



REGULAR MEETING OF COUNCIL AGENDA

Monday, May 26, 2025 at 7:00 p.m.

Council Chambers

325 Wallace Street, Hope, British Columbia

For those in attendance at District of Hope Open Council Meetings and Public Hearings, please be advised that the Hope Ratepayers Association is recording these meetings and hearings. The District, in no way, has custody or control of the recordings. Therefore, all persons who do not want their presentation or themselves recorded, please approach the Clerk to declare same and the District will relay this to the Association so that you can freely speak.

1. CALL TO ORDER

Mayor to acknowledge that the meeting is being held on the traditional, ancestral and unceded territories of the Stó:lō people, particularly the Chawathil, Union Bar and Yale First Nations.

2. APPROVAL OF AGENDA

Recommended Resolution:

THAT the May 26, 2025, Regular Council Meeting Agenda be adopted, as presented.

3. ADOPTION OF MINUTES

(a) Regular Council Meeting

(1)

Recommended Resolution:

THAT the Minutes of the Regular Council Meeting held May 12, 2025, be adopted, as presented.

(b) Public Hearing

(8)

Recommended Resolution:

THAT the Record of the Public Hearing held May 12, 2025, be received.

4. DELEGATIONS

(a) BC Transit

(10)

Rob Ringma and Midhat Malik will be in attendance to present to Council regarding the BC Transit Fare Review.

5. STAFF REPORTS

- (a) **Report dated May 20, 2025 from the Director of Community Development** (45)
Re: Building Bylaw Code Contraventions at 564 Thacker Avenue, Hope, B.C.

Recommended Resolution:

THAT Council direct staff to file of a Notice in the Land Title Office pursuant to Section 302 of the *Local Government Act* and Section 57 of the *Community Charter* against the property of 564 Thacker Avenue, legally known as: LOT 30, District Lot 14 (formerly Hope) Division Yale District Plan 6046, PID: 010-220-399.

- (b) **Report dated May 21, 2025 from the Planner II** (49)
Re: Short-Term Rental Registration Letter

Recommended Resolution:

THAT Council endorse the attached letter to the Ministry of Housing requesting a temporary exemption from the requirement for short-term rental (STR) operators in the District of Hope to register with the Province of British Columbia.

- (c) **Report dated May 20, 2025 from the Chief Election Officer** (52)
Re: 2025 By-Election Results

Recommended Resolution:

THAT the report dated May 20, 2025 from the Chief Election Officer regarding the 2025 By-Election results be received for information.

6. COMMITTEE REPORTS

There are no Committee Reports.

7. MAYOR AND COUNCIL REPORTS

- (a) **Council Appointments & Committees** (56)

Recommended Resolution:

THAT the Council Appointments & Committees for January 1, 2024, to December 31, 2025, be adopted, as amended.

8. PERMITS AND BYLAWS

- (a) **Report dated May 16, 2025 from the Planner II** (57)
Re: Development Variance Permit Application at 19422 Silver Skagit Road

Recommended Resolution:

THAT Council approves a Development Variance Permit for the following *Zoning Bylaw* variances for 19422 Silver Skagit Road:

- Part 9.4.5 (setbacks) to reduce the minimum north interior lot line setback for an addition to a one family residence from 5 m to 2.1 m.

(b) Report dated May 16, 2025 from the Planner II (61)
Re: Development Variance Permit Application at 919 Water Avenue

Recommended Resolution:

THAT Council direct staff to proceed with notification for a Development Variance Permit for the following Zoning Bylaw variances for 919 Water Avenue:

- Part 6.9.1 to exempt the development from providing a bicycle storage rack.
- Part 6.19.2 and 6.19.3 to reduce the minimum number of parking spaces provided for a:
 - restaurant use from 15 to 0.
 - civic use (museum) from 4 to 0.
- Part 13.2.3.3 to increase the maximum floor area for an accessory restaurant use from 70 m² to 82 m².

(c) Report dated May 21, 2025 from the Planner III (65)
Re: OCP and Zoning Amendment Application for Croft Island (20600 Landstrom Road, PID: 032-158-998, Lot A District Lot 10 Yale Division Yale District Plan EPP134031 (the “Croft Island”))

Recommended Resolution:

THAT Council deny the request to amend the OCP and Zoning Bylaw to create an RV campground and holiday park on Croft Island located at 20600 Landstrom Road.

9. FOR INFORMATION CORRESPONDENCE

(a) For Information Correspondence (101)

Recommended Resolution:

THAT the For Information Correspondence List dated May 26, 2025, be received.

(b) Accounts Payable Cheque Listing – April 2025 (136)

Recommended Resolution:

THAT the Accounts Payable Cheque Listing for the period of April 1-30, 2025, be received.

10. OTHER PERTINENT BUSINESS

11. QUESTION PERIOD

Call for questions from the public for items relevant to the agenda.

12. NOTICE OF NEXT REGULAR MEETING

Monday, June 9, 2025 at 7:00 p.m.

13. RECESS TO IN CAMERA MEETINGRecommended Resolution:

THAT the meeting be closed to the public to consider matters pursuant to Section 90(1)(c) [labour relations or other employee relation] of the *Community Charter* and adopting closed meeting minutes.

14. RETURN TO REGULAR MEETING

Mayor to reconvene the Regular Council Meeting.

15. ADJOURN REGULAR COUNCIL MEETING

**MINUTES OF THE REGULAR
COUNCIL MEETING**

Monday, May 12, 2025
Council Chambers, District of Hope Municipal Office
325 Wallace Street, Hope, British Columbia

Council Members Present: Mayor Victor Smith
Councillor Bonny Graham
Councillor Scott Medlock
Councillor Pauline Newbigging
Councillor Angela Skoglund
Councillor Dusty Smith

Council Members Absent: Councillor Heather Stewin

Staff Present: Kevin Dicken, Director of Operations/Deputy CAO
Donna Bellingham, Director of Corporate Services
Robin Beukens, Director of Community Development
Mike Olson, Director of Finance
Branden Morgan, Deputy Corporate Officer
Danielle Laporte, Communications System Analysis Advisor

Others Present: 12 members of the public

1. CALL TO ORDER

Mayor Smith called the meeting to order at 7:00 p.m.

2. OATH OF OFFICE

The Deputy Corporate Officer administered Councillor-Elect Graham's Oath of Office.
Councillor Graham joined the Council table at 7:02 p.m.

3. RECESS TO PUBLIC HEARING AT 7:02 P.M.

4. RETURN TO REGULAR MEETING

The Mayor reconvened the Regular Council Meeting at 7:10 p.m. and acknowledged that the meeting is being held on the traditional, ancestral and unceded territories of the Stó:lō people, particularly the Chawathil, Union Bar and Yale First Nations.

5. APPROVAL OF AGENDA

Moved / Seconded

THAT the April 28, 2025, Regular Council Meeting Agenda be adopted, as presented.
CARRIED.

6. ADOPTION OF MINUTES

(a) Regular Council Meeting

Moved / Seconded

THAT the Minutes of the Regular Council Meeting held April 28, 2025, be adopted, as presented.
CARRIED.

(b) Special Regular Council Meeting

Moved / Seconded

THAT the Minutes of the Special Regular Council Meeting held May 1, 2025, be adopted, as presented. **CARRIED.**

7. DELEGATIONS

(a) KPMG

Sean Reid, representative from KPMG, was in attendance to present the Audit Findings Report for the year ended December 31, 2024. In their presentation, the following items were discussed:

- There were no corrected misstatements in the audit
- Materiality
 - Total expenses of \$20,331,580 for 2024 is the benchmark
 - Materiality is set at \$490,000 or 2.41% of the benchmark
 - Audit misstatement posting threshold of \$24,500
- Management Override of Controls
 - No issues were noted
- Tangible Capital Assets
 - Agreements related to the government transfer of the Dan Sharrers Aquatic Centre and the related Building and Capital Reserve were reviewed and no issues were noted
 - Two uncorrected misstatements from previous years related to Tangible Capital Assets were noted in the management representation letter, but no other issues were noted
- Revenue and Deferred Revenue
 - Grant funding and related agreements were reviewed for compliance with conditions
 - The impacts of PS 3400, which is a framework to categorize revenue and enhance the consistency of revenue recognition and measurement, on timing, measurement, recognition, and presentation of revenue were reviewed
 - No issues were noted
- Expenses, including salaries and benefits
 - Two uncorrected misstatements related to salaries and benefits expense were noted in testing, which is reflected in the management representation letter
 - No other issues were noted
- Control Deficiencies
 - No control deficiencies were identified

8. STAFF REPORTS

- (a) Report dated May 6, 2025 from the Director of Finance
Re: 2024 Audited Consolidated Financial Statements**

Moved / Seconded

THAT the 2024 Consolidated Financial Statements of the District of Hope be approved;
and

FURTHER THAT the Independent Auditor's Report be received; and

FURTHER THAT the Independent Auditor's Report be attached to the Consolidated
Financial Statements of the District of Hope. **CARRIED.**

- (b) Report dated May 7, 2025 from the Director of Operations
Re: Pollution Control Center (PCC) Upgrades**

Council inquired as to whether the District is working with the Province to ensure compliance. The Director of Operations advised that Staff are working with the Province to meet all requirements, including the installation of a generator and a permanent outfall. Council inquired as to the timeline for compliance. The Director of Operations advised that it will be a 4-5 year process to achieve compliance. He added that the District will be applying to the Province for a new permit under the Municipal Wastewater Regulation which will provide a grace period while planning and implementation is completed. Council inquired as to whether the old outfall will need to be removed from the river following completion of the replacement. The Director of Operations advised that he is unsure if that will be part of the process at this time.

Moved / Seconded

THAT Council authorize an additional \$75,000 from the Growing Communities Fund for the advancement of planning a permanent outfall at the Pollution Control Center;

AND THAT Council authorize \$185,000 from the Growing Communities Fund for the supply and installation of a standby generator at the Pollution Control Center and endorse acceptance of the Anser Power Systems proposal;

AND FURTHER THAT Council endorse submission of an Expression of Interest to the Disaster Resilience and Innovation Funding Program to support design of the Pollution Control Center Permanent Outfall Project **CARRIED.**

9. COMMITTEE REPORTS

There were no Committee Reports.

10. MAYOR AND COUNCIL REPORTS

- (a) Letter of Support for Westcoast Energy Inc.
Re: Sunrise Expansion Program**

Moved / Seconded

THAT Council issue a Letter of Support to the Canada Energy Regulator regarding Westcoast Energy Inc. and their proposed Sunrise Expansion Program. **CARRIED.**

Mayor Smith Reported:

- He announced the winners of the 2024-2025 hockey season in Hope, noting that it was the 50th year of minor hockey in Hope. He added that the winners were also congratulated by locally grown hockey player Shawn Koopman and NHL referee

Jay Sharrers.

- He met with the owners of the Riverside Manor to discuss improvements including vegetable gardens and repairs to the Pete Ryan sign located at the entrance.
- He attended the Lower Mainland Local Government Association Annual Conference in Whistler where he met with Embridge, BC Hydro, TELUS and others to find partners for projects in the District. He noted that there are incentives available for business expansions and furnace and heat pump installations.
- He took part in the Communities in Bloom cleanup on 6th Avenue with a group of volunteers.
- He worked with installers to implement the Hope and District Chamber of Commerce light project for member businesses.

Councillor Smith Reported:

- He welcomed Councillor Graham to the table.
- He noted that the AdvantageHOPE AGM will take place on June 16th at 7:00 p.m. in Council Chambers.
- He announced that he is a co-chair for the Sunshine Valley Car Show that will take place on August 10th.

Councillor Newbigging Reported:

- She noted that the Hope Shred Day resulted in 3,100lbs of shredded documents and that they received \$605.00 in donations to go towards the future spray park project. She added that Hope RCMP Staff Sergeant Mike Sargent was in attendance to provide education on the security of personal information.
- She announced that the Farmer's Market will be returning to Memorial Park starting the end of May on Fridays from 9:30 a.m. until 2:30 p.m. She added that tables are \$20.00, with proceeds going towards insurance coverage for the market.
- She noted that Hope and District Chamber of Commerce members are taking advantage of lighting being provided by Economic Trust of the Southern Interior grant funding. She added that lights have already been installed on the band stand in Memorial Park and on the Hope Mountain Café.

Councillor Medlock Reported:

- He attended the Special Regular Council Meeting on May 1st in order to adopt the *2025 Annual Tax Rate Bylaw No. 1601, 2025*, so that property tax notices can be mailed out prior to any potential Canada Post disruptions.
- He attended the gravel pit meeting at the at the Hope Recreation Centre conference centre on May 1st, noting that he spoke to an individual who would like the opportunity to delegate to Council with new information regarding the gravel pit.
- He noted that the AdvantageHOPE AGM will take place on June 16th at 7:00 p.m. in Council Chambers.

Councillor Skoglund Reported:

- She attended the Hope and District Arts Council AGM on April 15th, noting that the president was re-elected for one more year. She added that they are still looking for volunteers, and that individuals do not need to be an artist or into the arts to join.
- She noted that the Accessibility Committee concluded their survey and received 74 responses. She added that the results will be discussed at an upcoming Committee meeting.

Councillor Graham had nothing to report.

11. PERMITS AND BYLAWS

**(a) Report dated May 7, 2025 from the Planner II
Re: Redesignate and Rezone 19623 Silver Skagit Road**

Council inquired as to when the first property on Silver Skagit Road was rezoned to light industrial. The Director of Community Development advised that the first rezoning took place in 2022 but noted that the area had light industrial and logging several decades ago before transitioning to primarily country residential, limited use, and rural. He added that as some of these lands were historically part of the Fraser-Cheam Regional District it is difficult to determine the exact date that the changes took place.

Council inquired as to how many properties are currently zoned light industrial. The Director of Community Development advised that three properties are currently zoned Light/Service Industrial, and one other property zoned Limited Use with similar allowable uses. He added that there are other properties further down Silver Skagit Road that have Light/Service Industrial uses. Council inquired as to whether it would be the responsibility of the District to approach BC Hydro regarding the installation of 3-phase power on Silver Skagit Road for use by businesses. The Director of Community Development advised that this would be a BC Hydro issue as the District is not involved.

Council inquired as to whether the Trans Mountain Pipeline Expansion Project was the primary reason behind the gradual change to Light/Service Industrial zoning on Silver Skagit Road since 2022 and whether the need for more industrial land still exists after the project has been completed. The Director of Community Development advised that there was an existing non-conforming use which necessitated the first rezoning in 2022 and noted that the need for industrial land still exists both locally and regionally. Council inquired as to whether there is industrial land available in the District at this time. The Director of Community Development advised that there are some parcels of industrial land available in the District but added that the applicant has come forward to rezone this parcel for his uses.

Moved / Seconded

THAT *District of Hope Official Community Plan Amendment Bylaw No. 1598, 2025* be given third reading to change the Official Community Plan land use designation from Country Residential to Light/Service Industry for the portion of the property west of Silver Skagit Road at 19623 Silver Skagit Road.

CARRIED.

OPPOSED: Councillor Graham, Councillor Skoglund

Moved / Seconded

THAT *District of Hope Zoning Amendment Bylaw No. 1599, 2025* be given third reading to change the zoning from Country Residential (CR-1) to Light/Service Industrial (I-2) for the portion of the property west of Silver Skagit Road at 19623 Silver Skagit Road. **CARRIED.**

OPPOSED: Councillor Graham, Councillor Skoglund

(b) Report dated April 30, 2025 from the Planner II

Re: Development Variance Permit Application at 19422 Silver Skagit Road

Council inquired as to whether the requested 2.1 metre interior lot line setback is higher than the minimum setback required for RS-1 zoned properties. The Director of Community Development confirmed that the requested setback is still higher than what is required for RS-1 zoned properties.

Moved / Seconded

THAT Council direct staff to proceed with notification for a Development Variance Permit for the following *Zoning Bylaw* variances for 19422 Silver Skagit Road:

- Part 9.4.5 (setbacks) to reduce the minimum north interior lot line setback for an addition to a one family residence from 5 m to 2.1 m. **CARRIED.**

12. FOR INFORMATION CORRESPONDENCE

(a) For Information Correspondence

Moved / Seconded

THAT the For Information Correspondence List dated May 12, 2025, be received. **CARRIED.**

13. OTHER PERTINENT BUSINESS

There was no other pertinent business.

14. QUESTION PERIOD

There were no questions raised.

15. NOTICE OF NEXT REGULAR MEETING

Monday, May 26, 2025 at 7:00 p.m.

16. RECESS TO COMMITTEE OF THE WHOLE MEETING AT 7:45 P.M.

17. RETURN TO REGULAR MEETING

The Mayor reconvened the Regular Council Meeting at 8:19 p.m.

(a) Rise and Report out of the Committee of the Whole Meeting

Moved / Seconded

THAT Council rise and report the May 12, 2025, Committee of the Whole Resolution:

THAT Council direct staff to request an extension from the Province for the enactment of the Provincial Short-Term Rental Registry to allow for the implementation of short-term rentals. **CARRIED.**

18. RECESS TO IN-CAMERA MEETING AT 8:20 P.M.

Moved / Seconded

THAT the meeting be closed to the public to consider matters pursuant to Section 90(1)(j) [information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the *Freedom of Information and Protection of Privacy Act*] of the *Community Charter* and adopting closed meeting minutes.

CARRIED.

19. RETURN TO REGULAR MEETING

The Mayor reconvened the Regular Council Meeting at 8:34 p.m.

(a) Declassify In Camera Resolution

Moved / Seconded

THAT Council declassify the May 12, 2025 In Camera resolution:

THAT Council supports a budget increase in the amount of \$51,000 to the Emergency Services Contracts budget to reflect costs for the Emergency Management Plan Update, Hazard Identification and Risk Mapping Project for the District of Hope.

CARRIED.

20. ADJOURN REGULAR COUNCIL MEETING

Moved / Seconded

THAT the Regular Council Meeting adjourn at 8:35 p.m.

CARRIED.

Certified a true and correct copy of the Minutes of the Regular Meeting of Council held May 12, 2025, in Council Chambers, District of Hope, British Columbia.

Mayor

Director of Corporate Services

THE DISTRICT OF HOPE RECORD OF A PUBLIC HEARING

Monday, May 12, 2025

Council Chambers, District of Hope Municipal Office
325 Wallace Street, Hope, British Columbia

Council Members Present: Mayor Victor Smith
Councillor Bonny Graham
Councillor Scott Medlock
Councillor Pauline Newbigging
Councillor Angela Skoglund
Councillor Dusty Smith

Council Members Absent: Councillor Heather Stewin

Staff Present: Kevin Dicken, Director of Operations/Deputy CAO
Donna Bellingham, Director of Corporate Services
Robin Beukens, Director of Community Development
Mike Olson, Director of Finance
Branden Morgan, Deputy Corporate Officer
Danielle Laporte, Communications System Analysis Advisor

Others Present: 12 members of the public

Mayor Smith called the Public Hearing to order at 7:02 p.m.

The Director of Corporate Services read the Chairperson Statement and noted that purpose of the Public Hearing is to hear input on amendments to the ***District of Hope Official Community Plan Bylaw No. 1378, 2016*** and ***District of Hope Zoning Bylaw No. 1324, 2012***.

- **District of Hope Official Community Plan Amendment Bylaw No. 1598, 2025:**

To change the Official Community Plan land use designation from Country Residential to Light/Service Industry for the portion of the property west of Silver Skagit Road at 19623 Silver Skagit Road.

- **District of Hope Zoning Amendment Bylaw No. 1599, 2025:**

To change the zoning from Country Residential (CR-1) to Light/Service Industrial (I-2) for the portion of the property west of Silver Skagit Road at 19623 Silver Skagit Road.

The Mayor called for any questions or comments from the public or members of Council.

Toby Knowles, the applicant, advised that the property will be used for environmentally friendly, low-noise industry that will employ people in trades and add to development in the area. He added that he is available to answer any questions.

Council inquired as to the intended hours of operation on the property. Mr. Knowles advised that the property will be used as a satellite office for a sheet metal company in Burnaby and will operate from 7:00 a.m. to 3:00 p.m. with a small staff of approximately four.

The Director of Corporate Services called a final time for any questions or comments from the public; hearing none, it was noted that no further submissions, either verbal or written, regarding the proposed bylaw can be made to Council. The Public Hearing was declared closed at 7:10 p.m.

Certified Correct:

**Donna Bellingham,
Director of Corporate Services**

DRAFT



Fare Review Agassiz-Harrison and Hope Transit System

May 26, 2025



Funding and Decision Authority



- Funding for 71 **Agassiz-Harrison Transit** is cost shared between the Fraser Valley Regional District and BC Transit through a partnership with the District of Kent, the Village of Harrison Hot Springs, the City of Chilliwack and Electoral Area D.
- Funding for the 72 **Hope** is cost-shared between the Fraser Valley Regional District and BC Transit in partnership with the District of Hope.
- Transit services are also provided to Indigenous communities through a transit service agreement between each Nation and the FVRD
 - Agassiz-Harrison: Cheam First Nation;
 - Hope: Seabird Island Band, Yale First Nation, Chawathil First Nation
- Decision on fare changes for the Agassiz-Harrison and Hope service will be made at the discretion of the Fraser Valley Regional District Board in collaboration with District of Kent, the Village of Harrison Hot Springs, District of Hope, City of Chilliwack, Electoral Area D and First Nations partners.

