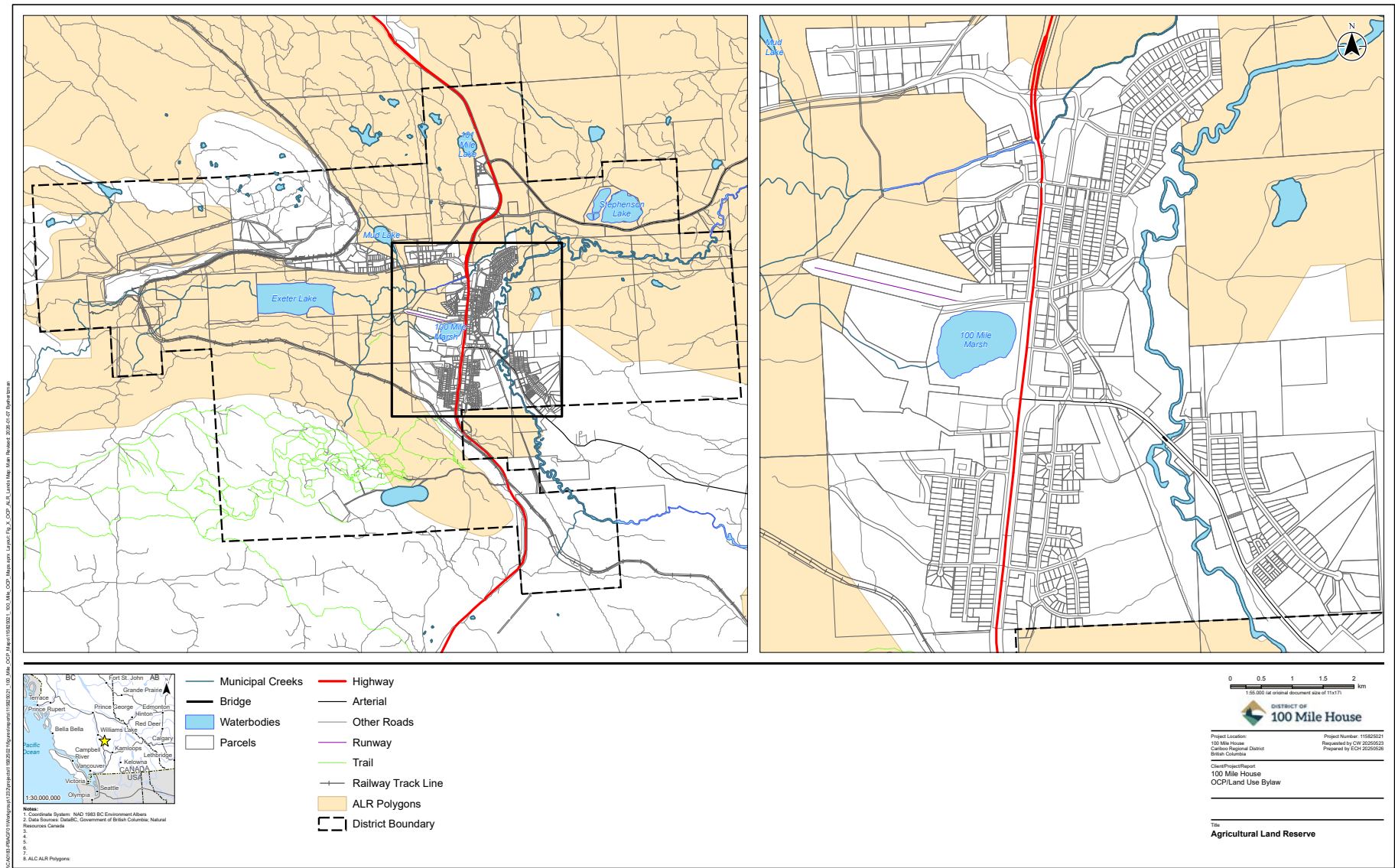
Schedule B Land Use Map