Fare Review Objective

- Utilize BC Transit's recommended Fare Strategy to account for inflation and operational costs in proposed fare recommendations

Maximize revenue

Attract and retain ridership

Consider affordability

2025 Fare Review Objective

- Align across the region
- Increase ease for passengers
- Boost ridership!
- Get the most out of existing electronic fare collecting technology (UMO)
 - Use of stored value
 - Use of 'Open Loop feature' to enable use of debit and credit card without an app
 - Simplify to support ease of use
 - Introduce fare Capping to boost ridership
 - Equity focused so people don't overpay accidentally

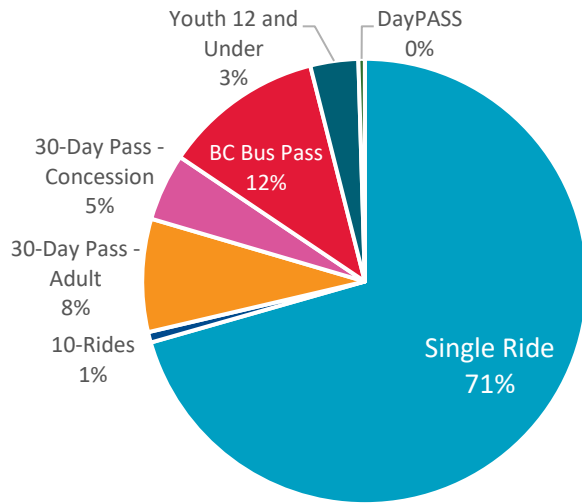


Stats and Facts

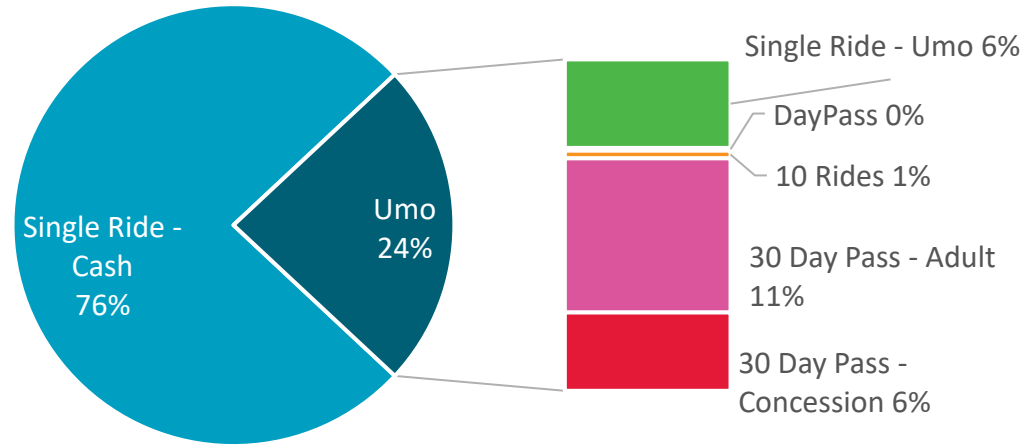
Fare Strategy Guidelines

Fare Type	Fare Strategy Guidelines	Agassiz-Harrison and Hope Fare	Variance
Children 12 and under	-	-	
Single Ride (Cash)	Base Fare	\$2.50	-
DayPASS	2 times Base	\$5	Aligned
Tickets (10)	9 times Base Fare	\$22.50	Aligned
Adult 30-Day	20 – 30 times Base Fare	\$44.00	17.6 times base fare
Concession* 30-Day (Student, Senior, College Student)	Adult 30-Day Pass less 15%	\$35.00	20% discount, 5% variance

Agassiz-Harrison and Hope Transit Revenue by Product Type



2024



October – December 2024 (Umo)

Effective October 1, 2024, BC Transit stopped selling legacy scratch-off DayPASS, 10 Ride Ticket, Monthly Pass, and Semester Pass fare products in favour of convenient Umo enabled alternatives.

Key Takeaways

- DayPASS is not a popular fare product despite offering unlimited travel between Chilliwack, Agassiz-Harrison, and Hope Transit Systems in a single day
- 30-Day Pass Sales have increased since the introduction of Umo

Affordability Programs – Funded by BC Government

BC Bus Pass

- Universal bus pass for low-income seniors and persons receiving disability assistance, providing unlimited access on any scheduled BC Transit bus.
 - A [low-income senior](#) = **\$45 annual pass**
 - Receiving [disability assistance](#) = **\$0**
- Participants register [online](#), via phone, email, mail, fax
- [Learn More](#)

Funded by



Ministry of
Social Development
and Poverty Reduction

Free Transit for 12 and Under

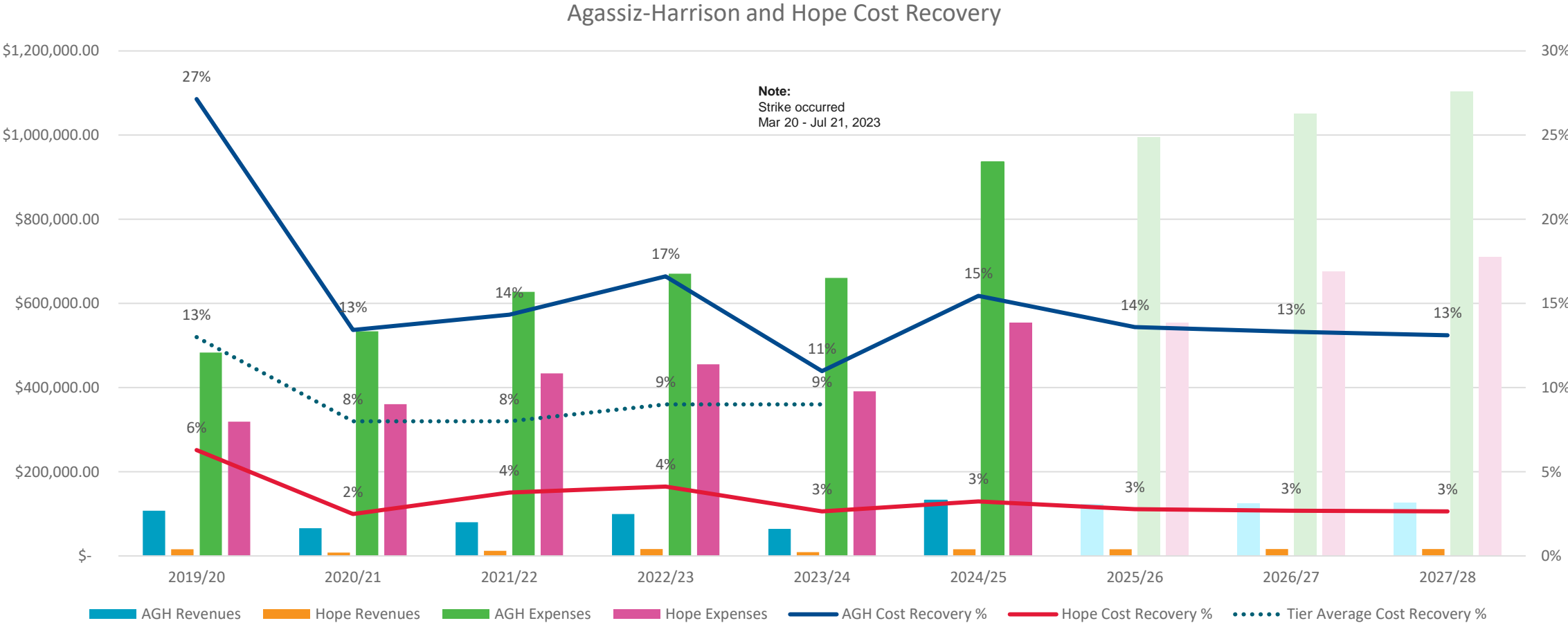
- Children aged 6 to 12 are now able to ride conventional and handyDART buses for free, unaccompanied and without requiring a fare product or identification.
- Children aged 5 and under must be accompanied by someone 12 years or older to ride the bus and must board and depart at the same stop as their guardian.
- [Learn More](#)

Get on board!

KIDS 12 & UNDER RIDE FREE



Historical and Projected Costs and Revenues



Agassiz-Harrison Fare History

Fare Product		Oct 2000 – August 2018	Sept 2017 – Sept 2022	Sept 2022 - Present
Single Ride	Children	Free under 4	Free under 4	Free under 12
	Adult / College ZONE 1 (local)	\$2.50	\$2.50 ↑↓	\$2.50
	Adult / College ZONE 2 (to Chilliwack)	\$3.00		
	Student / Senior ZONE 1 (local)	\$1.50		
	Student / Senior ZONE 2 (to Chilliwack)	\$2.00		
DayPASS	DayPASS	-	\$5.00	\$5.00
10-Ride	Adult / College ZONE 1 (local)	\$22.50	\$22.50 ↑↓	\$22.50
	Adult / College ZONE 2 (to Chilliwack)	\$27.00		
	Senior / Student ZONE 1 (local)	\$13.50		
	Senior / Student ZONE 2 (to Chilliwack)	\$18.00		
30-day Pass	Adult	\$55.00	\$44.00 ↓	\$44.00
	Student / Senior	\$35.00	\$35.00	\$35.00

Hope Fare History

	2017 - Current
Children Under 12	Free
Single Ride Cash	\$2.50
DayPASS	\$5.00
Tickets (10)	\$22.50
Monthly Pass - Adult	\$44.00
Monthly Pass – Student / Senior	\$35.00



- Route from Hope to Agassiz launched in September 2017

Transit System Comparison

Transit System	Population Served*	Ridership*	Cost Recovery FY23/24	Adult Cash Fare	DayPASS	Adult Pass	Concession Pass**
Chilliwack, BC	61,156	708,173	17.7%	\$2.00	\$5.00	\$44.00	\$35.00
Central Fraser Valley, BC	159,058	2,246,885	23.4%	\$2.25	\$5.65	\$52.00	\$38.00
Agassiz-Harrison, BC	9,214	38,893	11%	\$2.50	\$5.00	\$44.00	\$35.00
Hope, BC	5,894	6,243					

Average Adult Cash Fare in 2023 for 102 Transit Agencies across Canada is **\$3.50**

* From CUTA 2022 Statistics Report

10 ** Reduced fare with valid I.D. for persons 65 or over and students to Grade 12



Transfers vs Automatic DayPASS

Current policy: 90-Minute Transfer

Agassiz-Harrison and Hope Transit allows riders to travel on the next connecting bus within 90 minutes of trip departure without an additional fare.

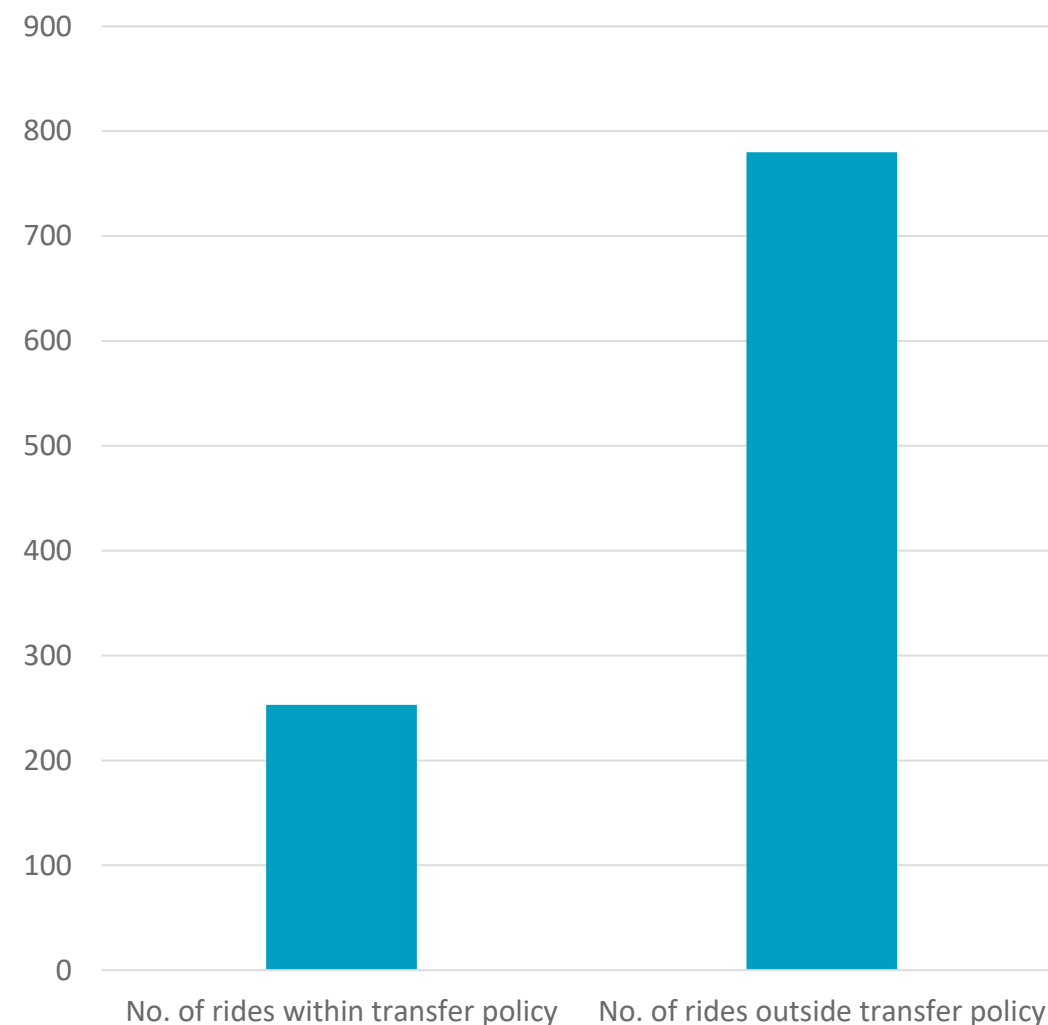
- Cash users receive a paper transfer from driver
- Paper transfer is difficult to validate for drivers
- Umo users have a transfer automatically applied

Proposed policy: Automatic DayPASS

Replacing transfers with automatic DayPASS which allows for unlimited rides all day, for two Single Ride fares

- Provides increased value and ease of use for riders
- Umo utilizes fare capping to automatically apply DayPASS fare for Umo cash balance users
- Riders using cash can purchase a paper DayPASS from their bus driver at the time of boarding
- To allow for fare capping and simplify fare structure 10-Rides and pre-purchased DayPASS product would be phased out

Umo Transfers April '24 – March '25





Options Analysis

Option 1 – Agassiz-Harrison and Hope

Fare Product	2024	25/26	26/27	27/28
Cash – Single Ride	\$2.50	\$2.50	\$2.50	\$2.50
DayPASS – Fare Capping	\$5.00	\$5.00	\$5.00	\$5.00
10 Rides	\$22.50	-	-	-
30 Day Pass – Adult	\$44.00 <small>17.6x single fare</small>	\$50.00 ↑ <small>20x single fare</small>	\$52.00 ↑ <small>20.8x single fare</small>	\$55.00 ↑ <small>22x single fare</small>
30 Day Pass – Student/Senior	\$35.00 <small>20% discount</small>	\$40.00 ↑ <small>20% discount</small>	\$42.00 ↑ <small>19% discount</small>	\$45.00 ↑ <small>18% discount</small>
Forecasted Revenue*	\$127,657	\$149,990	\$150,751	\$151,875

*Based on a price elasticity model that assumes elasticity based on 2024 ridership and revenue levels and does not consider improved service hours in future years

Forecasted impact on revenue *	0 (0%)	+\$22,333 (17%)	+\$760 (1%)	+\$1,125 (1%)
Forecasted impact on # of rides *	0 (0%)	-1,918 (-4%)	-117 (-0%)	-166 (-0%)

Option 2 – Agassiz-Harrison and Hope

Fare Product	2024	25/26	26/27
Cash – Single Ride	\$2.50	\$2.50	\$2.75 ↑
DayPASS – Fare Capping	\$5.00	\$5.00	\$5.50 ↑
10 Rides	\$22.50	-	-
30 Day Pass – Adult	\$44.00 <small>17.6x single fare</small>	\$55.00 ↑ <small>22x single fare</small>	\$59.00 ↑ <small>21.5x single fare</small>
30 Day Pass – Student/Senior	\$35.00 <small>20% discount</small>	\$42.00 ↑ <small>24% discount</small>	\$49.00 ↑ <small>17% discount</small>
Forecasted Revenue *	\$127,657	\$151,282	\$163,255

*Based on a price elasticity model that assumes elasticity based on 2024 ridership and revenue levels and does not consider improved service hours in future years

Forecasted impact on revenue *	0 (0%)	+\$23,625 (19%)	\$11,973 (8%)
Forecasted impact on # of rides *	0 (0%)	-2,143 (-5%)	-926 (-2%)

Option 3 – Agassiz-Harrison and Hope

Fare Product	2024	25/26	26/27	27/28
Cash – Single Ride	\$2.50	\$2.50	\$2.50	\$2.75 ↑
DayPASS – Fare Capping	\$5.00	\$5.00	\$5.00	\$5.50 ↑
10 Rides	\$22.50	-	-	-
30 Day Pass – Adult	\$44.00 <small>17.6x single fare</small>	\$50.00 ↑ <small>20x single fare</small>	\$50.00 <small>20x single fare</small>	\$59.00 ↑ <small>21.5x single fare</small>
30 Day Pass – Student/Senior	\$35.00 <small>20% discount</small>	\$43.00 ↑ <small>14% discount</small>	\$43.00 <small>14% discount</small>	\$49.00 ↑ <small>17% discount</small>
Forecasted Revenue *	\$127,657	\$150,491	\$150,491	\$163,275

*Based on a price elasticity model that assumes elasticity based on 2024 ridership and revenue levels and does not consider improved service hours in future years

Forecasted impact on revenue *	0 (0%)	+\$22,834 (18%)	0 (0%)	+\$12,784 (8%)
Forecasted impact on # of rides *	0 (0%)	-2,021 (-5%)	0 (0%)	-1,042 (-2%)

Option 4 – Agassiz-Harrison and Hope

Fare Product	2024	25/26	26/27	27/28
Cash – Single Ride	\$2.50	\$2.75 ↑	\$2.75	\$2.75
DayPASS – Fare Capping	\$5.00	\$5.50 ↑	\$5.50	\$5.50
10 Rides	\$22.50	-	-	-
30 Day Pass – Adult	\$44.00 <small>17.6x single fare</small>	\$57.00 ↑ <small>20.7x single fare</small>	\$57.00 <small>20.7x single fare</small>	\$59.00 ↑ <small>21.5x single fare</small>
30 Day Pass – Student/Senior	\$35.00 <small>20% discount</small>	\$47.00 ↑ <small>17.5% discount</small>	\$47.00 <small>17.5% discount</small>	\$49.00 ↑ <small>17% discount</small>
Forecasted Revenue *	\$127,657	\$161,550	\$161,550	\$162,283

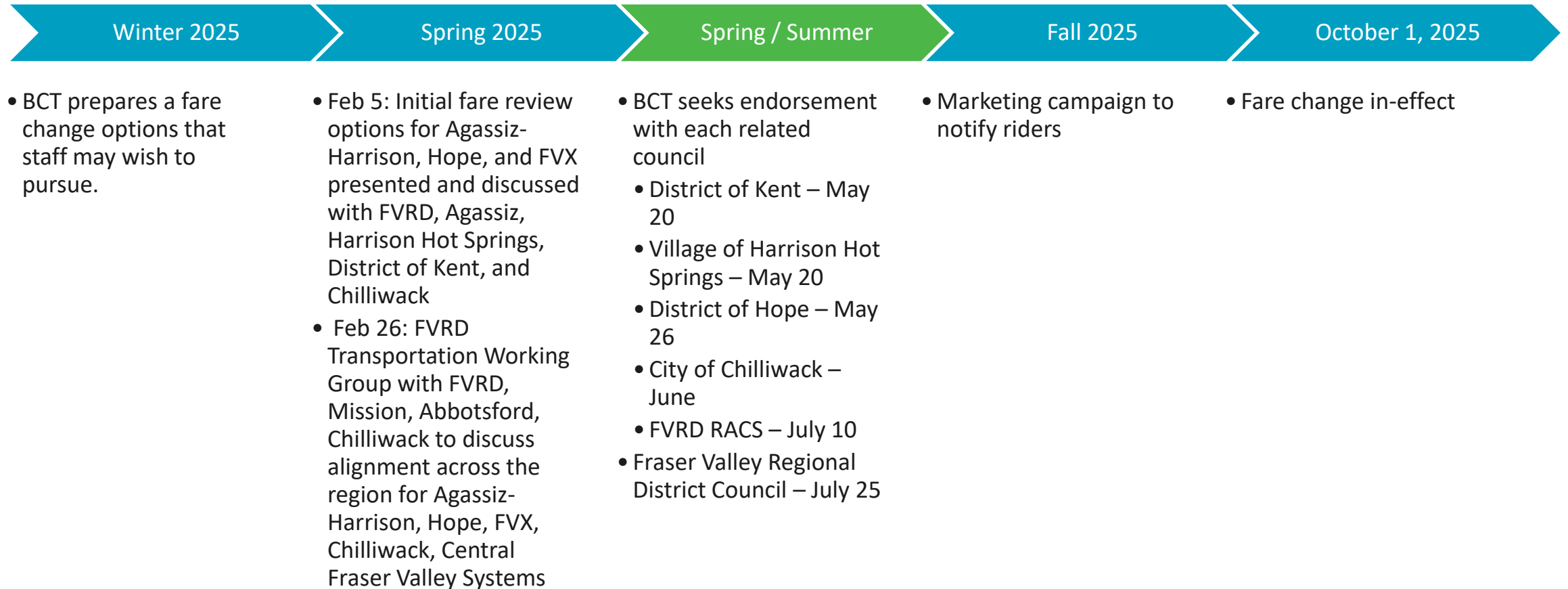
*Based on a price elasticity model that assumes elasticity based on 2024 ridership and revenue levels and does not consider improved service hours in future years

Forecasted impact on revenue *	0 (0%)	+\$33,893 (27%)	0 (0%)	+\$734 (0%)
Forecasted impact on # of rides *	0 (0%)	-3,157 (-7%)	0 (0%)	-100 (-0%)



Next Steps

Fare Review Timeline





Fare Review Report

Fraser Valley Regional District

April 2025



Table of Contents

1.1	OVERVIEW.....	2
2.1	BC TRANSIT FARE STRATEGY	3
3.1	FARE COLLECTION TECHNOLOGY	4
4.1	DAYPASS-ON-BOARD AND FARE CAPPING	5
5.1	CURRENT CONVENTIONAL FARE STRUCTURE, HISTORY AND PERFORMANCE	6
6.1	FARE-RELATED CONSIDERATIONS	10
7.1	PROPOSED FARE OPTIONS.....	12
8.1	IMPLEMENTATION	14
9.1	RECOMMENDATIONS	14
	APPENDIX A: GLOSSARY OF TRANSIT TERMS	15

Tables and Figures

Table 1	BC Transit Fare Structure Guidelines	3
Table 2	Current Fares, Hope & Agassiz-Harrison Transit System	6
Table 3	Conventional Key Performance Measures.....	8
Table 4	Proposed Fare Options – Agassiz Harrison and Hope	13
Table 5	Estimated Quantitative Impacts – Agassiz-Harrison and Hope	13
Figure 1	Revenue by Product Type Agassiz-Harrison and Hope Transit System	4
Figure 2	Proportion of Revenue By Product Type per Transit System	7
Figure 3	Agassiz-Harrison Cost Recovery	9

1.1 Overview

BC Transit has prepared this Fare Review Report for the Fraser Valley Regional District (FVRD) to support the optimization of fare structures and revenues across the Agassiz-Harrison and Hope transit systems. This review aligns with BC Transit's Fare Strategy, which aims to balance revenue generation, ridership growth and retention, and affordability, while ensuring consistency with BC Transit's Fare guidelines. A key goal is to explore opportunities for fare alignment across the Fraser Valley systems, while also preparing for future advancements through Phase Two of the Electronic Fare Collection System (Umo), which will introduce open-loop payment, allowing debit and credit card tap payments.

In the Agassiz-Harrison and Hope transit systems, BC Transit recommends the introduction of the DayPASS-on-Board fare product for cash-paying riders, along with the activation of automatic fare capping for Umo users. This would allow riders to receive a DayPASS automatically after tapping twice in a day, making daily travel more affordable and convenient. To implement this change, it is proposed that the 90-minute transfer policy, the pre-purchased digital DayPASS, and the 10-ride digital pass be discontinued, streamlining the fare product offering and encouraging use of Umo.

This report outlines updated fare pricing options for the Agassiz-Harrison and Hope systems, assessing their alignment with BC Transit's Fare Strategy and forecasting potential impacts on revenue and ridership. It also reflects local context and considerations, such as the current transfer policies, the shift toward fare capping and DayPASS-on-Board, preparations for open-loop payment, and existing supportive programs including free rides for children 12 and under and the discounted BC Bus Pass for low-income seniors.

Developed in collaboration with FVRD staff, this report reflects shared regional and provincial priorities. It presents recommendations that provide a clear, coordinated, and sustainable direction for fare policy across the Fraser Valley's transit systems.

Please note that all financial estimates in this report are based on budgeted figures and observed outcomes in other communities. Any changes to the Annual Operating Agreement (AOA), ridership levels, or financial assumptions may affect the results presented.

A glossary of transit terms can be found in Appendix A.

2.1 BC Transit Fare Strategy

Since its introduction, BC Transit's Fare Strategy has guided decision making in transit systems towards improving the net yield of fare revenues. That is, the revenue collected after the costs of revenue collection are deducted. The fare strategy was developed through collaboration with local government partners and accounts for both local considerations and BC Transit corporate priorities. To improve the net yield of fare revenues, fare structure decisions are made considering the following four key objectives:

1. The fare structure is attractive to customers and encourages ridership.
2. The fare structure is marketable and is easy to produce and sell.
3. The fare structure has low costs of operation and debt service.
4. The fare structure is secure.

With these objectives in mind, any changes to the fare structure should be made with the intent of simplification. This is to make it easier for customers to comprehend and purchase the correct fare and is easier and less costly to administer. To help accomplish these objectives, BC Transit developed the fare structure guidelines found in **Table 1** below. For reference, the adult cash fare is the base from which other fares are calculated.

Table 1 BC Transit Fare Structure Guidelines

Fare Product	Audience	BC Transit Fare Guideline
Single-Ride	All	Base
10-Rides	All	9 Times Base Fare
Adult 30-Day Pass	All	20 to 30 Times Base Fare
Discounted 30-Day Pass	Senior/ Student/ College Student	Adult 30-Day Pass less 15%
Semester Pass (4 Month)	Student	4 times discounted monthly pass less 20%
No Fare Transfers, No Zones		

The BC Transit Fare Strategy has been used to guide fare reviews in several BC Transit systems to increase revenue from ridership. While outcomes are unique to each transit system, the results observed in systems that have implemented aligned fare structures indicate the positive benefits that can be anticipated when making similar changes.

3.1 Fare Collection Technology

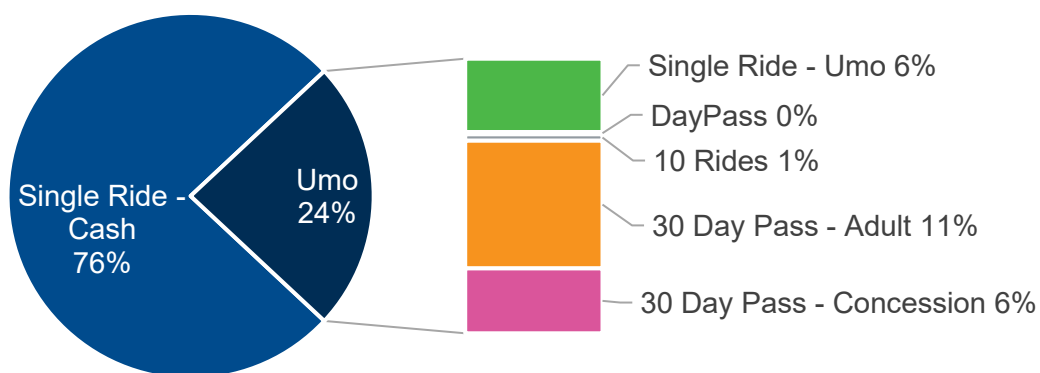
BC Transit launched phase one of its digital fare payment platform 'Umo' in the Agassiz-Harrison and Hope Transit Systems in January 2024, to enable transit customers to pay for and access their fares in an account-based environment using their mobile phones or reloadable Umo cards for contactless payments. This new technology has the following benefits:

1. Improved user experience
2. Decreased need for physical fare products.
3. Increased revenue security
4. Improved data on fares and travel behaviours
5. Increased ability for BC Transit to support fare programs in regional transit systems.

Through the digital fare payment technology, monthly passes and tickets products can be purchased directly and effortlessly from the online store or reloaded at vendor locations. In **Figure 1** below, revenue by product type is displayed with rider's payment method, highlighting that while single ride cash is still predominantly utilized as fare payment in both the Agassiz-Harrison and Hope Systems, Umo is beginning to see greater adoption in longer term pass products over a single ride or DayPASS product.

It should be noted that in October 2024, all legacy pre-purchased paper products (DayPASS, tickets, monthly passes) were phased out from vendor point of sale to streamline fare product sales and are only available with Umo card or the Umo mobility app. Cash is still accepted on board for single ride fares and remains the most popular payment method. Additionally, the convenience of purchasing a monthly pass via Umo, and the flexibility in buying a 30-day pass that can begin at any time during a month has led to an increase in 30-Day Pass sales.

Figure 1 Revenue by Product Type Agassiz-Harrison & Hope Transit System (Oct-Dec 2024)



Phase 2 of the Electronic Fare Collection System project will enable fare payment with debit or credit card for a single ride or DayPASS, anticipating launch in Summer 2025.

4.1 DayPASS-On-Board and Fare Capping

As a part of its fare guidelines, BC Transit recommends the removal of transfers on account of issues that stem from the subjective nature of their use. This subjectivity creates the potential for fare evasion by users who attempt to use an expired or invalid transfer as a valid fare. In escalated circumstances, this can lead to conflict between customers and operators. Currently, the Agassiz-Harrison and Hope Transit System allows for travel within 90 minutes of trip departure on the next connecting bus within or between Agassiz-Harrison or Hope without incurring an additional fare, however the transfer does not include travel in the Chilliwack Transit System, or vice versa.

DayPASS-On-Board

To replace transfers in Agassiz-Harrison and Hope, BC Transit proposes the implementation of the DayPASS-on-Board program for cash users. Under this model, passengers pay twice the base fare in cash and receive a dated paper DayPASS from the operator, granting unlimited travel for the remainder of the calendar day by presenting the DayPASS to the operator when boarding. This change simplifies fare payment, enhances system efficiency, and eliminates transfer-related disputes.



Fare Capping to enable Automatic DayPASS

To further streamline fare payment, BC Transit recommends implementing fare capping through Umo, which ensures passengers using Umo stored value or Open-Loop payments never pay more than the equivalent of two single fares per day. Instead of requiring riders to pre-purchase a DayPASS, which generated less than \$800 in the previous year, the system automatically tracks payments and provides unlimited travel once the fare cap is reached. This model improves affordability and encourages transit use.

To enable fare capping, the following changes are required in the Agassiz-Harrison and Hope System:

- Elimination of transfers to simplify fare structures and reduce fare disputes.
- Discontinuation of 10-Ride, and DayPASS pre-purchased products, as fare capping replaces the need for upfront fare product purchases and simplifies the rider experience.

Anticipated Benefits

The DayPASS-on-Board program is currently in place in over 11 BC Transit systems. In systems that have implemented the DayPASS-on-Board, it has proven effective in reducing transfer-related conflicts with operators to the point of being non-existent. Additionally, transit ridership has been observed to increase in two ways. First, users of the DayPASS-on-Board are more inclined to take

additional transit trips in a calendar day given the added convenience of the product. Second, there has been a marked increase in the purchase and use of monthly pass products in systems after the introduction of the DayPASS-on-Board program that also correlates to increased transit ridership. The final observable impact of the DayPASS-on-Board is an increase in revenue as a result of the removal of transit users' ability to use fraudulent or expired transfers. Systems implementing the DayPASS-on-Board program with higher use of fraudulent transfers exhibit larger impacts to revenue and ridership.

5.1 Current Conventional Fare Structure, History and Performance

Agassiz-Harrison and Hope

The current conventional fare structure for Hope and Agassiz-Harrison, as outlined in **Table 2**, has been in effect for eight years, since September 2017, when the Hope to Agassiz route was launched. As a part of the September 2017 fare change, the two-zone system was removed, audiences for cash and ticket products became universal, the monthly pass rate decreased from \$55 to \$44, and the DayPASS product was introduced, which could be pre-purchased at vendor locations along with Tickets and Monthly Passes.

Table 2 Current Fares, Hope & Agassiz-Harrison Transit System

Fare Product	Riders	Current Fares
Cash / Umo Stored Value*	All	\$2.50
Tickets / 10-Rides	All	\$22.50
DayPASS	All	\$5.00
30-Day Pass	Adult	\$44.00
	Student/Senior	\$35.00

*Children aged 12 or under ride free

When referring to the BC Transit Fare Guidelines, the Hope and Agassiz-Harrison transit system's fare structure could be better aligned by addressing the following:

- The price of the adult 30-Day pass is below the recommended 20 to 30 times the base cash fare (currently 17.6 times)
- The discount provided on the conventional senior and student 30-Day passes is more than the recommended 15% off the adult 30-Day pass (20% discount currently).
- The system allows the use of transfers, while the Guidelines recommend implementing the DayPASS-On-Board system as an alternative.

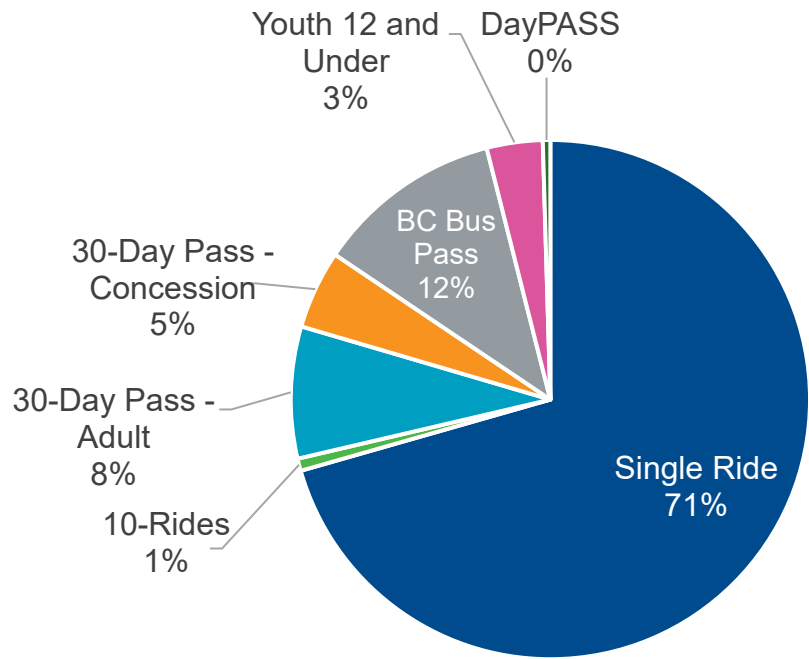
Accordingly, recommendations on potential new fare structures will consider the discrepancies outlined above in order to simplify the fare structure with the intent of increasing revenue and ridership in the Hope and Agassiz-Harrison transit system.

Performance

Figure 2 illustrates the revenue sources by product type for the Agassiz-Harrison and Hope transit services in 2024. While single-ride fares remain the most popular, the introduction of the Umo fare payment system has likely contributed to a shift in behavior—making it easier for riders to purchase 30-day passes and resulting in increased pass revenue.

Generally speaking, cash fares make up a smaller portion of total ridership as compared to total revenue, with the opposite being true of monthly and semester passes. This is directly tied to the average fare per ride as riders move from cash fares (where each ride costs \$2.50 in Agassiz-Harrison and Hope) to prepaid products like monthly passes that offer unlimited rides for a set price, thus lowering the fare per ride and promoting ridership. As more riders transition from single ride fares to prepaid options, overall ridership is expected to grow.

Figure 2 Proportion of Revenue by Product Type per Transit System 2024



Sources: Hubble (revenue, actual data)

Table 2 highlights key performance statistics for the Agassiz-Harrison and Hope transit systems for the calendar year 2024.

Table 2 Conventional Key Performance Measures 2024

Measure	Agassiz-Harrison	Hope
Ridership	42,900	12,281
Ridership Growth (5-year Compound Annual Growth Rate)	-2%	-1%
Revenue*	\$128,981	\$20,582
Revenue Growth (5-year Compound Annual Growth Rate)	+4%	+5%
Revenue From Fare Sources**	\$107,034	\$19,826
Fare Revenue from Pre-paid Sources	14%	43%
Cost Recovery	16%	3%

*Includes BCBP revenues and Youth 12&Under Funding

**Revenue from fare sources represents the revenue that can be influenced by the changes discussed in this report and do not include BCBP revenues or Youth 12& Under Funding

Ridership – Trend analysis of **annual** ridership in the Agassiz-Harrison and Hope transit systems shows ridership has fluctuated over the last 5 years and has gotten remarkably close to returning to pre-pandemic highs despite a 124-day strike in 2023.

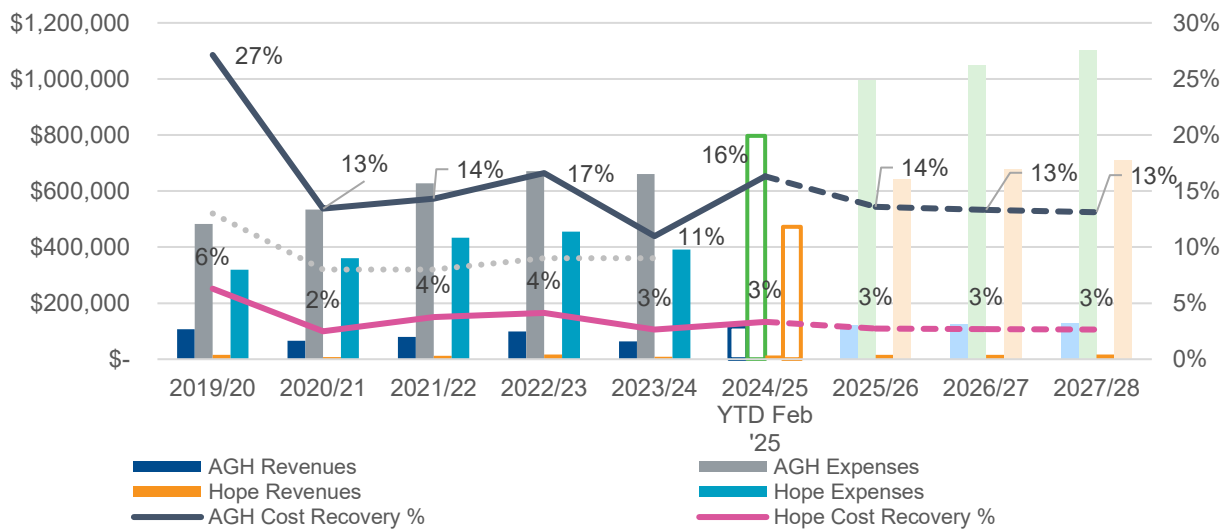
Revenue – Revenue in Agassiz-Harrison and Hope, each have increased over the past five years (between 4-5%), with 2024 setting an all-time high, generating a cumulation of ~\$150K, with 85% coming from fare sources.

Figure 3 presents an analysis of the Agassiz-Harrison and Hope Transit System's financial performance over the past six years, along with projections for the next three years. While revenues have reached historic highs, even surpassing pre-pandemic levels, the systems are also experiencing record-breaking expenses due to rising operational costs.

Operating cost recovery (the ratio of revenues to total operating costs), illustrates how effectively a system covers its expenses without relying on taxation or provincial funding. Although revenue performance has been strong, expenses are growing at a faster rate, placing increased financial strain on the systems. Higher cost recovery is typically desirable to reduce reliance on subsidies, though decisions around targets and strategies remain at the discretion of local governments.

One opportunity to enhance cost recovery in the Agassiz-Harrison and Hope system is the implementation of DayPASS-on-Board fare options, which have demonstrated positive impacts on both revenue and ridership in other transit systems.

Figure 3 Agassiz-Harrison Cost Recovery



Sources: Hubble (revenue, actual data) and 3 Year Budgets (estimated revenue and expenses)

Looking ahead, operating costs are expected to continue rising due to inflationary pressures and increasing service demands. Without additional revenue streams, the ability to sustain and expand transit services will be limited. To maintain financial sustainability and meet growing community needs, it will be essential to explore revenue-generating measures such as fare adjustments and service innovations.

6.1 Fare-Related Considerations

Along with BC Transit's priorities, the following considerations specific to the Hope and Agassiz-Harrison transit system warrant acknowledgement as a part of the fare review process.

Current Transfer Policy and DayPASS-on-Board for Agassiz-Harrison and Hope

As of January 2024, a new electronic DayPASS was introduced through Umo, allowing unlimited travel across the Chilliwack, Agassiz-Harrison, and Hope transit systems for a single day. This initiative builds on past efforts to align transfer policies across the three systems.

Historically, the transfer policy has evolved as follows:

- 2000–2017: Free transfers were offered from Agassiz-Harrison to Chilliwack, while a top-up fare was required for the reverse direction
- 2017–2024: A one-way, two-hour transfer window was implemented between the three systems for a single fare. A DayPASS product was created for unlimited travel in Agassiz-Harrison and Hope routes in a single day.
- Since January 2024: A 90-minute transfer window is now available within the Agassiz-Harrison and Hope systems only. The DayPASS product changed to allow unlimited travel between Agassiz-Harrison, Hope, as well as Chilliwack in a single day.

Initial uptake of the DayPASS has been limited. In all of 2024, less than 100 people purchased a DayPASS for use between the systems, for a total of 187 times. Umo data indicates that a transfer was used within the Agassiz-Harrison and Hope system by 181 people through Umo, whereas a larger number of people paid for additional trips outside of the transfer window. Data confirms that removing the transfer policy will have minimal effect on amount paid per day for most people, however it may encourage additional ridership on transit for the casual rider. For context, total ridership in the Agassiz-Harrison and Hope Transit System in 2024 exceeded 55,000 rides.

Preparing for Open-Loop

As part of Umo Phase 2, open-loop payment technology will be introduced, allowing riders to pay their fare by tapping a debit or credit card. In systems where fare capping has been approved, the technology will automatically apply daily caps after a rider's second tap in a day, making travel more seamless and cost-effective. To support this transition, fare structures are being reviewed to ensure they are simple and compatible with the new system. The Agassiz-Harrison and Hope transit system has already streamlined its fare structures in the last fare review, positioning it well for the adoption of open-loop payments once the technology is deployed. The final changes required will be the discontinuation of the pre-purchased DayPASS and other exhaustible products, such as the 10-ride product.

Supportive Transit Programs

To ensure that transit is accessible to all, a range of supportive programs have been implemented to assist individuals facing financial or mobility challenges. The following initiatives, available in the Agassiz-Harrison and Hope Transit System and across British Columbia, are designed to help those in need access essential services and stay connected to their communities. These programs aim to make public transit more inclusive and equitable. Please note, these programs are shared for your awareness, and no changes will be made as part of this fare review.

Get on Board Program - Free Transit for Youth 12 and Under

The Get on Board program was introduced in 2022 across the province and allows children aged 12 and under to ride conventional and handyDART buses for free. The program is designed to make public transit more accessible to young people, encouraging them to use the system independently and confidently. Eligibility includes:

- **Children aged 6 to 12:** Can ride unaccompanied without requiring a fare product or ID.
- **Children aged 5 and under:** Must be accompanied by someone 12 years or older and must board and depart at the same stop as their guardian.

This initiative is funded by the BC Ministry of Transportation and Transit, generating 3% of fare revenue for Agassiz-Harrison and Hope Transit System in 2024, with the goal of not only increasing ridership but also fostering a sense of independence and familiarity with public transit among youth. By making transit free for children, the program aims to instill lifelong habits of sustainable transportation use.

BC Bus Pass

The BC Bus Pass Program provides unlimited transit access to low-income seniors (\$45/year) and individuals on disability assistance (free). Designed to ensure affordable and accessible transportation, it helps participants stay connected to their communities. Registration is available online, by phone, email, mail, or fax. The program is funded by the BC Ministry of Social Development and Poverty Reduction, is available across all BC transit systems, and has generated 12% of fare revenue for the Agassiz-Harrison and Hope system in 2024.