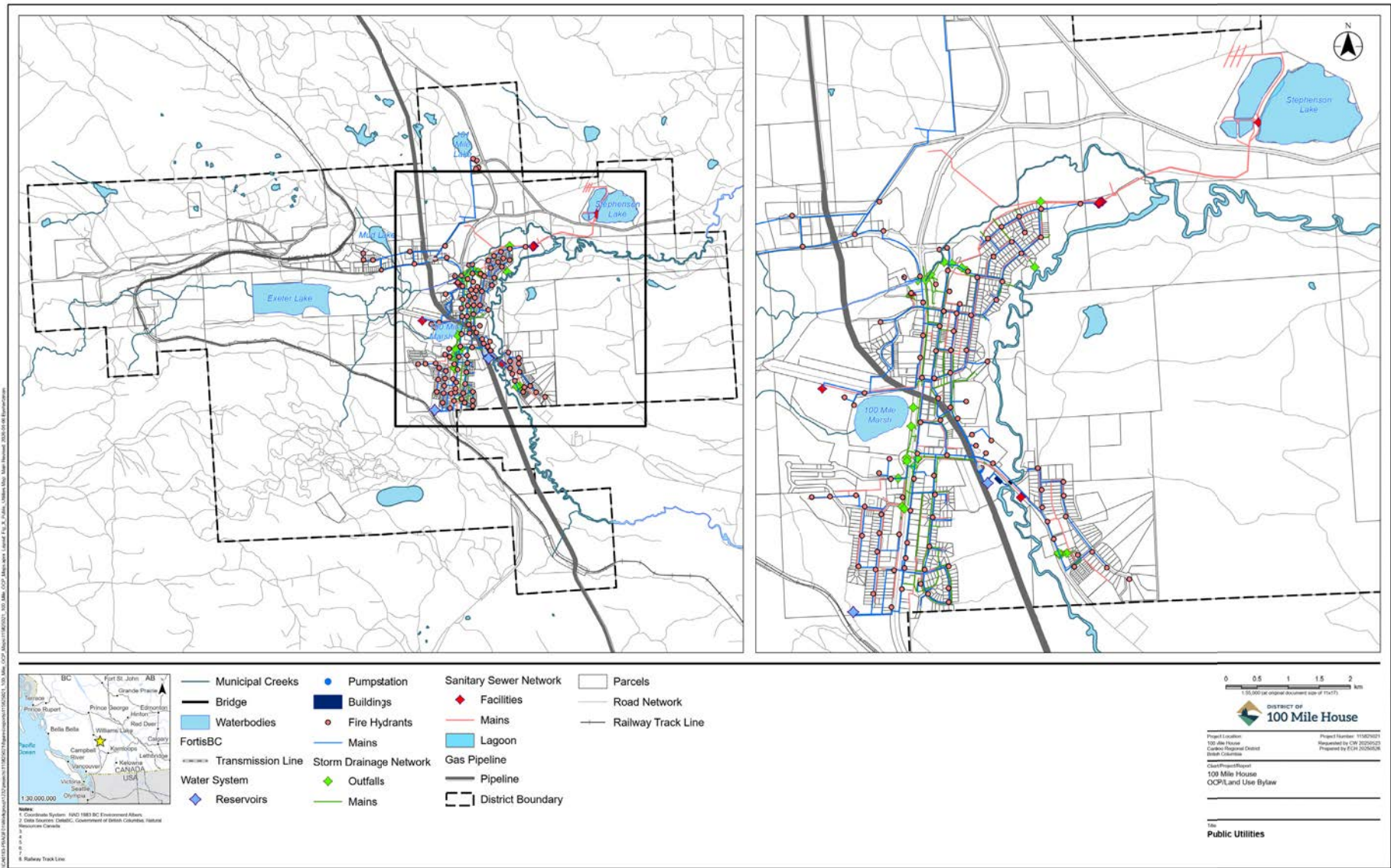
Schedule C Parks, Recreation, and Open Space Map