7.1 Proposed Fare Options

Agassiz-Harrison and Hope

BC Transit is considering several fare adjustment options for implementation between 2025 and 2028. These changes aim to align fares with inflation and service costs while maintaining affordability for riders. Key changes across the options identified in **Table 4** include:

- **Single Ride Fares:**
 - The four options presented show fares increasing by 25 cents (if at all), varying by the speed in which to raise single ride fares.
 - Transfers are to be removed, with riders traveling with a single ride fare are encouraged to use the new DayPASS-on-Board or automatic DayPASS via fare capping through Umo.
 - The current fare structure has remained unchanged since 2017.
 - Staff from Chilliwack, Abbotsford, Mission, and the Fraser Valley met to review options across the systems and have recommended Option 2, Option 3 or 4 as aligned across the Central Fraser Valley, Chilliwack, and Agassiz-Harrison and Hope systems by 2027/28.
- **DayPASS:**
 - The traditional pre-purchased DayPASS product will be replaced by DayPASS-on-Board for cash users.
 - Fare Capping will be introduced, automatically generating a DayPASS when a rider pays twice the single fare using Umo.
- **10-Ride Product:** This product is discontinued in all options to simplify fare structures and allow for the use of fare capping technology.
- **30-Day Passes:**
 - Adult passes will increase from \$44 to \$55–\$59 by 2027/28.
 - High School Student and Senior passes will be combined and increase from \$35 to \$45 – \$49 by 2027/28.

Observations from other systems that have implemented DayPASS-on-Board show increases in cash and monthly pass revenues alongside a decline in ticket sales. The introduction of DayPASS-on-Board and fare capping in the Agassiz-Harrison and Hope Transit System is expected to encourage higher transit usage by making monthly passes more cost-effective compared to purchasing multiple single fares. While these changes are anticipated to have a positive impact on both revenue and ridership, the exact scale of the effect of the proposed non-price related changes is uncertain and not captured in the elasticity model's ridership loss projections outlined below.

Table 3 Proposed Fare Options – Agassiz Harrison and Hope

Fare Products		Current Fares	Option 1			Option 2**			Option 3**			Option 4**		
			25/26	26/27	27/28	25/26	26/27	27/28	25/26	26/27	27/28	25/26	26/27	27/28
Single Ride	All	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.75	\$2.75	\$2.50	\$2.50	\$2.75	\$2.75	\$2.75	\$2.75
DayPASS*	All	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.50	\$5.50	\$5.00	\$5.00	\$5.50	\$5.50	\$5.50	\$5.50
10-Rides	All	\$22.50	Discontinued											
30-Day Pass	Adult	\$44	\$50	\$52	\$55	\$55	\$59	\$59	\$50	\$50	\$59	\$57	\$57	\$59
	Student/Senior	\$35	\$40	\$42	\$45	\$42	\$49	\$49	\$43	\$43	\$49	\$47	\$47	\$49

*DayPASS-on-Board and Fare Capping to generate automatic DayPASS.

**Option 2, 3, and 4 are in alignment with options presented for neighbouring systems Chilliwack & Central Fraser Valley by 2027/28.

Ridership in 2024 was estimated to be 55,181. Revenue from fare sources was \$126,860. The estimated quantitative impacts the proposed fare structures would have on annual budgeted revenue and ridership can be found in **Table 5** below.

Table 5 Estimated Qualitative Impacts

	Option 1			Option 2**			Option 3**			Option 4**		
	25/26	26/27	27/28	25/26	26/27	27/28	25/26	26/27	27/28	25/26	26/27	27/28
Forecasted Impact on Revenue	+\$22,333 (17%)	+\$760 (1%)	+\$1,125 (1%)	+\$23,625 (19%)	\$11,973 (8%)	0 (0%)	+\$22,834 (18%)	0 (0%)	+\$12,784 (8%)	+\$33,893 (27%)	0 (0%)	+\$734 (0%)
Forecasted Impact on # of Rides	-1,918 (-4%)	-117 (-0%)	-166 (-0%)	-2,143 (-5%)	-926 (-2%)	0 (0%)	-2,021 (-5%)	0 (0%)	-1,042 (-2%)	-3,157 (-7%)	0 (0%)	-100 (-0%)

8.1 Implementation

As with any notable change associated with transit service, BC Transit will provide a full-scale marketing and communications plan to inform the public on how their transit experience will change. This would include a mix of digital, print and radio advertising, media advisories, social media promotion and on-bus information as best suited for transit audiences in Hope and Agassiz-Harrison transit systems. In addition to this, BC Transit staff will collaborate with the local operating companies to ensure that all operations staff are aware of the changes to policies and practices involved with the introduction of the DayPASS-on-Board program.

9.1 Recommendations

It is recommended that the Fraser Valley Regional District:

1. Receive this report as information.
2. Approve Option 3 for Agassiz-Harrison and Hope for implementation October 1, 2025.
3. Approve the phase-out of the existing DayPASS product and the current transfer policy, to be replaced with the implementation of DayPASS-on-Board and Fare Capping within the Agassiz-Harrison transit system.
4. Direct staff to work with BC Transit to implement the fare change.

Please note that fare changes should be scheduled for the 1st of a given month. BC Transit requires at least sixteen weeks' notice after Board's approval to implement any fare changes.

Appendix A: Glossary of Transit Terms

Adult fare: A regular fare must be paid by all passengers who do not qualify for a discount or cannot prove eligibility.

BC Bus Pass: Universal annual bus pass for low-income seniors and persons receiving disability assistance, providing unlimited access on any scheduled BC Transit bus.

Cash fare: A single ride cash fare allows one person to use transit. No change is given on the bus so exact fare must be used.

College student: Adult students in full-time attendance at a recognized post-secondary institution who are eligible to receive a discount monthly or semester pass.

Concession fare: Discount on cash fares and pre-paid products are applicable to seniors (aged 65+), students in full-time attendance to Grade 12 and full-time college students.

Conventional transit: Serves the general population in urban settings using mid-sized or large buses. The buses are accessible and low-floor and run on fixed routes and fixed schedules.

Cost recovery: Reflects annual total revenue divided by total operating costs. This ratio indicates the proportion of costs recovered from total revenue. A strong cost recovery is desirable, as it reduces the subsidy from the taxpayer. However, this is a municipal policy decision.

DayPASS: A DayPASS offers a discount for unlimited travel throughout the day. The DayPASS-on-Board program provides customers with a convenient way to purchase their DayPASS on the bus.

Fare Structure: The fares and products available to purchase and use transit and the policies associated with their use.

Monthly pass: For users taking transit regularly throughout the month, a monthly pass offers a discount for unlimited travel for 30 days.

Net yield: The total yield of fare revenues once the costs of revenue collection have been deducted. Improving the net yield of fare revenues is the goal of BC Transit's fare strategy.

Pre-paid fare: Fare products that provide a discount for pre-purchase. This includes ticket, DayPASS, monthly and semester pass fares.

Semester pass: A 120-day discounted transit pass for students, valid from the first day of use and available for purchase at any time.

Student: A person in full-time attendance in school to Grade 12.

Ticket: Each ticket allows one person to use transit. When purchasing a package of ten tickets, a user will receive a discount. Using tickets has the advantage of not requiring exact change to be used on the bus.

Total revenue: Includes passenger and advertising revenue and excludes property tax.

Transfer: A complimentary pass for cash or ticket users needing multiple buses to complete a trip, valid for the next connecting bus but not for return travel.

Youth 12 and Under: Individuals 12 years old or younger, who can ride the bus for free.

REPORT/RECOMMENDATION TO COUNCIL

REPORT DATE: May 20, 2025

FILE: Property Folio File

SUBMITTED BY: Robin Beukens, Director of Community Development

MEETING DATE: May 26, 2025

SUBJECT: Building Bylaw Code Contraventions at 564 Thacker Avenue,
Hope, B.C.

PURPOSE:

To address a *BC Building Code* and *District of Hope Building Bylaw* contravention at 564 Thacker Avenue. This is returning to Council with updated information since the was first presented to Council at the October 15, 2024 meeting.

RECOMMENDATION:

Recommended Resolution:

THAT Council direct staff to file of a Notice in the Land Title Office pursuant to Section 302 of the *Local Government Act* and Section 57 of the *Community Charter* against the property of 564 Thacker Avenue, legally known as: LOT 30, District Lot 14 (formerly Hope) Division Yale District Plan 6046, PID: 010-220-399.

ANALYSIS:

A. Rationale:

The District of Hope Building Inspector is recommending that District of Hope Council place a notice on title for a *BC Building Code* and Building Bylaw contravention and that the mortgage holder on the property title be informed of the legal notice.

Section 57 Notice:

Section 57 of the *Community Charter* was provided to local governments by the Province of B.C. as a tool to administer and enforce the *BC Building Code* and local building bylaws. It enables local governments to register a notice, via the Land Title Office, on the title of the property where there is or has been a building code or bylaw infraction, including where the permit is not held in good standing. For example, notices may be registered where:

- A building permit is lapsed but work has not been completed and/or inspections are outstanding;
- Work proceeded without permit; or
- There is a dangerous condition.

The filing of a notice of contravention is not intended to be a punitive action; rather, it is an efficient way to secure compliance to the *BC Building Code* and serves as a disclosure mechanism protecting future owners and other parties with an interest in the property.

It is important that owners involved in the building process understand the potential impacts of a Section 57 notice and the effects it may have on matters related to their property. While properties with building bylaw contraventions may be sold at any time, the presence of a notice registered on title may negatively affect a property's potential sale, perceived property value, access to a mortgage, and refinancing.

As part of the process, the Corporate Officer must give notice to the registered owner of the land to which the recommendation relates, and place the matter before Council that provides an opportunity for the Building Inspector and owner to be heard.

District of Hope Building Bylaw:

The *District of Hope Building Bylaw No. 972* states:

Duties and Responsibilities of Owner:

Section 12.01: Every owner of real property or his agent shall obtain from the Building Inspector a Building Permit before commencing any construction, works, or change in occupancy.

Chronology of Events at 564 Thacker Avenue:

The owners Karolyn Margaret Ridgway and Krystal Mari Ridgway renovated a single-family dwelling at 564 Thacker Avenue without a valid building permit.

The following is a chronology of events:

June 12, 2023 – Building permit application left on site.

June 18, 2023 – Stop work order posted.

June 19, 2023 – Stop work letter sent.

June 19, 2023 – Building Permit application received.

July 9, 2023 – Meeting with Krystal Marie Ridgway and Tom DeSorcy on site to review scope of work done. Krystal informed the Building Official that she could not comply with *BC Building Code* requirements.

July 24, 2023 – The Building Inspector sent a letter to the owners stating that he would have to recommend a notice for a building bylaw contravention be registered on title unless the following were completed prior to August 24, 2023:

1. Structural changes to the roof structure do not conform to the 2018 *BC Building Code* section 9.23.14. These changes require two sets of registered professional sealed drawings and a Schedule B for design and field review from the structural engineer of record.
2. Two sets of architectural drawings showing all changes made to the dwelling (example: insulation, plumbing, framing and mechanical).

Since the October 2024 Council Meeting:

October 2024:

The Director of Community Development and the Director of Corporate Services had a meeting with the owner to discuss the Section 57 Notice. Staff learned there had been a house fire and decided to grant the owner some time to repair and fix properly.

Early 2025:

The Building Inspector was at the property and observed it had been renovated, with the owners confirming the house had been repaired in the same manner as before. The issue that prompted the initial Section 57 recommendation remains.

February 27, 2025:

The Director of Community Development had a meeting with the owners and their contractor. Discussed the situation, and the Director requested they review with the Building Inspector their plans as he is the District's authority on Building Code compliance. Stated that District staff would need to recommend proceeding with a Section 57 notice if compliance was not achieved, and requested the owners provide regular updates to demonstrate progress.

The contractor and Building Inspector had a conversation by phone after the meeting, there was agreement to take steps to comply.

March 9, 2025:

The Building Inspector provided list of requirements via email.

April 1, 2025:

The Director of Community Development followed up by email. Received a response on the same day from the contractor that they were exploring options and communicating with the Building Inspector.

May 17, 2025:

After a letter was sent in early May inviting them to appear before Council regarding the Section 57 Notice, the Building Inspector met with the contractor and discussed a possible solution, which if completed would solve the problem and be permitted by code.

Conclusion:

The owners have been granted ample time to comply but thus far not taken action to correct the infraction, including undertaking a second repair that repeated the same code deficiencies previously identified by the Building Inspector. As of the time of the report this has not yet been completed, and it is over six months since staff met with the owner after the October Council report and nearly two years since the issue was first identified. Due to this, the Building Inspector has recommended that a Section 57 contravention be registered as a notice on title.

I. Budget Implications

Land Titles Office filing fee.

Prepared by:

Approved for submission to Council:

Original Signed by Robin Beukens
Director of Community Development

Original Signed by John Fortoloczky
Chief Administrative Officer

REPORT/RECOMMENDATION TO COUNCIL

REPORT DATE: May 21, 2025

FILE: Short Term Rentals

SUBMITTED BY: Christian Parr, Planner II

MEETING DATE: May 26, 2025

SUBJECT: Short-Term Rental Registration Letter

PROPOSAL

To obtain Council endorsement for a letter to be sent to the Ministry of Housing regarding a temporary exemption for short-term rentals operating in the District to be registered with the province.

RECOMMENDATION

THAT Council endorse the attached letter to the Ministry of Housing requesting a temporary exemption from the requirement for short-term rental (STR) operators in the District of Hope to register with the Province of British Columbia.

BACKGROUND

Provincial Short-Term Rental Registry

Effective June 2, 2025, all short-term rental (STR) operators in B.C. are required to register with the provincial Short-Term Rental Registry. A key requirement of this process is the provision of a valid municipal business licence number. Operators who fail to register may be removed from online booking platforms.

Council Direction

At their May 12, 2025, meeting Council received information from the first round of *Official Community Plan* (OCP) public consultation which included community feedback on STRs in the District.

In response to this feedback Council directed staff to investigate possible STR regulations for Councils consideration.

Discussion

Given the provincial registration deadline of June 2, 2025, and the time required to develop and adopt STR regulations and process business licenses, the District will be unable to issue business licenses to STR operators before the provincial deadline. As a result, local STR operators could face delisting from booking platforms.

To address this timing challenge, staff have prepared a letter to the Ministry of Housing requesting a temporary exemption from the registration requirement for STR operators in the District of Hope. The intent is to provide operators with certainty and continuity while the District completes its regulatory framework.

Next Steps

If endorsed by Council, the letter will be submitted to the Ministry of Housing immediately. Staff will continue working on draft STR regulations and bring forward proposed bylaw amendments for Council's consideration in the coming months.

Attachment:

Letter to Ministry of Housing requesting temporary exemption for short term rentals

Reviewed by:

Original Signed by Robin Beukens

Director of Community Development

Approved for submission to Council:

Original Signed by John Fortoloczky

Chief Administrative Officer

May 26, 2025

File No. Short Term Rentals

Ministry of Housing
Housing Policy Branch
Housing and Land Use Policy Division
PO Box 9844 Stn. Prov. Govt.
Victoria B.C. V8W 9T2

Re: Request for Temporary Exemption from Short-Term Rental Registration

The District of Hope is requesting a temporary exemption from the requirement for Short-Term Rental (STR) operators in the District to register with the Province by the June 2, 2025, deadline. Specifically, we are requesting that an extension be granted for STR operators in the District until **September 30, 2025**.

At present, STRs are not a permitted use under the District's Zoning Bylaw, and as such, the District is unable to issue business licenses for these operations. Since a valid municipal business license is a prerequisite for registration with the Province, compliance is currently not possible for local STR operators.

District staff are actively working to prepare short-term rental regulations that would permit and regulate STRs in some form. Our goal is to have the necessary bylaws adopted and licensing processes in place by the end of the summer.

A temporary exemption will help avoid the unintended consequence of local STR operators being delisted from hosting platforms during this transitional period, while also supporting the District's efforts to bring STR operations into compliance through a clear and enforceable regulatory framework.

Please do not hesitate to contact the undersigned should you have any questions or require additional information.

Regards,

Robin Beukens
Director of Community Development

REPORT/RECOMMENDATION TO COUNCIL

DATE: May 20, 2025

FILE: 4200-20

SUBMITTED BY: Chief Election Officer

MEETING DATE: May 26, 2025

SUBJECT: 2025 By-Election Results

PURPOSE:

In accordance with section 158 of the *Local Government Act*, the Chief Election Officer must provide a report regarding the results of the election, ballot account, and any pertinent information concerning judicial recount applications.

RECOMMENDATION:

Recommended Resolution:

THAT the report dated May 20, 2025 from the Chief Election Officer regarding the 2025 By-Election results be received for information.

ANALYSIS:

District of Hope 2025 Municipal By-Election Summary

Due to the resignation of a Council member, the District of Hope was required to hold a By-Election to fill the open seat. Nominations for the position of Councillor were received from 10:00 a.m. April 10, until 4:00 p.m. April 21, 2025, during which time four nomination packages were received.

Three voting opportunities were held in the District of Hope for the 2025 By-Election. The voting places were open from 8:00 a.m. to 8:00 p.m. each day as required.

- The first Advance Voting Opportunity was held on April 13, 2025, as required under Section 107(1) of the *Local Government Act*, at the District Hall. We had 150 people vote at the first advance.
- The second Advance Voting Opportunity was held on Wednesday, April 23, 2025, at the District of Hope Municipal Hall in Council Chambers. We had 271 people vote at the second advance.
- General Voting Day was held on Saturday, April 26, 2025, at the District of Hope Municipal Hall in Council Chambers. We had 352 people vote on General Voting Day.

As with the 2023 By-Election, the Fraser Canyon Hospital/Fraser Lodge, Park Street Manor, and Riverside Manor were offered the option of receiving mail ballot packages in place of an in-person voting opportunity. This offer was accepted by two of the facilities, the Fraser Canyon Hospital and Fraser Lodge. In total, 36 mail ballot packages were requested from these facilities. Special Voting Opportunities were held at the Park Street Manor and Riverside Manor on April 17, 2025. The District also received eight requests for mail ballot packages outside of the 36 requested by care facilities. A total of eight mail ballots were returned and certified.

The voting machines used in the 2022 General Local Election have reached the end of their usable life, with further support and supplies no longer available. As such, with the expectation of a lower By-Election turnout and the need to tally for only one position, the decision was made to perform a hand count of the results as opposed to renting voting machines. The hand count was performed by the Chief and Deputy Chief Election Officers, as well as the three election officials. The counting process was completed in the presence of scrutineers and candidates who chose to attend.

2025 By-Election Results

Candidates for the office of one (1) Councillor:

BOWCOTT, Michael	144
BROWN, Nate	171
DUBEAU, Magnus	108
GRAHAM, Bonny	382

No applications for a judicial recount were submitted.

2025 By-Election voter turnout statistics

Estimated Eligible Voters	5,523
Total Ballots Cast	805
Percentage of Voter Turnout	14.57%

2023 By-Election voter turnout statistics

Estimated Eligible Voters	5,523
Total Ballots Cast	708
Percentage of Voter Turnout	12.82%

2022 voter turnout statistics:

Total Eligible Voters	5,523
Total Ballots Cast	1,623
Percentage of Voter Turnout	29.38%

ATTACHMENTS

- 2025 By-Election Determination of Official Results
- 2025 By-Election Declaration of Official Results

Prepared by:

Approved for submission to Council:

Original Signed by Branden Morgan

Branden Morgan
Deputy Corporate Officer
Chief Election Officer

Original Signed by John Fortoloczky

John Fortoloczky
Chief Administrative Officer

**DISTRICT OF HOPE
DETERMINATION OF OFFICIAL ELECTION RESULTS
BY-ELECTION – 2025**

COUNCILLOR	ADVANCE 1 <u>APRIL 16, 2025 – DISTRICT HALL</u>	GENERAL VOTING DAY APRIL 26, 2025 DISTRICT HALL	TOTAL
	ADVANCE 2 <u>APRIL 23, 2023 - DISTRICT HALL</u> MAIL BALLOT AND SPECIAL VOTING APRIL 26, 2025		
BOWCOTT, Michael	70	74	144
BROWN, Nate	86	85	171
DUBEAU, Magnus	59	49	108
GRAHAM, Bonny	238	144	382
TOTAL NUMBER OF VALID VOTES CAST	453	352	805

This determination of official election results was made by the Chief Election Officer on Tuesday, April 29, 2025 at 10:00 am and is based on ballot accounts as amended or prepared by the Chief Election Officer.

Original Signed by Branden Morgan

Branden Morgan, Chief Election Officer

DISTRICT OF HOPE
DECLARATION OF OFFICIAL ELECTION RESULTS
BY-ELECTION – 2025
COUNCILLOR

I, Branden Morgan, Chief Election Officer, do hereby declare elected the following candidate, who received the highest number of valid votes for the office of Councillor for the District of Hope.

1. Bonny Graham

Dated at the District of Hope, BC

This 29th day of April, 2025.

Original Signed by Branden Morgan

Branden Morgan
Chief Election Officer

DISTRICT OF HOPE COUNCIL APPOINTMENTS & COMMITTEES FOR JANUARY 1, 2024 TO DECEMBER 31, 2025

MAYOR'S APPOINTMENTS TO STANDING COMMITTEES

HOPE EMERGENCY OPERATIONS COMMITTEE

- ☞ Mayor Smith
- ☞ Councillor Newbigging
- ☞ Councillor Stewin (Alternate)

HOPE ACCESSIBILITY COMMITTEE

- ☞ Councillor Newbigging
- ☞ Councillor Skoglund

COUNCIL APPOINTMENTS TO VARIOUS BOARDS, COMMITTEES, COMMISSIONS

FRASER VALLEY REGIONAL DISTRICT BOARD

- ☞ Mayor Smith
- ☞ Councillor Medlock (Alternate)

FRASER VALLEY REGIONAL HOSPITAL DISTRICT BOARD

- ☞ Mayor Smith
- ☞ Councillor Medlock (Alternate)

FRASER HEALTH ADVISORY COUNCIL

- ☞ Mayor Smith
- ☞ Councillor Medlock (alternate)

FRASER VALLEY REGIONAL LIBRARY BOARD

- ☞ Councillor Newbigging
- ☞ Mayor Smith (Alternate)

MUNICIPAL INSURANCE ASSOCIATION OF BC

- ☞ Councillor Stewin
- ☞ Chief Administrative Officer (Alternate)

COUNCIL LIAISONS

DISTRICT OF HOPE RATEPAYERS ASSOC.

- ☞ Councillor Skoglund

HOPE & DISTRICT CHAMBER OF COMMERCE

- ☞ Councillor Newbigging
- ☞ ~~Councillor Wells (Alternate)~~

HOPE & DISTRICT ARTS COUNCIL

- ☞ Councillor Skoglund

HOPE INCLUSION PROJECT

- ☞ Councillor Stewin

HOPE AREA & TRANSITION SOCIETY

- ☞ Councillor Medlock
- ☞ Mayor Smith (Alternate)

CANYON GOLDEN AGE SOCIETY

- ☞ Councillor Smith
- ☞ Mayor Smith

AdvantageHOPE

- ☞ Councillor Medlock
- ☞ Councillor ~~Smith~~ ~~Graham~~

COMMUNITY ADVISORY COMMITTEE (HOUSING)

- ☞ Councillor Skoglund
- ☞ ~~Councillor Wells (Alternate)~~

HOPE ACTION RESPONSE TABLE (HART)

- ☞ Mayor Smith
- ☞ Chief Administrative Officer

HOPE & AREA HEALTHY COMMUNITIES

- ☞ Mayor Smith
- ☞ Chief Administrative Officer

STATION HOUSE ADVISORY COUNCIL

- ☞ Councillor Medlock
- ☞ Councillor Smith

REPORT/RECOMMENDATION TO COUNCIL

REPORT DATE: May 16, 2025

FILE: LDP 13/25- DVP

SUBMITTED BY: Christian Parr, Planner II

MEETING DATE: May 26, 2025

SUBJECT: Development Variance Permit Application at 19422 Silver Skagit Road

PURPOSE:

To obtain Council approval for a Development Variance Permit (DVP) for 19422 Silver Skagit Road to decrease the minimum interior lot line setback for an addition to a one family residence.

RECOMMENDATION:

THAT Council approves a Development Variance Permit for the following *Zoning Bylaw* variances for 19422 Silver Skagit Road:

- **Part 9.4.5 (setbacks)** to reduce the minimum north interior lot line setback for an addition to a one family residence from 5 m to 2.1 m.

BACKGROUND

Owner/Agent:	Stephen and Michelle Van Dolder
Civic Address:	19422 Silver Skagit Road
PID Number:	009-437-380
OCP Designation:	Country Residential
DPA:	Avulsion Hazard
Zoning:	Country Residential (CR-1)
Lot Area:	809.4 m ² (0.2 acres)

ANALYSIS:

Proposal

The applicant is proposing to construct a 105.6 m² (1,136.7 ft²) addition to an existing one family residence at 19422 Silver Skagit Road. The addition will consist of a kitchen, living room and dining room as well as deck.

To facilitate the proposed addition, the applicant has requested a setback variance to reduce the minimum north interior lot line from 5.0 m to 2.1 m.

The proposal will allow the addition to be uniform with the current setback.

Notification

Notification of the variance request was sent to property owners within 50 m of the subject property on May 14, 2025, in line with *District of Hope Application Procedures Bylaw No. 1595, 2025* requirements.

Other Requirements

If Council approves the variance, the applicant must receive a flood hazard development permit prior to issuance of a building permit.

Budget Implications

None. The applicant has paid the required fees.

Attachments:

- Location Map
- Site plan

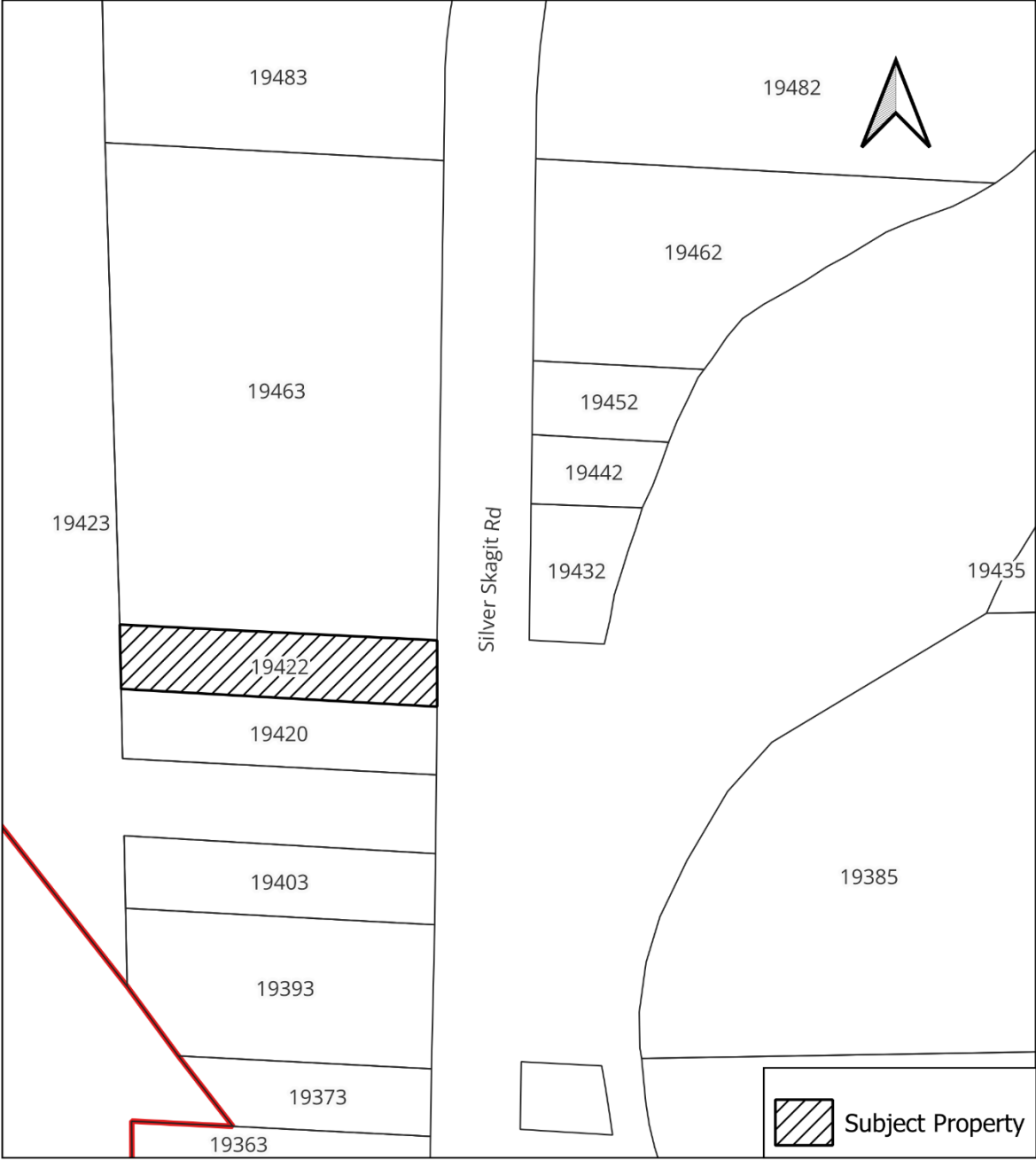
Reviewed by:

Approved for submission to Council:

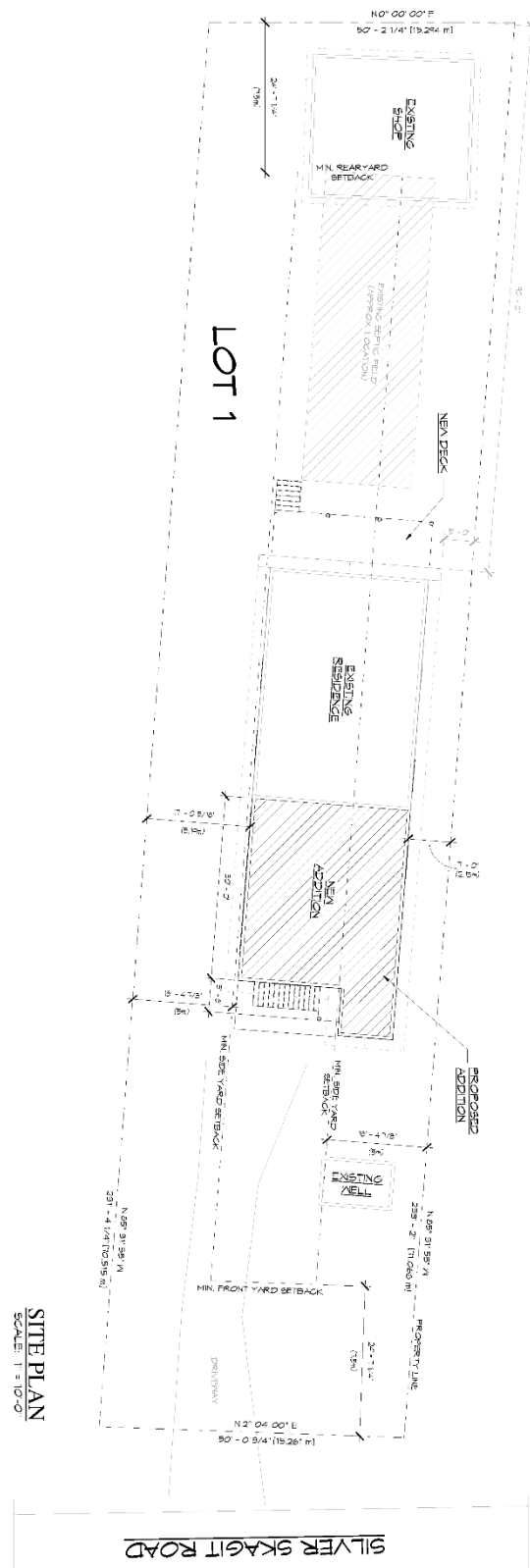
Original Signed by Robin Beukens
Director of Community Development

Original Signed by John Fortoloczky
Chief Administrative Officer

Location Map



Site Plan



REPORT/RECOMMENDATION TO COUNCIL

REPORT DATE: May 16, 2025

FILE: LDP 06/25- DVP

SUBMITTED BY: Christian Parr, Planner II

MEETING DATE: May 26, 2025

SUBJECT: Development Variance Permit Application at 919 Water Avenue

PURPOSE:

To obtain Council authorization to proceed with public notification for a Development Variance Permit for 919 Water Avenue to decrease the minimum number of provided parking spaces and increase the maximum floor area of a restaurant accessory use.

RECOMMENDATION:

THAT Council direct staff to proceed with notification for a Development Variance Permit for the following *Zoning Bylaw* variances for 919 Water Avenue:

- **Part 6.9.1** to exempt the development from providing a bicycle storage rack.
- **Part 6.19.2 and 6.19.3** to reduce the minimum number of parking spaces provided for a:
 - restaurant use from 15 to 0.
 - civic use (museum) from 4 to 0.
- **Part 13.2.3.3** to increase the maximum floor area for an accessory restaurant use from 70 m² to 82 m².

BACKGROUND:

Owner:	District of Hope
Agent:	Barry McGinn, McGinn Engineering and Preservation
Civic Address:	919 Water Avenue
PID Number:	031-0731-970
OCP Designation:	Downtown
DPA:	Downtown Revitalization (Exempt)
Zoning:	Institutional (P-2)
Lot Area:	1,167.7 m ² (0.3 acres)

ANALYSIS:

Proposal

The subject property is home to the recently relocated “Old Station House” which is proposed to be renovated and repurposed as a visitor centre, museum, and restaurant.

This renovation will include a new wraparound deck providing outdoor seating for the proposed restaurant and a new basement which will feature storage, bathrooms and a staff room.

To facilitate the proposed renovation the applicant has requested variances to:

- exempt the development from providing a bicycle storage rack.
reduce the minimum number of parking spaces provided for a:
 - restaurant use from 15 to 0.
 - civic use (museum) from 4 to 0.
- increase the maximum floor area for an accessory restaurant use from 70 m² to 82 m².

Rationale

Staff recommend Council direct staff to proceed with notification for the requested variances.

Notification

District of Hope Application Procedures Bylaw No. 1595, 2025 requires all property owners within 50 meters of the property to be notified of the variance request.

Budget Implications:

None. The applicant has paid the required fees.

Attachments:

- Location Map
- Site plan

Reviewed by:

Approved for submission to Council:

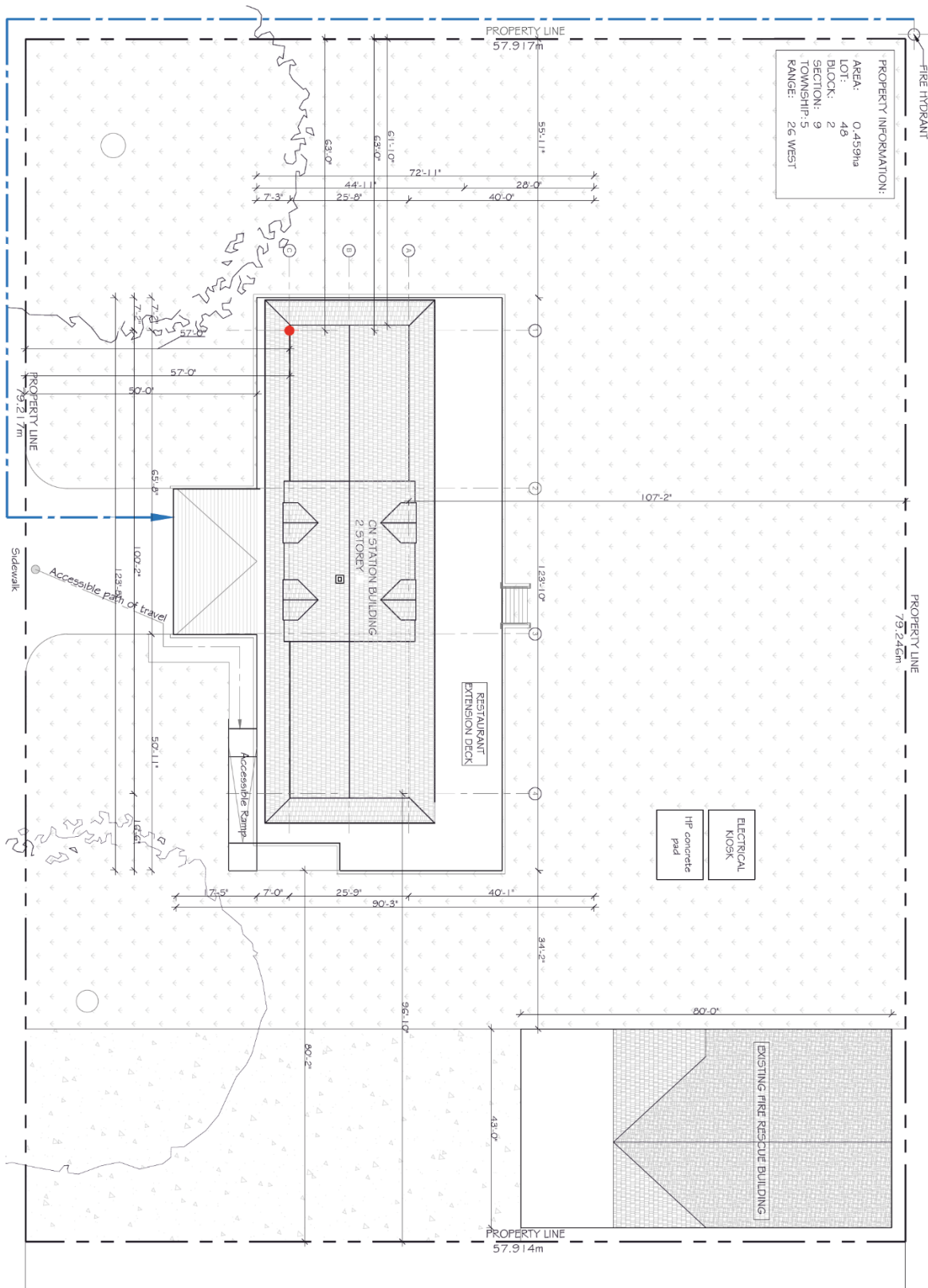
Original Signed by Robin Beukens
Director of Community Development

Original Signed by John Fortoloczky
Chief Administrative Officer

Location Map



Site Plan



REPORT/RECOMMENDATION TO COUNCIL

REPORT DATE: May 21, 2025

FILE: LDP 20/24 – OCP/ZON

SUBMITTED BY: Julie Mundy, Planner III

MEETING DATE: May 26, 2025

SUBJECT: OCP and Zoning Amendment Application for Croft Island (20600 Landstrom Road, PID: 032-158-998, Lot A District Lot 10 Yale Division Yale District Plan EPP134031 (the “Croft Island”))

PURPOSE:

To provide Council with a recommendation in response to a request to amend the *District of Hope Official Community Plan Bylaw No. 1378, 2016* (“OCP”) and the *District of Hope Zoning Bylaw No. 1324, 2012* (the “Zoning Bylaw”) to create an RV campground and holiday park on Croft Island.

RECOMMENDATION:

THAT Council deny the request to amend the OCP and Zoning Bylaw to create an RV campground and holiday park on Croft Island located at 20600 Landstrom Road.

OPTIONS:

If Council does not accept the above recommendation, Council may choose to direct staff to prepare the OCP and amendment to the Zoning Bylaw to be considered for first reading.

BACKGROUND:

Address	20600 Landstrom Road
PID	032-158-998
Property Owner / Agent	Owner: Croft Island RV Campground (Kris Tasci) (the “Owner” or the “Applicant”) Agent: Kuhn LLP Legal Counsel
Lot Size	42.5 acres (17.2 ha)
Current OCP Designation	Limited Use (LU)
Current Zoning	Limited Use (L-1)
Development Permit Areas	Flood & Erosion Hazards Streamside Protection

Property Description

Croft Island is approx. 17.2 ha in size, is mostly treed, and is located in the Fraser River. Access to Croft Island is via a temporary bridge off Landstrom Road. The section of road leading to the bridge is narrow with single lane vehicle access in some spots. There is no other connection to Croft Island via road other than the bridge.

Proposal

The Applicant wishes to develop and use Croft Island as a RV campground and holiday park. The proposal requests and seeks approval to:

- amend the zone from L-1 to an undetermined zone;
- amend the OCP to a designation allowing for a holiday park;
- amend the OCP Development Permit Area for flood & erosion hazards;
- develop approximately 250 RV campsites, access roads, and an amenity washroom building;
- stratify 150 of the sites for private ownership (holiday park use) and provide 100 sites for public campground use;
- construct on-site well, septic, and electrical services; and
- create a stocked trout pond.

Site ownership is the key difference between a campground and a holiday park:

- *Campground*: Provides temporary accommodation to the travelling public.
- *Holiday Park*: Provides temporary accommodation to owners or lessees of RV or camper trailer sites.

The proposal states the public campground sites will be managed by a third-party entity such as BC Parks or the District of Hope. At this time, the District of Hope has not received a proposal for this.

Full details of the proposal are included as an attachment to this Report.

Official Community Plan (OCP)

Under the OCP, the Lands are designated Limited Use (LU). The OCP includes a list of zones that are generally supported within the LU designation. These zones include:

Zone	Comments
Limited use (L-1)	Campground & holiday park – Not permitted
Agricultural (AG-1)	Campground & holiday park – Not permitted
Parks & Recreation (P-1)	Holiday park – Not permitted Campground – Permitted

Zones permitted under the LU designation do not allow for the proposed holiday park. Consequently, an OCP amendment is required for the proposal.

Zoning

Croft Island is currently zoned L-1, under the Zoning Bylaw. This zone is intended for lands with limited development potential due to difficult site features, hazards, servicing problems, limited access, or location on Crown land. The current L-1 zone does not permit a campground or holiday park use.

The Campground Holiday Park (CHP-1) zone is the only existing zone that permits the proposed holiday park use. The purpose of the CHP-1 zone is to:

“Identify lands which, because of their location and physical environment, are best suited for campgrounds, holiday parks, or outdoor recreation uses.”

The CHP-1 zone includes density and lot size requirements based on the level of available water and sanitary sewer servicing. Staff have not yet assessed if the proposal can meet the CHP-1 requirements.

The Applicant has requested the creation of a new Comprehensive Development zone. If the proposal is to proceed, staff will weigh this option against the use of the existing CHP-1 zone.

ANALYSIS:

Staff do not have the required information to fully understand the feasibility of the proposed campground and holiday park as submitted by the Applicant. Before bringing this application to Council, staff advised the Applicant that the following topics represented areas of concern:

1. Environmental Appeal Board – Legal Process

Between 2022 and 2024 there was significant correspondence between the Province of British Columbia and the Owner of Croft Island related to applications for bank hardening. Relevant facts include:

- The owner applied to complete bank hardening works under the Provincial *Water Sustainability Act*. The Province refused this application.
- The owner is appealing the decision through an Environmental Appeal Board (“EAB”) legal process. This is an ongoing and active case.

Until the EAB legal process is resolved, staff believe it is premature to advance the rezoning application. Staff understand the proposed bank hardening to be a critical component for the campgrounds' feasibility and safety, which should be considered in the context of whether a campground should be permitted under the Zoning Bylaw. If the appeal is refused, the campground proposal may no longer be feasible.

2. Bridge Access

Through a Transfer of Administration, BC Parks has authority over the channel of the Fraser River where the bridge to Croft Island is located. The bridge also requires *Water Sustainability Act* authorization.

The bridge to Croft Island is partially constructed on and passes over Crown land. Only the channel itself is Crown land. This makes the Province the primary authority for bridge related approvals.

The Province has distinct procedures for considering temporary and permanent structures on Crown land. Correspondence between the Province and the Owner indicates a temporary bridge to Croft Island was authorized. Staff understand that a permanent bridge is needed for the proposed campground and that this has not been approved. Staff have requested clarification from the Applicant.

Access is a key consideration for any proposed land use. Clarity on the legal access and approvals for the bridge are essential for staff to understand the feasibility of the rezoning proposal as there is no other land access to Croft Island.

3. Flood Risk

Development Permit Area

Croft Island is within the Flood and Erosion Hazards Development Permit Area (“DPA”) in the OCP. Croft Island is mapped as ‘Floodway’ where new development is not permitted. The DPA states, “no building or structure shall be constructed, reconstructed, moved, extended, or located on any island within the natural boundaries of the Fraser River” and specifically names Croft Island as being included in the DPA. Key objectives of the DPA are to:

- Protect property and minimize risk to individuals;
- Prevent development within floodways; and
- Limit development on lands subject to flooding and erosion hazards.

Provincial Flood Mapping

The Province is currently working on updated flood models and mapping for the Fraser River. This data will then be used to inform the District of Hope Flood Management Plan. This is priority work for the District of Hope that is expected to provide new understanding about flood risk and management practices. The current mapping/regulations apply until new information results in changes to those mapping/regulations. Until this work is completed, the current mapping under the DPA, which classifies Croft Island as “Floodway” and prohibits new development applies.