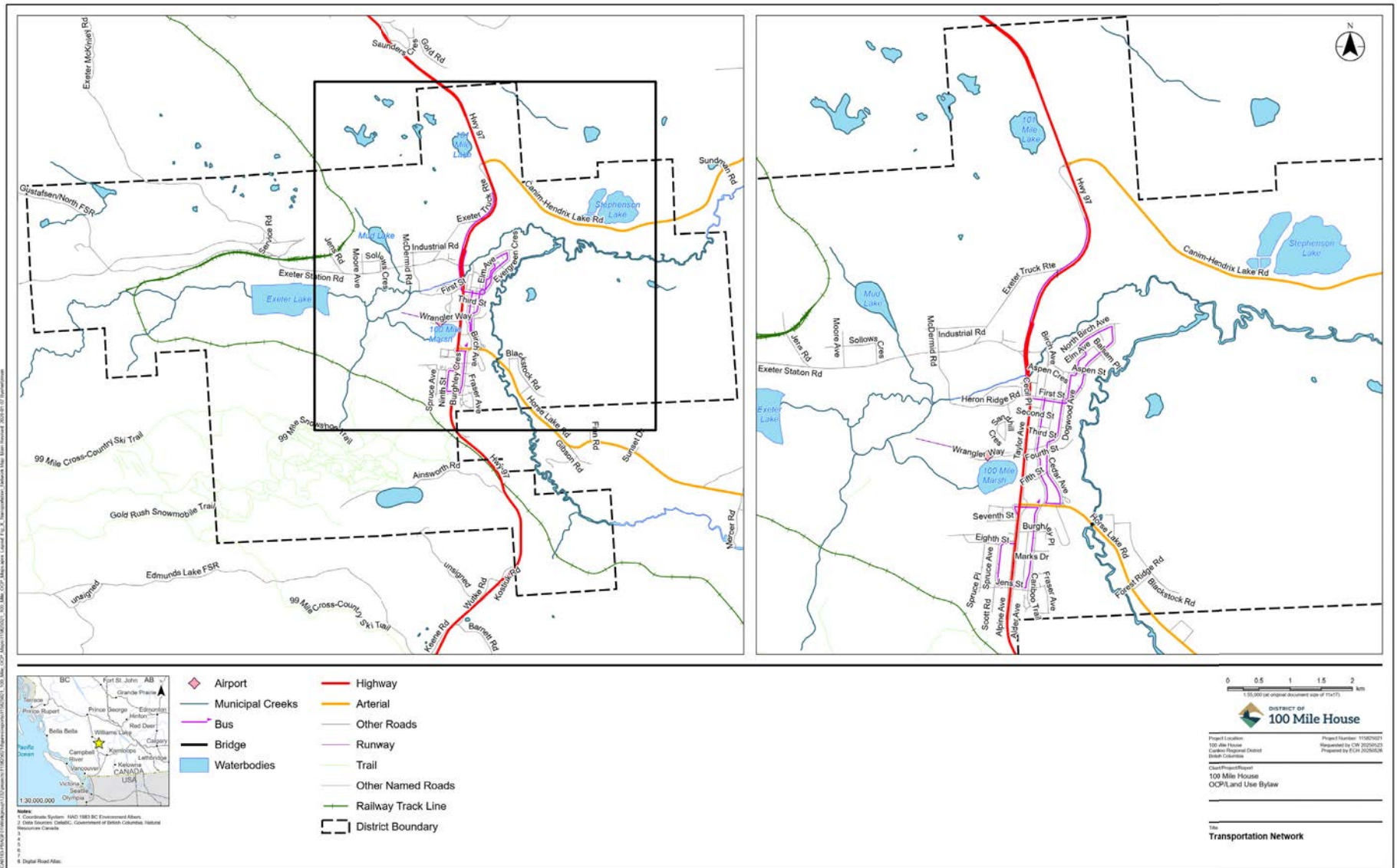
Schedule D Agricultural Land Reserve Map