Each of these above noted factors has the potential to impact the campground proposal in a significant way. Consequently, staff do not recommend advancing the rezoning application at this time. OCP and zoning amendment applications are discretionary

decisions. This means Council can choose to accept or refuse an application on any grounds they find relevant, where the ultimate decision is based on the public interest.

If the proposal is refused, the Applicant retains the option to resubmit an OCP and zoning amendment application if the circumstances described above change.

Should the campground proposal be considered in the future, there will be additional matters to consider, including:

- zoning details and lot size requirements;
- campground and holiday park Bylaw requirements;
- Development Permit Area requirements (flood and riparian areas);
- site safety from a flood and erosion perspective;
- servicing feasibility for water and septic, including conformance with provincial legislation;
- stormwater management plan;
- ownership and management details for the public campground sites;
- capacity of Landstrom Road to handle increased vehicle traffic during regular and emergency conditions; and
- formal referral comments from Chawathil First Nation.

Correspondence

On May 3, 2025, Kris Tasci sent a email addressed to Council relating to the owner's development request. Staff have the following comments in respect of the correspondence:

Support from previous staff:	<ul style="list-style-type: none">• Staff are unaware of written records of any formal staff support or approval of the proposal. While informal discussions may have occurred with former staff, these do not represent binding policy decisions or approvals.• Development approvals must follow Council-adopted bylaws and current regulations, regardless of historical conversations.• A March 23, 2023, Council Report from CAO John Fortoloczky and the previous Director of Community Development included the recommendation: “...that the District does not support development work on and to Croft Island” and “that Council directs staff to reply its non-support to the Front Counter BC Referral (1577700896) Water Approval for Changes in and About a Stream (Section 11, <i>Water Sustainability Act</i>), Croft Island”
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	<ul style="list-style-type: none"> This was related to the placement of a bridge between Croft Island and the adjacent riverbank. The bridge was constructed without the District's consultation.
Rip Rap on the Southern Bank:	<ul style="list-style-type: none"> Just-Fish-Inn Inc. and Kris Tasci are appealing the November 6, 2023, decision of the Assistant Water Manager, to refuse Approval application (File 2010175) for bank hardening within the Fraser River. This is for the rip rap installed along the southern bank of Croft Island. The Environmental Appeal Board (EAB), will review the file, and possibly render a decision in July 2025. Staff understand Department of Fisheries and Oceans (DFO) is working with the Owner on riparian restoration to ensure more natural conditions for riparian areas which have been impacted by the rip rap along the southern bank of Croft Island. No further work is to proceed prior to DFO approval.
BC Parks airspace lease:	<ul style="list-style-type: none"> Through a Transfer of Administration, BC Parks has authority over the channel of the Fraser River where the bridge to Croft Island is located. The bridge also requires <i>Water Sustainability Act</i> authorization. In May 2022 BC Parks provided conditional consent to build a temporary bridge, with an understanding that the bridge was a temporary measure to ensure the safety of power lines and protection of property. In June 2022, it was determined an easement agreement would be required to authorize the bridge if the bridge was desired beyond the timeline and purpose of the emergency works. In October 2022, BC Parks requested by email that the bridge be removed. In January 2023, a follow-up letter was sent requesting that the bridge be removed by March 31, 2023. This letter also communicated that although BC Parks had not received a formal request for an easement, a permanent bridge was not consistent with the protection of environmental, conservation and recreational values for park purposes.
Communication with Staff:	<ul style="list-style-type: none"> Staff have responded to inquiries and outlined requirements as clearly and as timely as possible throughout the process.

	<ul style="list-style-type: none"> When contacted by members of the public about the property, staff have responded with factual information on the current land use regulations.
<i>Real Estate and Development Marketing Act</i> (REDMA):	<ul style="list-style-type: none"> Approvals for marketing under the Real Estate Development and Marketing Act are through the BC Financial Services Authority, not the BC Securities Commission. Staff have no record of a REDMA request in November 2024. An email was received from Kuhn LLP in July 2024 exploring the possibility of REDMA preliminary approval. There was also a request from the owner's representative at the time to discuss REDMA preliminary approval in August 2024. <ul style="list-style-type: none"> The REDMA states: <ul style="list-style-type: none"> <i>8(4)A developer must not market a shared interest in land that does not include a right of use or occupation of a building unless an approving officer has given approval, in accordance with subsection (6), to market the shared interest in land.</i> The response from the approving officer of the District of Hope in July 2024 was that there was not enough information for the approving officer to consider granting authorization to market a shared interest in land. The same response was given in August 2024. BC Financial Services Authority REDMA department indicated they have no record of approvals to market the property.

Budget Implications

The Applicant has paid the required application fees.

Attachments:

- Location map
- Applicant's proposal, dated October 16, 2024
- Letter from Kuhn LLP requesting application proceed, dated March 25, 2025
- Email from Kris Tasci to Council, dated May 3, 2025

Reviewed by:

Original Signed by Robin Beukens
Director of Community Development

Approved for submission to Council:

Original Signed by John Fortoloczky
Chief Administrative Officer

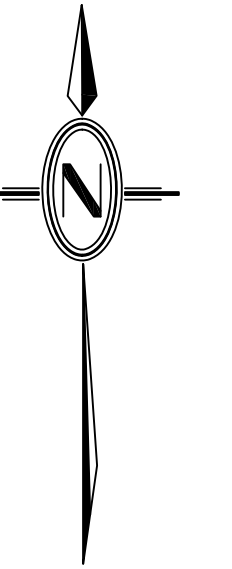
Location Map



ON PART OF: *DISTRICT LOT 10 YALE DIVISION YALE (FORMERLY HOPE) DISTRICT*
THIS PLAN WAS PREPARED FOR DESIGN PURPOSES ONLY AND IS FOR THE EXCLUSIVE USE OF OUR CLIENT.

0 50 75 100 125 m

ALL DISTANCES ARE IN METRES;
THE INTENDED PLOT SIZE OF THIS PLAN IS 864mm IN WIDTH
BY 1120mm IN HEIGHT (E SIZE) WHEN PLOTTED AT A SCALE OF 1:1250



HAGEN LAND SURVEYING LTD.
PO BOX 111 STN A
V2T 6Z5 ABBOTSFORD, B.C. 
TEL: (604) 625.7123
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FILE NUMBER: 18082_5

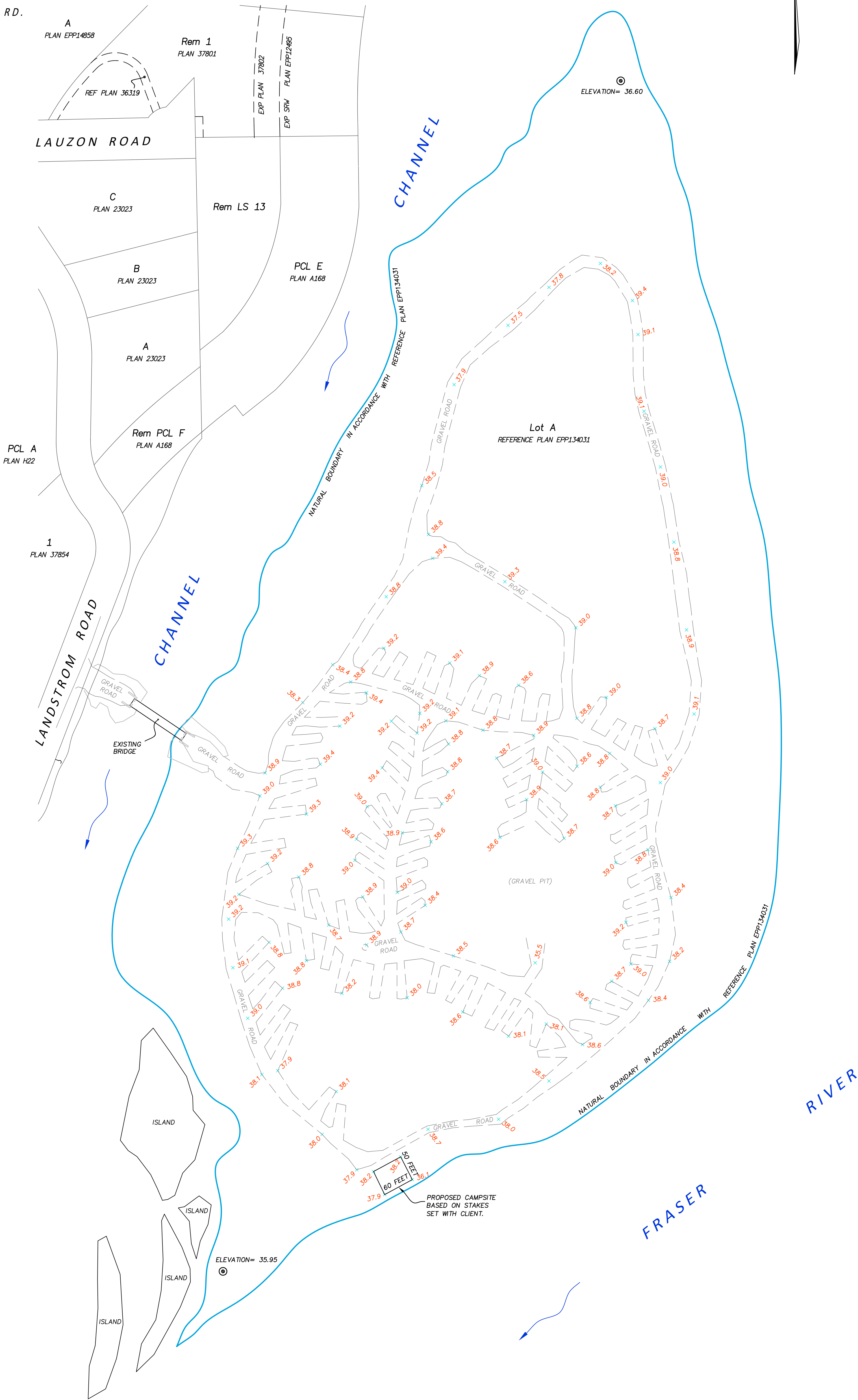
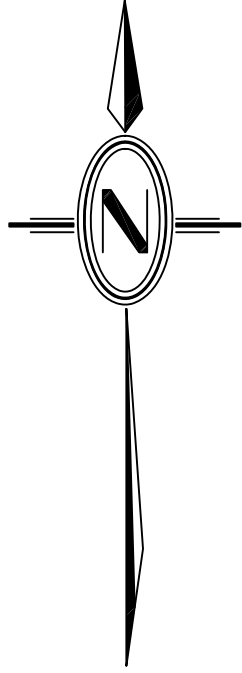
SITE PLAN OF PROPOSED CAMP SITES

ON: LOTA DISTRICT LOT 10 YALE DIVISION YALE DISTRICT PLAN EPP134031
THIS PLAN WAS PREPARED FOR PRELIMINARY DISCUSSION AND DESIGN PURPOSES ONLY AND IS FOR THE EXCLUSIVE USE OF OUR CLIENT.
(CONSTRUCTION OF CAMP SITES IS ONGOING)

0 50 75 100 125 m
DIMENSIONS ARE SHOWN IN METRES.
THE INTENDED PLOT SIZE OF THIS PLAN IS 560mm IN WIDTH
BY 864mm IN HEIGHT (D SIZE) WHEN PLOTTED AT A SCALE OF 1:1250

PARCEL IDENTIFIER: 032-158-998
CIVIC ADDRESS: 20600 LANDSTROM RD.
HOPE, B.C.

LEGEND :
x 100.0 DENOTES SPOT ELEVATION
⊙ DENOTES STANDARD CONCRETE POST



NATURAL BOUNDARY IS BASED ON REFERENCE PLAN EPP134031.

ELEVATIONS ARE GEODETIC, SHOWN IN METRES, AND
ARE DERIVED FROM GPS OBSERVATIONS. DATUM:
CGVD28 (HTV2.0).

THIS DOCUMENT SHOWS THE RELATIVE LOCATION OF
THE SURVEYED STRUCTURES AND FEATURES WITH
RESPECT TO THE BOUNDARIES OF THE PARCEL.
DESCRIBED ABOVE. THIS DOCUMENT SHALL NOT BE
USED TO DEFINE PROPERTY LINES OR PROPERTY
CORNERS.

THE SIGNATORY ACCEPTS NO RESPONSIBILITY
FOR DAMAGES ARISING OUT OF ANY
UNAUTHORIZED USE OF THIS PLAN.

CERTIFIED CORRECT
THIS 4TH DAY OF APRIL, 2024

PRELIMINARY

JASON SYLVESTER BCLSI059
THIS DOCUMENT IS NOT VALID UNLESS ORIGINALLY SIGNED AND SEALED,
OR DIGITAL SIGNATURE APPLIED.

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SKETCH PLAN OF 250
PROPOSED CAMPSITES ON LOT A YALE DIVISION YALE DISTRICT PLAN EPP134031

THIS PLAN WAS PREPARED FOR DISCUSSION AND DESIGN PURPOSES ONLY AND IS FOR THE EXCLUSIVE USE OF OUR CLIENT.
(CONSTRUCTION OF CAMP SITES IS ONGOING)

PRELIMINARY

0 50 75 100 125 m
DIMENSIONS ARE SHOWN IN METRES.
THE INTENDED PLOT SIZE OF THIS PLAN IS 560mm IN WIDTH
BY 864mm IN HEIGHT (D SIZE) WHEN PLOTTED AT A SCALE OF 1:1250

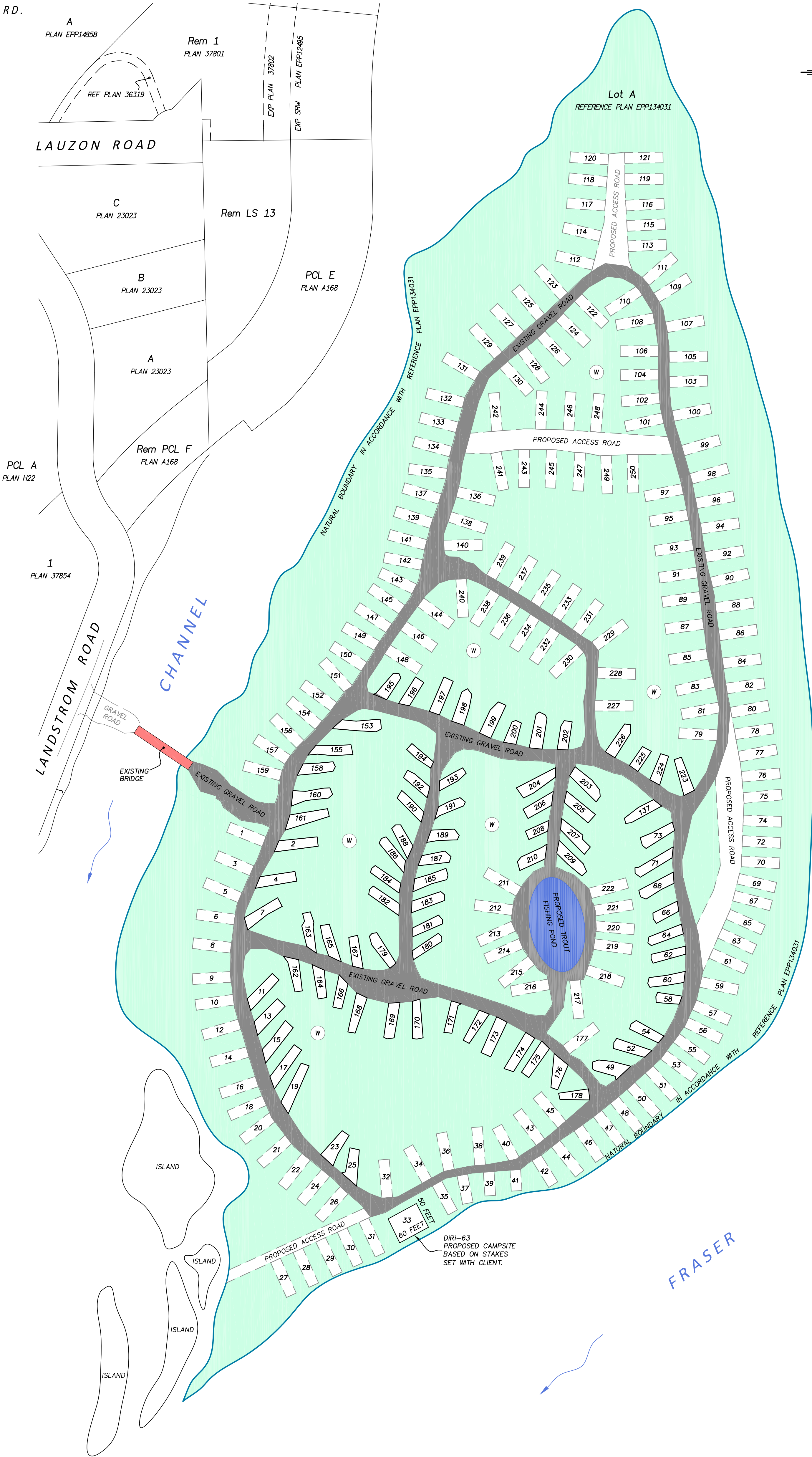
PARCEL IDENTIFIER: 032-158-998
CIVIC ADDRESS: 20600 LANDSTROM RD.
HOPE, B.C.

- LEGEND :
- DENOTES MEASURED GRAVEL SURFACE
 - DENOTES MEASURED CAMPSITE PAD BOUNDARY
 - DENOTES PROPOSED CAMPSITE PAD BOUNDARY
 - DENOTES PROPOSED WELL LOCATION
 - 250 DENOTES PROPOSED CAMPSITE NUMBERING

NOTE 1: PROPOSED CAMPSITE PADS ARE BASED ON AN AVERAGE AREA OF 120.8m² (1300sqft). THE LOCATION, SIZE, AND SHAPE OF PROPOSED CAMPSITE PADS SUBJECT TO A FINAL AS-BUILT SURVEY.

NOTE 2: PROPOSED CAMPSITE LOTS TO ENCOMPASS CAMPSITE PADS AND WILL BE BASED ON AN AVERAGE AREA OF BETWEEN 278.7m² - 371.6m² (3000-4000sqft). FINAL LOT AREAS SUBJECT TO PENDING DESIGN, FIELD SURVEY, AND APPROVAL BY CLIENT.

NOTE 3: PROPOSED CAMPSITE LOTS AND CAMPSITE PADS MAY BE SUBJECT TO RIPARIAN SETBACKS.



THIS PLAN LIES WITHIN THE
FRASER VALLEY REGIONAL DISTRICT.

PRELIMINARY

PREPARED: JUNE 4, 2024

HAGEN LAND SURVEYING LTD.
PO BOX 111 STN A
V2T 6Z5 ABBOTSFORD, B.C.
TEL: (604) 625.7123
FILE: 18082_10

CROFT ISLAND RV AND CAMPGROUND REZONING

Project Outline and Information for Rezoning From
L-1 to Comprehensive Development Zone.



October 16, 2024

Croft Island RV and Campground Rezoning

October 16th, 2024

325 Wallace St

Hope, BC V0X 1L0

RE: Croft Island Rezoning Application

Dear Staff:

We are pleased to present this Rezoning Application for Croft Island. The proposal includes rezoning of Croft Island to permit the development of 250 RV and Campground Lots. Our application is guided by the District of Hope OCP, and the Campgrounds and Holiday Parks Bylaw. The proposal focuses on addressing a need for temporary RV and recreation availability. We believe this project is a high-quality development and supports the Districts OCP objectives and vision to provide an inviting place for young families and retirees with plenty of opportunity for outdoor recreation and tourism.

1. Executive Summary

We are pleased to present this Rezoning Application for the redevelopment of Croft Island. Our proposal seeks to rezone Croft Island from its current L-1 (Limited Use) designation to a new Comprehensive Development Zone to allow for 250 RV and Campground Lots. This application is guided by the District of Hope Official Community Plan (OCP) and the Campgrounds and Holiday Parks Bylaw.

Key Features of the Proposal:

- Development of 250 campsites, arranged to preserve the natural landscape.
- Average campsite pad area of 120.8 m² (1,300 sq ft), with lot sizes ranging from 278.7 m² to 371.6 m² (3,000-4,000 sq ft).
- Utilization of existing gravel roads with three additional access roads for improved circulation and emergency egress.
- Implementation of flood mitigation strategies and evacuation plans, addressing Development Permit Area (DPA) 5 requirements.
- Preservation of riparian areas and natural features in compliance with DPA 7 regulations.
- On-site amenities including washroom facilities, well water supply, and electrical services.
- Dedication of a 60' x 50' portion of the island to the Chawathil First Nation, respecting cultural heritage.
- Implementation of a robust flood warning and emergency information system for all campground users.

This project addresses the need for RV parking and camping facilities in the District of Hope, as indicated by inquiries received by the District. It aligns with the OCP's vision of providing an inviting place for families and retirees, with ample opportunities for outdoor recreation and tourism. Specifically, this proposal supports:

- Objective 2.1: Enhancing tourism opportunities and economic development.
- Objective 7.1: To meet the park and recreational needs of existing and future residents
- Objective 7.4: Providing diverse recreational facilities and programs.

The Croft Island RV Park and Campground will create a unique recreational asset that balances economic benefits with environmental stewardship. By focusing on movable structures and implementing comprehensive safety measures, including a 24-hour evacuation plan and flood warning system, the project aims to create a safe space while respecting the island's location within DPA 5.

Economic benefits include, increased tourism revenue, recreation opportunities and downstream support for local businesses. Tax revenue from Strata sites, and potential revenue from campground operations. The development will also provide recreational opportunities for Hope residents, enhancing overall quality of life.

We are committed to collaborating with the District of Hope, local residents, and stakeholders throughout the development process to ensure this project meets community needs while aligning with the District's long-term vision for sustainable growth.

In conclusion, we believe this high-quality development will significantly contribute to the District of Hope's recreational offerings, support tourism growth, and provide economic benefits while preserving Croft Island's natural beauty and addressing critical safety considerations.

Contents

1.	Executive Summary	2
2.	Site Location, Description, and Historical Context	4
2.1	Introduction	4
2.2	Site Location and Description	4
2.3	Historical Infrastructure and Environmental Impact	6
3.	Vision and Guiding Principles	8
3.1	Guiding Principles	8
3.1.1	Environmental Stewardship	8
3.1.2	Economic Diversification	8
3.1.3	Recreational Opportunities	8
3.1.4	Cultural Respect and Reconciliation	8
3.1.5	Flood Resilience	8
3.1.6	Community Integration	8
3.2	Alignment with Official Community Plan Objectives	9
4.	Proposed Comprehensive Development Zoning	10
4.1	Summary	10
4.2	OCP and Zoning Bylaw Amendments	10
4.3	Rationale for Amendments	11
4.4	Key Provisions of CD Zone	11
5.	Preliminary Service and Infrastructure Review	12
5.1	Access	12
5.2	Site Topography	12
5.3	Water Supply	12
5.4	Wastewater Management	12
5.6	Electrical Supply and Telecommunications	12
5.7	Flood Management	12
5.8	Emergency Services	13
6.	Considerations	14
6.1	Development Permit Areas (DPA)	14
6.2	Strata Subdivision Process	14
7.	Conclusions	16
1.	Appendices	17

2. Site Location, Description, and Historical Context

2.1 Introduction

This report outlines the proposed rezoning of Croft Island, legally described as District Lot 1, Group 1, Yale Division Yale District, Except Plans 15433 and 16705, from its current zoning of L-1 (Limited Use) to a newly defined Comprehensive Development Zone (CD). The purpose of this rezoning is to permit the creation of a 250-lot RV park and campground while preserving the island's natural beauty, environmental features, and cultural heritage. The proposal follows specific policy guidelines to ensure that the development aligns with sustainable practices and environmental protection, supporting both recreational use and the island's historical context.

2.2 Site Location and Description

Croft Island is situated within the Fraser River, approximately 4 minutes from downtown Hope, spanning approximately 43 acres. The island offers a unique combination of scenic beauty and accessibility, making it an ideal site for recreational development. Key features of the site include topography, shoreline characteristics, existing infrastructure, and significant environmental considerations.

2.2.1 Topography and Landscape:

The island's elevation ranges from 30 meters above sea level at the shoreline to about 45 meters at its highest point in the northern section. The overall topography slopes gently with an average grade of 5%, providing natural drainage toward the shores. The northern half of the island remains largely undeveloped, excluding the existing roads, with tall trees such as 200-year-old maples and cedars forming a diverse landscape. The campsites are to be strategically placed between the large trees only clearing underbrush, goal of maintaining the ecological balance and supporting the island's environmental stewardship goals.

2.2.2 Shoreline Characteristics:

The eastern shoreline features a sandy bank, which offers excellent salmon fishing opportunities, making it a prime location for recreational activities. In contrast, the western and northern shores are rugged, naturally protected from river currents. Erosion protection measures, such as riprap installation, are proposed for the southern corner of the island to address existing and potential erosion risks. The installation of 250–500kg riprap rock has already been completed to provide a barrier between the access road and the river, allowing for controlled pedestrian access as detailed in *Appendix E - Rip Rap Memo*.

2.2.3 Development Area:

The southern portion of the island, covering approximately 25 acres (10 hectares), is relatively flat and already improved with gravel roads, making it the primary area for the proposed 250 RV campsites and supporting amenities. This area has been partially cleared to accommodate development, while ensuring that approximately 80% of the island's natural vegetation remains preserved. The northern end has minimal development planned primarily consisting of nature trails and a proposed trout fishing pond with campsites placed between trees, clearing only underbrush.

2.2.4 Environmental and Floodplain Considerations:

Croft Island is located within the Fraser River floodway, which designates it as part of Development Permit Area (DPA) 5 for Flood and Erosion Hazards. However, it is important to note that Croft Island has never experienced flooding in recorded history. The island's elevation, particularly in the already developed southern section, sits approximately 4 meters higher than the flood construction level, effectively placing it outside of any significant flood risk.

Croft Island RV and Campground Rezoning

The island's diverse ecosystem, typical of riparian zones in the Fraser Valley, will be preserved in accordance with Development Permit Area (DPA) 7 guidelines. Riparian areas along the shoreline will remain undisturbed, and no campsites will be constructed within the 100-foot riparian setback zone. To address existing erosion risks, riprap has been strategically installed along the southern shoreline to prevent further degradation. These efforts are part of a broader environmental management strategy to preserve the island's natural landscape and protect sensitive areas, such as the traditional fishing site maintained by the local Indigenous community.

Together, these environmental and flood management strategies ensure that Croft Island's natural beauty and ecological functions are preserved while mitigating flood risks and adhering to provincial regulations.

2.2.5 Access:

Access to the island is currently provided via a newly constructed 36.576 m (120') bridge, which connects the island to the mainland on the eastern shore. This bridge has been certified for both pedestrian and vehicle use, including recreational vehicles. Notably, the bridge was built to exceed the flood construction level, sitting two inches higher than Landstrom Road, and includes newly installed pedestrian railings that meet safety requirements *Appendix A – Bridge Safety*. The strategic elevation of the bridge ensures that Croft Island's access point remains safe, even during extreme weather events.

2.2.6 Proposed Development:

The development plan proposes 250 RV and campground lots primarily on the southern portion of the island. In addition to the campsites, the design incorporates flood mitigation strategies, including evacuation plans that require all structures to be movable within 24 hours. This ensures compliance with floodplain regulations and guarantees the safety of occupants. Approximately 80% of the island's natural vegetation will be preserved, aligning with environmental stewardship goals, while a portion of the northern end will remain a natural reserve with nature trails and a trout fishing pond.

Campsite Layout and Management:

The 250 proposed RV and campground lots are strategically divided into two sections:

- **Southern Section – Stratified Lots (150 Lots) for Private Ownership:**
 - The southern portion of the island, covering approximately 25 acres (10 hectares), will feature 150 RV lots that are designed for private ownership. These lots will be stratified and sold to individual owners, allowing for seasonal or extended use. Owners will have access to the island's recreational amenities while maintaining the flexibility of using their lots throughout the year.
 - The stratified lots will form part of a managed strata corporation, ensuring the long-term upkeep and maintenance of shared amenities and infrastructure. The private ownership model allows for controlled development and ensures that the southern portion of the island caters to long-term recreational use.
- **Northern Section – 100 Campground Lots for Public Use:**
 - The **northern portion** of the island will feature **100 RV and campground lots** intended for **public use**. Unlike the stratified lots, these sites will be open to **short-term campers** and **managed by a third-party entity**, potentially **BC Parks** or the **Municipal Parks Board**.
 - This section is designed as a **public campground**, ensuring that the northern end of the island remains accessible to visitors who wish to experience temporary camping. The management of these sites by a public entity ensures that the area will remain a recreational resource for the broader public, with proper maintenance and infrastructure support.

Croft Island RV and Campground Rezoning

Both sections are designed with environmental stewardship in mind. All campsites will be set back at least 100 feet from the water to protect riparian areas and minimize erosion risks. The layout ensures that the development respects the island's natural landscape while providing recreational opportunities for both private owners and public campers.

2.3 Historical Infrastructure and Environmental Impact

Historical Infrastructure

A long-standing road has serviced Croft Island for over 100 years, supporting the island's historical role as a recreational site. In the past, the island housed eight mobile homes that were grandfathered onto the land, highlighting its legacy of residential use. Additionally, the island features a large concrete structure from an old motel, further underscoring its historical use.

The original bridge connecting the island to the mainland was removed due to environmental concerns. In its place, a new, permitted bridge was constructed, meeting all current environmental regulations. The bridge was raised to a height that exceeds the 200-year flood construction level, ensuring the safety and sustainability of future developments on the island see *Appendix A*.

The island is equipped with essential infrastructure, including a well, three septic fields, and utilities such as power, cable, and TV, all of which have been in place for many years. This existing infrastructure allows for seamless integration of the proposed RV park while minimizing environmental disturbance.

Environmental Impact:

No trees have been removed in preparation for the development. Existing roads and paths will be preserved, and the island's natural vegetation will remain largely undisturbed. Riprap has been strategically placed to mitigate erosion, particularly along the southern shoreline, which includes a native fishing site of significant cultural importance. This riprap installation is part of an agreement with the local Indigenous community, ensuring that the island's environmental and cultural heritage is preserved.

Cultural Heritage Protection:

The collaboration with the Chawathil First Nation has been an integral part of the project, particularly regarding the preservation of the native fishing site. This site is recognized as a sensitive cultural area, and a fishing weir has been installed to support traditional fishing practices. The project also incorporated a traditional ceremony to honor the land's cultural significance. Historical artifacts have been found on the island, further underscoring its importance to the local Indigenous community. These artifacts are being preserved, and any development in culturally sensitive areas is being carefully managed to avoid disturbance.

Riparian Area and Environmental Stewardship:

In accordance with **Development Permit Area (DPA) 7** regulations, the riparian zones along the island's shoreline will remain undisturbed. No campsites will be built within 100 feet of the water to preserve these sensitive habitats. In the event that any vegetation is impacted, the project follows a strict **replanting policy** to restore the natural landscape. This policy ensures that for every tree removed, three new trees will be planted, maintaining the ecological balance of the island.

Through these efforts, the development respects both the environmental and cultural significance of Croft Island. By incorporating the input of the Chawathil First Nation and adhering to stringent environmental guidelines, the project balances responsible development with preservation, ensuring that the island remains a valuable recreational and cultural asset for future generations.

Table 1: Subject Property Legal Description and Parcel Area

Croft Island RV and Campground Rezoning

Legal Description	Parcel Area
District Lot 1, Group 1, Yale Division Yale District, Except Plans 15433 and 16705	48 acres

Table 2: Existing Land Use Designation

OCP Designation	% of lot designated ALR land	Current Zoning Designation
OCP: <u>Limited Use</u> , not in ALR	0%	<u>L-1</u> - Limited Use

3. Vision and Guiding Principles

Our vision for Croft Island is to create an inclusive and vibrant RV park and campground that serves as a gateway for outdoor recreation in the District of Hope. This development will prioritize community engagement, environmental sustainability, and cultural respect.

3.1 Guiding Principles

3.1.1 Environmental Stewardship

We are committed to protecting Croft Island's natural resources through responsible development practices that minimize ecological impact. Our efforts will focus on preserving riparian areas along the Fraser River shoreline, implementing flood mitigation strategies that respect the natural floodplain ecosystem, and using sustainable materials and construction practices throughout the development. We will protect the island's mature trees, particularly the 200-year-old maples and cedars, and design the RV park layout to minimize disturbance to existing habitats.

3.1.2 Economic Diversification

By developing a high-quality campground, we aim to stimulate local tourism and support economic growth in the District of Hope. This development will create year-round employment opportunities for local residents and attract diverse visitors to support local businesses enhancing Hope's reputation as a premier outdoor recreation destination, and promote shoulder season tourism through attractive amenities.

3.1.3 Recreational Opportunities

We aim to create a premier RV and camping destination that offers diverse recreational opportunities. Our plans include developing a trout fishing pond as a key attraction, creating premium fishing areas along the east bank's sandy shoreline, and designing multi-use trails, and nature observation. We will provide amenities to support RVing experiences, offer various campsite types to accommodate different preferences.

3.1.4 Cultural Respect and Reconciliation

We acknowledge the historical significance of Croft Island to Indigenous communities and will incorporate elements that honor this heritage throughout our development. We will collaborate with the Chawathil First Nation on the design of the dedicated 60' x 50' portion of the island. An Archaeological Impact Assessment has been completed by Chawathil First Nation see *Appendix B Archaeological*.

3.1.5 Flood Resilience

Given Croft Island's location, our design will prioritize safety and adaptability to changing river conditions. We will elevate critical infrastructure above the 200-year flood level, design movable and flood-resistant structures for campsites, implement a robust emergency evacuation plan, create natural buffer zones along the shoreline to mitigate erosion, and regularly monitor changing flood risk assessments.

3.1.6 Community Integration

The RV park will enhance community connectivity by providing accessible recreational opportunities for both residents and visitors. We will develop public access points to the Fraser River for fishing and recreation, provide amenities that serve both RV park guests and local residents, and ensure the development supports the District of Hope's tourism strategy.

Croft Island RV and Campground Rezoning

3.2 Alignment with Official Community Plan Objectives

The Croft Island RV Park and Campground proposal supports several key objectives outlined in the District of Hope's Official Community Plan:

Objective 2.1: Enhancing tourism opportunities and economic development

Our proposal supports this objective by creating a new tourist destination that will attract visitors to Hope, providing employment opportunities in the tourism sector, and potentially increasing the length of stay for visitors. This development offers a unique recreational experience that showcases the natural beauty of the area.

Objective 7.1: To meet the park and recreational needs of existing and future residents

By providing new recreational spaces and amenities accessible to both residents and visitors, our development integrates park planning with broader community initiatives.

Objective 7.4: To promote Hope as an outdoor recreation destination based on its natural assets

Our development aligns with this objective by developing a range of recreational facilities that accommodate both passive and active uses for residents and visitors. We aim to enhance access to the Fraser River waterfront for recreational uses, preserve scenic viewpoints, and create a destination that leverages Hope's potential for outdoor tourism.

Objective 7.6: To further public awareness of First Nations history and culture

Collaboration with the Chawathil First Nation ensures that Indigenous heritage is honored within our development, allocating permanent access to a portion of the site.

By aligning with these objectives, our proposal not only creates a valuable recreational asset but also contributes to the broader goals of economic development, cultural celebration, and community well-being outlined in Hope's Official Community Plan.

4. Proposed Comprehensive Development Zoning

4.1 Summary

By rezoning Croft Island from L-1 to CD, we aim to create a comprehensive development plan that respects the unique characteristics of the island while providing an RV and camping destination with associated amenities in the District of Hope. The proposed CD zone will ensure that the development adheres to specific guidelines that protect the island's natural features while allowing for a high-quality recreational experience that benefits both visitors and the local community. Including containing any development of amenities to a small area of the island, CD Area 2. This proposal requires amendments to both the Official Community Plan (OCP) and the Zoning Bylaw to permit recreational campground use.

Table 3: Existing Zoning – areas approximate

Current zoning	Zone Area
L-1 (Limited Use)	19.5 ha (48 acres)

Table 4: Proposed CD Zoning – areas approximate

Proposed zoning	Zone Area
CD Area 1 (Campground)	9.5 ha (23.5 acres)
CD Area 2 (Amenities)	1 ha (2.5 acres)
CD Area 3 (Natural Area)	9 ha (22.2 acres)

4.2 OCP and Zoning Bylaw Amendments

The following amendments to the District of Hope OCP and Zoning Bylaw are proposed:

OCP Considerations:

- Exclude campgrounds and RV Parks from the "no development" restriction.
- Allow for recreational use on Croft Island, specifically for campgrounds and RV Parks.
- Include a provision that all structures in this area must be movable within 24 hours.

Create a new Comprehensive Development Zone in the Zoning Bylaw with the following key provisions:

- Principal Use: Seasonal RV campground and associated amenities
- Prohibition on permanent structures outside of the Amenities Area
- Requirement that all RVs and structures be capable of being moved within 24 hours
- Allowance for stratification of RV sites
- Specific flood mitigation measures and emergency management plans

Rezone Croft Island from L-1 (Limited Use) to CD (Comprehensive Development)

Croft Island RV and Campground Rezoning

4.3 Rationale for Amendments

While the current OCP prohibits development in the floodway and on islands like Croft Island, the proposed amendments aim to balance flood risk management with recreational opportunities by:

1. **Alignment with District Needs:** The proposed changes address the District's need for Recreational Vehicle spaces, as outlined in the OCP guidelines. This aligns with our guiding principle of Recreational Opportunities and Economic Diversification.
2. **Flood Risk Management:** The 24-hour movability requirement minimizes the risk of development in the Floodway and addresses the Avulsion Hazard of the Fraser River. This supports our commitment to Flood Resilience and Environmental Stewardship.
3. **Economic Development:** The campground will contribute to Hope's tourism industry while preserving the natural character of Croft Island, supporting our goal of Economic Diversification.
4. **Precedent:** The proposed CD zone is similar to the existing CD-8 zone, which allows for Recreational Vehicle use with the requirement that structures be movable within 48 hours.
5. **Environmental Preservation:** The proposed development will maintain significant portions of Croft Island in its natural state, preserving ecological functions. This aligns with our principle of *Environmental Stewardship*.

4.4 Key Provisions of CD Zone

- 1) Permitted Uses:
 - Seasonal RV campground
 - Recreational amenities (e.g., trout fishing pond, nature trails)
 - Necessary utilities and infrastructure
- 2) Development Regulations:
 - Maximum number of sites: 250
 - Minimum setback from shoreline: 30 meters
 - Maximum site coverage: 20%
 - Requirement for flood evacuation plan
- 3) Environmental Protections:
 - Preservation of 50% of natural vegetation
 - Riparian area protection measures
 - Stormwater management requirements
- 4) Amenities and Services:
 - Permanent Bathroom Facilities within the CD Area 2 Amenities.
 - Septic Tanks
- 5) Cultural Respect:
 - Allow and maintain permanent access to the sacred areas.

This proposed CD zone balances the recreational use of Croft Island with necessary flood risk management and environmental protection measures, aligning with the District of Hope's development goals while addressing safety concerns related to its location. It will benefit the community by providing further recreation opportunities and aligns with the District's long-term goals of becoming a tourist destination.

5. Preliminary Service and Infrastructure Review

5.1 Access

Croft Island is accessed via the Croft Island Bridge, connecting Landstrom Road to the island. The bridge, constructed by Surespan, has the following characteristics:

1. Total length: 36.576 m (120')
2. Pedestrian railings on both sides
3. Designed for campground access, including passenger vehicles and recreational vehicles

The bridge crosses a small side channel of the Fraser River, which seasonally accommodates overflow from the main channel. A detailed report on the bridge's pedestrian railing safety is available in *Appendix A – Bridge Safety*.

5.2 Site Topography

The island's topography is characterized by gradual slopes. Detailed LiDAR measurements of the island's elevations can be found in *Appendix C - 18082_9*.

5.3 Water Supply

A well is already present on the island, providing a reliable source of water for future development. The current well has served the island for many years, and additional wells may be installed if necessary to meet the demands of the RV park. This existing infrastructure simplifies the water supply process, ensuring that the site is already equipped to handle basic water needs, aligning with OCP Objective 9.3. Proposed future well locations are detailed in the *Appendix C - 18082_10*.

5.4 Wastewater Management

The island is currently serviced by three existing septic fields. These systems have been in operation for a long period and provide the necessary infrastructure for wastewater management. While these systems may be upgraded or expanded in the future to accommodate additional demand from the RV park, the presence of existing septic systems significantly reduces the need for new installations (OCP Objective 9.6). This system will comply with environmentally sustainable practices, in line with the OCP's emphasis on reducing infrastructure costs and enhancing resilience to climate change (Policy 9.6.2).

5.6 Electrical Supply and Telecommunications

The island is already connected to the power grid, with overhead power lines running across the Croft Island Bridge. Additionally, the site is equipped with cable and TV services, ensuring access to modern amenities. This existing infrastructure supports both short-term and long-term development, reducing the need for major utility upgrades.

5.7 Flood Management

Croft Island's development is designed with robust flood resilience in mind, incorporating strategies to ensure the safety and protection of the island during extreme weather events. The following flood management measures will be in place:

- **Evacuation Plan:** A clearly defined **evacuation plan** will be prominently displayed throughout the campground, providing step-by-step procedures for campers to follow in the event of rising water levels. This plan will include assembly points, evacuation routes, and safe crossing over the Croft Island Bridge.
- **Flood Monitoring and Early Warning System:** The island will employ a **real-time monitoring system** that tracks water levels in the Fraser River. Early warnings will be issued to campers via

Croft Island RV and Campground Rezoning

electronic systems and a **centralized information board** on the island. Coordination with local authorities will ensure that alerts are timely and accurate.

- **Movable Structures:** All campsites and RVs are designed to be **movable within 24 hours**. The island's development avoids permanent structures in vulnerable areas to allow for rapid response to extreme weather conditions.
- **Infrastructure Resilience:** Utilities and infrastructure, such as septic systems and electrical supplies, will be engineered to withstand temporary high water events, ensuring uninterrupted service. Periodic inspections will maintain the long-term durability of these systems.
- **Coordination with Local Authorities:** Local emergency services, including the **District of Hope fire department**, will be involved in evacuation protocols to ensure rapid response during potential emergencies. Evacuation routes and emergency access points will be pre-designated to facilitate swift action.

5.8 Emergency Services

To ensure preparedness in the event of emergencies, including extreme weather, the following emergency services provisions will be implemented:

- **Evacuation Routes:** Each campsite will have evacuation instructions prominently displayed, outlining clear routes to assembly points and across the Croft Island Bridge to ensure safe evacuation if necessary.
- **Coordination with Local Emergency Services:** Emergency plans have been developed in partnership with local authorities, including the **District of Hope's fire department and emergency services**. Staging areas for first responders will be pre-designated near the island's entrance, ensuring easy access for emergency vehicles.
- **Centralized Information Board:** A central information board will provide real-time updates on weather conditions, emergency contact information, and any evacuation orders. This will be regularly updated based on local monitoring systems and coordination with authorities.
- **Preparedness Education:** Upon arrival, all campers will receive an **emergency preparedness packet**, including evacuation procedures, emergency contact numbers, and instructions for responding to extreme weather conditions. Staff will be trained to facilitate smooth evacuations when required.

6. Considerations

6.1 Development Permit Areas (DPA)

The following **Development Permit Areas (DPA)** are relevant to the preliminary lot layout:

1. **Resilience and Emergency Preparedness (DPA 5):** Croft Island's location near the Fraser River necessitates careful planning for **flood resilience** and **emergency preparedness**. The development includes measures to ensure quick and efficient evacuation if extreme weather events occur, with infrastructure designed to handle temporary high-water levels.
2. **Riparian Areas (DPA 7):** The development must adhere to riparian area regulations to protect the aquatic ecosystem and ensure that the shoreline habitat remains undisturbed. This will include maintaining appropriate setbacks from the water and protecting native vegetation.