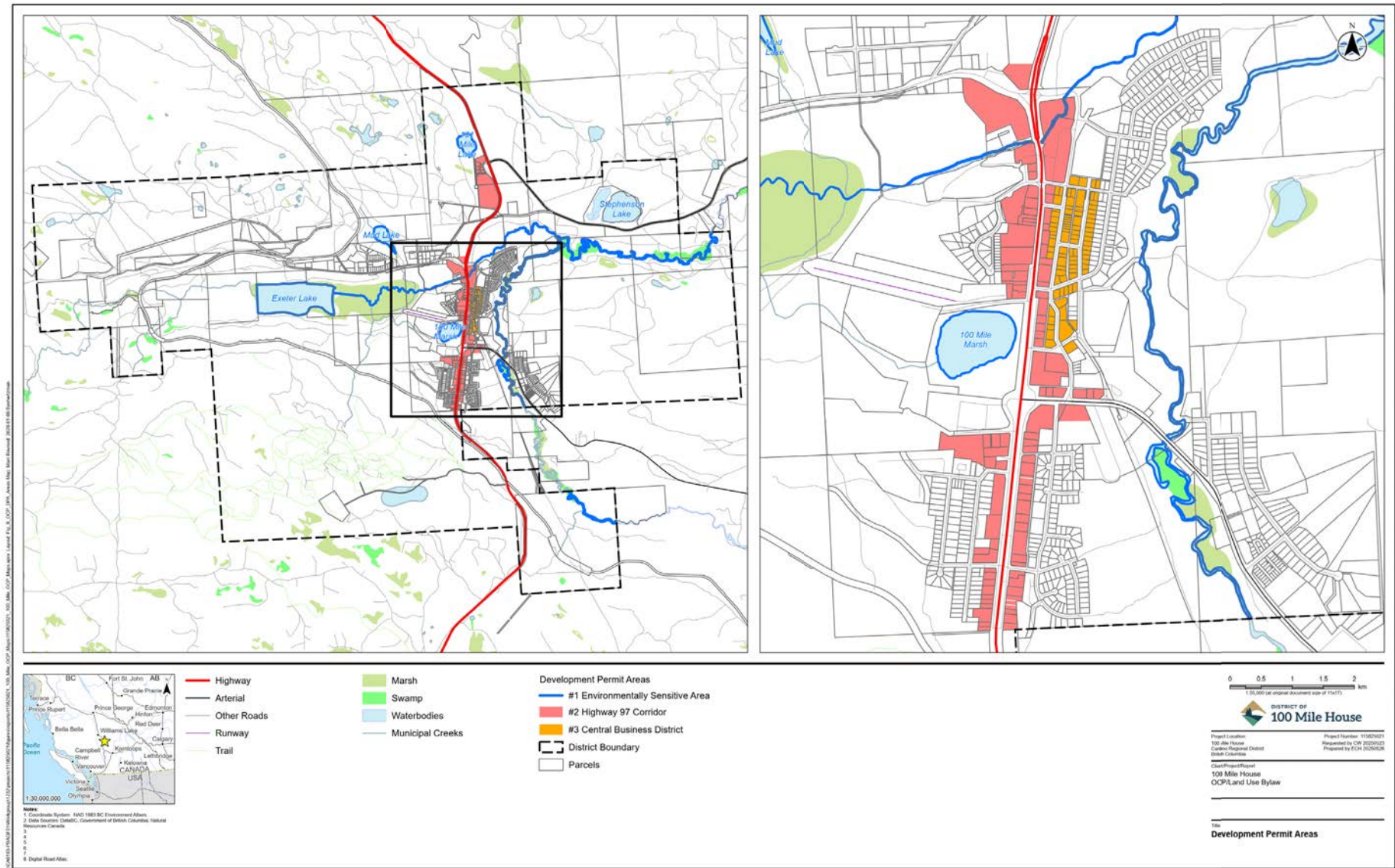
Schedule E Public Utilities Map



Schedule F Transportation Network Map



Schedule G Development Permit Areas Map



Appendix B Glossary

Accessibility: An area or building where a person with disabilities is, without assistance, able to approach, enter, pass to and from, and make use of an area and its facilities.

Accessory Building or Structure: Refers to a building or structure which is ancillary to the principal building or use and which is located on the same parcel as the principal building or use.

Active Transportation: Also known as Non-Motorized Transportation, includes walking, cycling, and small-wheeled transport such as strollers, skates, skateboards, and push scooters.

Affordable Housing: Housing affordability is a function of housing cost and household income. Affordable housing is defined as housing which has a market price or rent that does not exceed 30% of a household's after-tax income for households which have income that is 80% or less than the median household income for the community. Affordable housing can be provided by the private, non-profit, cooperative, and public sectors separately or through partnership models. Affordable housing includes a variety of tenure models including ownership, rental, co-housing, cooperative.

Agricultural Use: Refers to large-scale, growing, rearing, and harvesting of agricultural products excluding cannabis production for commercial purposes.

Asset Management: Asset management is the systematic process of maintaining, upgrading, and operating physical assets in a cost-effective manner.

Apartment: Refers to a building used exclusively for residential use containing 3 or more dwelling units and which has a principal access from a common entrance. Apartment does not include, and without limiting the generality of the foregoing, tourist accommodation such as a hotel and motel or motor inn.

Brownfield: Abandoned, idled, or underutilized industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived contamination.

Building: Refers to any structure used or intended to be used for supporting or sheltering any use or occupancy.

Circular Economy: An economy that produces no waste or pollution and minimizes energy use. This goes beyond recycling and focuses on designing systems that either do not produce waste, or whose by-products or wastes are reusable or beneficial to other processes. Products are designed to last and created so they can easily be sorted, separated, and re-used at the end of their life.

Climate Change: Changes in long-term trends in the average climate, such as changes in average temperatures. According to the United Nations Framework Convention on Climate Change (UNFCCC), climate change is a change in climate that is attributable directly or indirectly to human activity that alters atmospheric composition.

Community Garden: Refers to the use of land for cultivating or growing plants by a group of people for providing a garden experience or education to the residents of the District of 100 Mile House.

Council: Refers to the governing and executive body of the District of 100 Mile House.

District: Refers to the District of 100 Mile House.

Dwelling Unit: Refers to one or more habitable rooms designed, occupied, or intended for residential use where such a room or rooms together contain or provide for the installation of only one set of cooking facilities and one or more bathrooms.

Food system: An integrated view of the production, processing, distribution, consumption and waste management of food.

Food security: Everyone has equitable access to food that is affordable, culturally preferable, nutritious and safe; everyone has the agency to participate in, and influence food systems; and that food systems are resilient, ecologically sustainable, and socially just.

Greenhouse Gas (GHG): Components of the atmosphere that contribute to the “greenhouse effect.” Some greenhouse gases occur naturally, while others come from activities such as the burning of fossil fuel and coal. Greenhouse gases include water vapor, carbon dioxide, methane, nitrous oxide, and ozone.

Infill: As far as land use planning in BC is concerned, this term means to add new residential units to an existing neighbourhood. This may or may not include population increase as people per household declines. This can include a house, an apartment unit, a condominium, or any other form of housing.

LEED™: The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings.

Livable or Livability: Livability refers to the environmental and social quality of an area as perceived by residents, employees, customers, and visitors. This includes safety and health (traffic safety, personal security, and public health), local environmental conditions (cleanliness, noise, dust, air quality, and water quality), the quality of social interactions (neighborliness, fairness, respect, community identity and pride), opportunities for recreation and entertainment, aesthetics, and existence of unique cultural and environmental resources (e.g., historic structures, mature trees, traditional architectural styles). Livability directly benefits people who live in, work in, or visit an area; increases property values and business activity; and can improve public health and safety. Livability is largely affected by streets, parks, transportation terminals and other public facilities.

Local Government Act: A law enacted by the BC Legislature formerly called the Municipal Act. The purposes of this Act are:

- a.** to provide a legal framework and foundation for the establishment and continuation of local governments to represent the interests and respond to the needs of their communities,
- b.** to provide local governments with the powers, duties, and functions necessary for fulfilling their purposes, and
- c.** to provide local governments with the flexibility to respond to the different needs and changing circumstances of their communities.

Mixed-Use: An appropriate combination of multiple uses, inside a single structure or area within a neighbourhood, where a variety of different activities (live, work, shop, and play) are in close proximity (walking distance) to most residents

Qualified Environmental Professional (QEP): A registered professional, acting alone or together with another registered professional, if:

- The individual is registered and in good standing in British Columbia with an appropriate professional organization constituted under an Act, acting under that association’s code of ethics and subject to disciplinary action by that association;
- The individual’s area of expertise is recognized by the District of Hope as one that is acceptable for the purpose of providing all or part of an assessment report in respect of that development proposal; and
- The individual is acting within that individual’s area of expertise.

Secondary Suit: means a self-contained accessory dwelling unit located within and subordinate to a single detached dwelling, used or intended to be used as a residence, with sleeping, living, cooking, and sanitary facilities and with direct access to the open air without passage through any portion of the principal dwelling unit.

Stormwater: Water from rain or melting snow that soaks into the soil, pools on the ground, and evaporates, or is runoff into nearby streams, rivers, and other watercourses.

Stormwater Management: Building and landscape strategies to control and limit stormwater pollution and runoff. Typical stormwater infrastructure includes the network of piping, systems, and facilities that manage runoff from hard and paved surfaces like streets and roofs. Stormwater management is an integrated package of strategies to reduce the amount of stormwater created and to absorb stormwater using more natural systems. Elements can include vegetated roofs, compost-amended soils, pervious paving, tree planting, drainage swales, and more.

Universal Design: Access to environments and products that are designed to the greatest extent possible, to be accessed and used by everyone regardless of their age, ability, or circumstance.

Urban Agriculture: The practice of growing of plants and raising of animals for food and other uses within and around cities and towns, and related activities such as the production and delivery of inputs and the processing and marketing of products.

Viewscape or View Corridor: A three-dimensional area extending out from a viewpoint. The width of the view corridor depends on the focus of the view.

Walkable: Walkable reflects the quality of pedestrian facilities, roadway conditions, land use patterns, community support, security, and comfort for walking. The quality of pathways, building access ways and related facilities, the existence of sidewalks and crosswalks, roadway conditions (road widths, traffic volumes and speeds), accessibility (the relative location of common destinations) and the quality of connections between them all affect walkability.

Wastewater: The spent or used water from a home, community, farm, or industry that contains dissolved or suspended matter.

Watercourse: Any natural or man-made depression with well-defined banks and a bed of 0.6 metres or more below the surrounding land serving to give direction to a current of water for at least six months of the year; or having a drainage area of two square kilometres or more, or as required by a designated official of the Ministry of the Environment of the Province of British Columbia.

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

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