To address these DPA requirements, the following measures are proposed:

- **Resilience and Emergency Preparedness (DPA 5):**
 - All structures will be designed to be **movable within 24 hours**, ensuring flexibility in response to extreme weather events.
 - **Evacuation plans** will be prominently displayed throughout the development, providing clear instructions in the event of an emergency.
 - The road layout is designed to facilitate quick and efficient **evacuations**.
 - No permanent structures will be built on the island, except in designated **CD Area 2 Amenities** to minimize risk.
- **Riparian Areas (DPA 7):**
 - A detailed **environmental assessment** will be conducted to identify and protect sensitive riparian areas.
 - Appropriate **setbacks** from the shoreline will be maintained for all campsites and amenities to protect the aquatic habitat.
 - **Stormwater management plans** will be implemented to safeguard water quality in the Fraser River.
 - Native vegetation along the shoreline will be **preserved and enhanced**, supporting the local riparian ecosystem.

6.2 Strata Subdivision Process

A preliminary subdivision layout plan has been provided with this application see *Appendix C - 18082_10*. The existing zoning and Official Community Plan (OCP) land use designations do not currently match the proposed use, so the preliminary lot layout has been designed to utilize the existing gravel roads on the island, with three additional access roads proposed to improve circulation and provide multiple egress opportunities.

The subdivision plan includes **250 proposed sites**, divided into two distinct sections:

- **Southern Section – 150 Stratified Lots for Private Ownership:**
 - The southern portion of the island will include 150 private strata lots, designed for individual ownership. These lots will be part of a managed strata corporation that will oversee the maintenance of shared amenities and infrastructure.

Croft Island RV and Campground Rezoning

- The average campsite pad area in this section is approximately **120.8 m² (1,300 sq ft)**, with proposed campsite lot areas ranging from **278.7 m² to 371.6 m² (3,000-4,000 sq ft)**.
- **Northern Section – 100 Campground Lots for Public Use:**
 - The northern portion of the island will feature 100 RV and campground lots designated for public use. These lots will be managed by a third-party entity, potentially BC Parks and/or municipal parks, ensuring that this section remains accessible to the public for short-term camping.
 - Opportunities for the District to own the campground and generate revenue can be explored through favorable lease terms and discounted long term purchase option, allowing the District to manage the campground and benefit from its operations.

The shared access roads in both sections will be designed to meet District of Hope requirements for width and maximum grade, ensuring proper circulation and emergency access. These roads will accommodate both private lot owners and public visitors, providing clear and safe passage across the island.

The final lot areas and configurations are subject to field surveys, pending design, and final approval, ensuring that the subdivision layout complies with all district and provincial regulations.

7. Conclusions

The Croft Island development proposal presents a unique opportunity to create a balanced recreational site that serves both private owners and the broader public. By dividing the island into **150 private strata lots** in the southern section and **100 public campground lots** in the northern section, this development will cater to diverse recreational needs while maintaining the island's natural beauty and cultural significance.

The **southern section** offers **private ownership** opportunities through the sale of stratified lots, allowing individuals to invest in a flexible, seasonal recreational property. These strata lots will be supported by a well-maintained infrastructure, ensuring long-term value and a high standard of living for owners.

The **northern section**, managed by a third-party entity such as **BC Parks** or the **District of Hope**, will remain accessible to the public, providing **short-term camping** opportunities for visitors. This approach ensures that Croft Island continues to serve the community, preserving its function as a recreational destination for all.

The project is committed to **environmental stewardship** and **cultural preservation**. Measures to protect the island's sensitive riparian zones, manage stormwater runoff, and preserve native vegetation will ensure the site remains in harmony with its surroundings. In collaboration with the **Chawathil First Nation**, culturally significant areas such as the **fishing weir** and historical sites will be protected, allowing the island's rich Indigenous heritage to be honored and preserved.

Through thoughtful design, sustainable practices, and a clear focus on community and environmental goals, the Croft Island development will contribute to the **District of Hope's** vision of promoting outdoor recreation, enhancing tourism, and respecting the region's unique natural and cultural heritage. The balance between private ownership and public access ensures that Croft Island will remain a valuable asset for both residents and visitors, providing a lasting legacy for future generations.

8. Appendices

Appendix A – Bridge Safety

Appendix B – Archaeological

Appendix c – Site Plans

Appendix D – Environnemental

Appendix E – Rock Barrier

Appendix F – Permits

<https://www.dropbox.com/scl/fo/gcsgtcr0vgae6w8i5mx5/AAzyYA46zQY7hlzipAlgu6g?rlkey=mc1xqq9q9quz p6bm5lrvehrzk&dl=0>

March 25, 2025

District of Hope
325 Wallace Street
Hope, B.C. V0X 1L0

Attention: Robin Beukens (via email - rbeukens@hope.ca) and Julie Mundy, Planner III (via email - jmundy@hope.ca)

Dear Sirs/Mesdames:

Re: Croft Island Rezoning Application

As you know, we are the lawyers for Croft Island RV Campground Ltd. (the “Owner”), the owner of the lands and premises commonly known as Croft Island in Hope, British Columbia, and more particularly described as PID: 032-158-998 / Lot A District Lot 10 Yale Division Yale District Plan EPP134031 (“Croft Island”).

We write further to email correspondence from Ms. Julie Mundy of the District of Hope (the “District”) dated March 10, 2025.

We understand that there are at least four considerations the District planning department plans to raise with Council when the Owner’s application is brought forward for consideration. Namely:

1. **EAB Process.** There is an ongoing Environmental Appeal Board (EAB) legal process regarding approval for bank hardening on Croft Island.

We ask that Council approve the Owner’s application, subject to the Owner receiving approval for the bank hardening through the EAB process OR from the Department of Fisheries and Oceans Canada which will render the EAB process moot.

2. **Bridge Authorization & Safety.** Correspondence between the Province and the Owner cites a “temporary” bridge to Croft Island was authorized.

We refer to our correspondence dated December 6, 2024, which outlines the “temporary” nature of the bridge is a reference to its design for use of up to “500,000” cycles. Given the confusion around the usage of the “temporary” language, and the subsequent concerns the District has regarding Provincial approval, we ask that Council approve the Owner’s application subject to the Owner receiving an official approval letter from the Province or the granting of an air lease from the Province over the water channel connecting Croft Island to Landstrom Road.

3. **Flood Risk.** The District is preparing a new Flood Management Plan based on updated flood models and mapping for the Fraser River.



We understand the flood models and mapping have been completed for some time now, and we anticipate the District's Flood Management Plan will be ready shortly. We ask that Council approve the Owner's application, subject to feasibility within the new Flood Management Plan, when available.

4. **Site Specific Hazard Assessment.** District staff want to understand the feasibility of the proposal from a safety perspective through a site specific hazard assessment.

We ask that Council approve the Owner's application, subject to the condition that the project be feasible from a site specific hazard assessment, when conducted.

In summary, we ask that the Owner's application proceed to Council for consideration. The Owner is seeking a Preliminary Layout Approval, or equivalent, and recognizes that it will likely be subject to the conditions identified above and other conditions identified by District staff. The Owner is confident that each of the conditions will be met in due course.

Please contact the writer if you have any further questions at this time.

Yours truly,

KUHN LLP

[REDACTED]
John A. Wiebe
Law Corporation

JAW/

Cc: Client

From: MRJSOLD Mike Jamieson eXp Realty <mrjsold@gmail.com>

Sent: Saturday, May 3, 2025 10:13 AM

To: Victor Smith <vsmith@hope.ca>; Pauline Newbigging <pnewbigging@hope.ca>; Scott Medlock <smedlock@hope.ca>; Angela Skoglund <askoglund@hope.ca>; Zachary Wells <zwells@hope.ca>; John Fortoloczky, CD MBA <cao@hope.ca>; Dusty Smith <DSmith@hope.ca>; Bonny Graham <bgraham@hope.ca>; Heather Stewin <HStewin@hope.ca>

Cc: Kris [REDACTED]; Diane Lothian Personal Real Estate Corporation <dianejlthian@gmail.com>

Subject: 20600 Landstrom Road, Hope BC Know as Croft Island

Dear District of Hope Council Members,

Good morning! I hope this email finds you well! Thank you for taking the time to read this information. I feel it is important you have some background of this property.

I am the owner of 20600 Landstrom Road, known as Croft Island and I would like to provide a brief overview of our development request. I believe this unique property is important to the City of Hope from a taxation standpoint as well as supporting other businesses with more people coming to Hope and thus supporting the growth of Hope.

Historically, prior to purchasing the island in 2011- 2012 at which time I was advised by Mr. Scott Misumi and Jas Gill, (his assistant at the time) that they fully supported creating an RV Park. This would not necessarily be a campground as we aim to ease the traffic impact. He has this picture below pinned to his wall in his office (See attachment) . The City was very supportive of the project.

Our surveyor who has surveyed the Island and the lots essentially said there were two ways we could approach this;

1. With a stratification of the 220 Lots – OR-

2. A share sale where individual families could buy an individual lot of 4000 ft.² and enjoy that for their leisure.

We all understand this does not involve permanent habitation and our customers are also aware of this requirement. Everything must be placed on rubber tires because the property is located in a floodplain. We have had the island surveyed for elevations and it is significantly higher than required Flood Construction Level (FCL). We have developed the properties downstream and that I have built homes on and where I have installed bank riprap protection.

In 2012, while I was installing over 1000 feet of rip wrap from the rock quarry at 20909 Landstrom Road known as Crack Mountain. I acquired Crack Mountain in order to blast and utilize the rip wrap for bank protection from erosion. During that year there was a high freshet, resulting in water levels that were so high that the Hope Rotary platform downtown was in danger as it had destabilization due to erosion of the soil underneath. Hope Public Works had to block off access to the area. I approached Mr. Fortoloczky at the time on a separate matter, and he mentioned that they urgently required riprap and were having difficulties getting permits from DFO. I immediately assigned my team (P.Eng & R.P.Bio) on it to assess the situation, and we successfully obtained an emergency permit- literally overnight. We commenced the installation of the rip rap as a donation from my wife and myself to the city, valued at over \$300k. MOTI- and I collaborated using trucks and my own equipment, with MOTI covering our fuel costs. This was in the Hope Bulletin Paper. (See attachment of article 2013) .

When I purchased the Property of Croft Island, it had a hold (Lien) on the title from the District. Mr. Fortoloczky informed me that the previous owner had an unauthorized seven-mobile trailer park on the property as well as oil tanks, which was problematic due to their proximity to the Fraser River. I successfully removed all of the old trailers and debris, as well as the oil tanks, with monitoring of our biologist. After completing this, the municipality kindly removed the Lien off the title.

I then approached a group of investors to raise the capital of 8.5 million dollars to replace the old bridge. The island was eroding at the southern tip after the atmospheric event and the only way to protect Croft was through the installation of riprap. We lost 2 BC Hydro power poles into the river. The BC Archeology Dept. also confirmed along with First Nations that the area on the attached map and letter from (FN) as identified (DiRI-63) an area that has historical Fish Weir (trap) that is being replaced for the First Nations at our expense and we have donated that spot to them for continued Ceremonial Events. (2 waterfront RV spots) All in, we lost a total of 8 acres, and the BC Lands Title Offices did give us other surrounding lands as a replacement of 8 Acres..

I was instructed by the Province to proceed with a new permit, and to purchase the property on the Landstrom Road side of the old/ now current bridge so that I owned both sides to facilitate the takeoff and landing of the bridge. BC Parks is now creating a lease of the airspace under the bridge that we have to pay annually.

I have supporting documentation from when I bought the property indicating that the RV Park would be supported by the staff at the time. Subsequently just a few years ago, my investment group sent their appraiser to the municipality to get confirmation before they released funds for the new bridge. That gentleman, who was the previous planner, greeted him very warmly and said they would fully support it. Consequently, they advanced the 8.5 million and we obtained the necessary permits from the province. However, the municipality has currently been quite negative as I've been informed by various people who have visited the office. I am told this by various people that have been into the office.

I've made numerous attempts to find out what's happening yet nobody has responded. It's been several months since our application has been there, and the province has already granted us the necessary permits.

When there was an argument between the two parties, a stop-work order was issued regarding the bridge elevation. They were incorrect; when the DFO sent out their own engineer, they realized that, & the judge had actually ordered the DFO to repay all of my legal fees, which they have successfully done to date. You can see this in the attached letter from our lawyer to the planning department.

I received permission from the BC Securities Commission to pre-market some of the RV lots. We requested a response from the planning department in November regarding the pre-marketing under the Real Estate Marketing Act, but we have had no response from the municipality. The BC Securities Commission provided me with an email indicating that I should proceed regardless. I attended the RV trade show in Abbotsford at Tradex and received a tremendous response from people interested in having their place in Hope to enjoy the area and its serenity. Out of the 145 people who signed up for more information at the show, over the last 30 days, I have had more than 50 families exploring the various view lots and aspects of the private gated 220 lots.

I would like to personally invite you for a tour of the island, so you see for yourself the work that has been professionally done and the beautiful surroundings this offers to the community of Hope. Please let me know if there is a day that may work for you !

I appreciate everyone's time and consideration, and I kindly request that this be expedited.

Thank you All!

Kris

www.Croftisland.com



1. News Release dated May 8, 2025 from the Ministry of Agriculture and Food re: B.C. ranchers, farmers urged to protect livestock as wildfire risk increases.
2. Information Bulletin dated May 8, 2025 from the Ministry of Social Development and Poverty Reduction re: Province taking further steps to improve outcomes on DTES.
3. News Release dated May 9, 2025 from the Ministry of Emergency Management and Climate Readiness re: B.C. supports projects that help communities prepare for climate emergencies.
4. News Release dated May 12, 2025 from the Ministry of Transportation and Transit re: Fresh air, exercise fuel children who join Walking School Bus.
5. Information Bulletin dated May 12, 2025 from the Ministry of Finance re: New lien rules support B.C. service providers.
6. News Release dated May 12, 2025 from the Ministry of Health re: Streamlined process cuts wait times, bringing more U.S. nurses to B.C.
7. News Release dated May 14, 2025 from the Ministry of Agriculture and Food re: Province helps strengthen Indigenous food security, sovereignty.
8. News Release dated May 14, 2025 from the Ministry of Health re: Specialized nurses strengthen substance-use care in Fraser Valley.
9. News Release dated May 14, 2025 from the Office of the Premier re: Premier leading Asia trade mission to promote B.C. investment, support good jobs.
10. News Release dated May 15, 2025 from the Ministry of Forests re: New B.C. council launched to support forestry in B.C.
11. News Release dated May 15, 2025 from the Ministry of Health re: Suicide prevention framework will save lives.
12. News Release dated May 16, 2025 from the Ministry of Housing and Municipal Affairs re: Sixty-seven more shelter spaces coming to Abbotsford.
13. Information Bulletin dated May 20, 2025 from the Ministry of Social Development and Poverty Reduction re: Assistance payments will continue during Canada Post strike.
14. News Release dated May 21, 2025 from the Ministry of Jobs, Economic Development and Innovation re: New funding strengthens rural and Indigenous communities.
15. News Release dated May 22, 2025 from the Ministry of Environment and Parks re: Funding supports new projects to promote recycling, prevent plastic waste.
16. Letter dated May 14, 2025 from the Hope & District Arts Council re: Overview of HDAC 2025 Programming Supported by District Funding.
17. News Release dated May 15, 2025 from the Fraser Health Authority re: Addiction assessment nurses now support patients in nine hospital emergency departments in the Fraser Health region.
18. Letter dated May 16, 2025 from the North Coast Regional District re: Pacific Northern Gas Proposed Increase of Natural Gas Delivery Rates.

19. Letter dated May 21, 2025 from the Ministry of Mining and Critical Minerals re: Response to Letter dated February 25, 2025 regarding proposed expansion of Hope Ready Mix Ltd.'s Cemetery Pit.
20. Presentation dated May 16, 2025 from the Ministry of Infrastructure re: Infrastructure Projects Act Technical Briefing (Bill 15).



P.O. Box 546, 349 Fort Street, Hope BC V0X 1L0

Office: 604-869-3400

Email: hopedistrictartscouncil@gmail.com

Website: www.hopedistrictartscouncil.com

May 14th, 2025
District of Hope
325 Wallace Street.
PO Box 609
Hope, BC
V0X 1L0

Mayor and Council Members,

The Hope & District Arts Council (HDAC) again extends a heartfelt thank you for receipt of funding for \$5,000.00 in 2024. This is vital to our organization as local government funding is matched by the BC Arts Council. The BC Arts Council requires that any funding we receive from local government must be unencumbered with no specific project attached to the funding to qualify us for matched funding. It is to be used to support administration of overall arts and cultural programming that we provide to the community.

We have attached an overview of all HDAC 2024 programming which District funding helped to support. Also attached are the Art Machine monthly program schedules. Our 2025 AGM was held in April and we have included a copy of the minutes.

HDAC greatly appreciates the continued funding and in-kind services provided by the District of Hope and what it enables us to offer to the community. We are especially grateful for your partnership and support for facility upkeep. Our Marketing Committee updates our website and oversees our advertising for the Hope Arts Gallery and the Art Machine to promote HDAC programming and events in our community.

Our continued partnership has been very successful in adding to the growth of our organization and supporting arts and cultural programming in our community.

If you require any other information, please contact me.

Sincerely,

Janet Wort
President
Hope & District Arts Council
[Redacted Signature]

**HOPE & DISTRICT ARTS COUNCIL
PRESIDENT'S AGM REPORT
April 15, 2025**

Good evening, everyone and thank you for attending our 2025 AGM meeting. This year marks our 20th year as an Arts Council, and we continue to adapt thru significant growth and change. Under the umbrella of HDAC, we have 3 main projects - The Art Machine, the Hope Arts Gallery and Concerts in The Park. I am announcing that should I be elected this year, this will be my last year as President. I will remain connected as a member, but I am a founding member of HDAC and served 7 years as Treasurer prior to becoming President in 2012. Congratulations to all those who are allowing their names to stand in tonight's election.

A wonderful project was taken on by our hard-working volunteers, who have created the beautiful garden of plants native to our area on the far side of the Art Machine. A grant from Community Forests is enabling us to create a storyboard to accentuate the garden area. If you haven't seen it yet, be sure to take a walk through on a sunny day. There are plans for future improvements to our grounds, stay tuned.

All HDAC activities continue to be successful. We simply could not function without the help of our staff, instructors and our many willing volunteers, including our Board members. I wish to express my gratitude to the many dedicated people who contribute their time and energy to HDAC. Thank you!!!

Our HDAC Chief Administrative Officer is Darlene Barnett. She is kept very busy working only 25 hrs per week, but she continues to increase class offerings, and has organized several successful workshops this past year. We are hoping to add an Art Machine Program Coordinator position to our staff this year. This will allow Darlene more time to focus on administrative tasks.

Studio A offers classes in watercolour painting, acrylic painting, paper arts and photography. Studio B offers a pottery program which includes hand-building, beginner wheel-throwing and offers several Open Studios with the help of volunteer Hosts. If you have any ideas for what you would like to see offered, contact Darlene in the HDAC office. Check our website - www.hopedistrictartscouncil.com for class schedules.

Financially, HDAC continues to thrive, as you will see on our financial report contained in your booklet. This year HDAC is holding 2 Garage Sales, one was recently on Sat Apr 12 and one will be on Sat Sept 13. HDAC also hosts Meat Draws - one was on Mar 8th, upcoming dates are May 10, Sept 27th and Nov 8 at the Legion. Mark your calendars and bring your friends, they are a lot of fun, you don't need to be a drinker and all funds raised help us to support our activities. We strive to keep our programs affordable for all, but without our fundraisers that would not be possible.

You will also find the Concerts in the Park summer lineup on our website www.hopedistrictartscouncil.com. Concerts are on Fri evenings in July & August from 6:30-8:15 and offer various genres of music. Another popular feature is our 50/50 draw. We will also have our local Reimers Food Truck and other food options attending each week for your dining pleasure. Come and have your dinner, support a local business and enjoy a free concert.

The Gallery is open to the Public Wed to Sun 11:00 to 3:00 with free admission thanks to our dedicated HAG members who volunteer to keep this beautiful Gallery flourishing.

With funds from Advantage Hope we have just done a 2nd printing of a free hard copy Arts & Culture Map which is available in the Visitor Centre and the Gallery. Pick up a free copy and see all the artsy locations in our region.

Without the efforts of many people in our community, we would not be the successful organization that we are. If you wish to learn how you can be a part of this, please feel free to speak to me after the meeting or email us at hopedistrictartscouncil@gmail.com. There are many rewarding volunteer opportunities available for you.

Respectfully submitted,
Janet Wort, HDAC President

Hope & District Arts Council

Balance Sheet As at 31/12/2024

ASSET**Assets**

HDAC Operating Total	28,541.46
Envision HDAC Shares	6.66
Envision Gaming-3257763 RESTRICTED	485.38
Envision Gaming CIP- RESTRICTED	652.89
Envision Gaming Shares	6.66
HAG - Float	100.00
HAG-Envision Chq - 3276177	11,039.00
HAG - Total Cash	11,139.00

Total Cash	40,832.05
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Other Assets

Accounts Receivable	320.00
Manual Acc't Receivable	-320.00

Total Current Assets	0.00
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TOTAL ASSET	40,832.05
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LIABILITY**Current Liabilities**

EI Payable	306.30
CPP Payable	317.40
Income Tax Payable	320.00
Total Receiver General	943.70
WCB Payable	192.74
PST charged on sales - AM	35.73
PST Charged on Sales - HAG	773.92
GST Paid on Purchases - Art M	1.33
Total GST Owing / (Refund)	1.33
HAG - Gift Certificates Outstanding	352.30

Total Current Liabilities	2,299.72
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Deferred Revenue

BC Arts Impact - Unearned Revenue	2,500.48
Concerts in the Park - Unearned Rev	176.17
HAG DOH Covid Grant - Unearned Reve	2,633.98
Resilience Support - Unearned Reven	20,175.82

Total Deferred Revenue	25,486.45
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TOTAL LIABILITY	27,786.17
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EQUITY**Owners Equity**

Retained Earnings - Previous Year	97,330.58
Current Earnings	-84,284.70

Total Owners Equity	13,045.88
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TOTAL EQUITY	13,045.88
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LIABILITIES AND EQUITY	40,832.05
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Hope & District Arts Council
Income Statement 01/01/2024 to 31/12/2024

REVENUE

HDAC Revenue

Earned - Art Bus	300.00	
Earned - Merchandise-Colouring Book	68.00	
Earned - Donations - CITP	9,234.70	
Earned - Garage Sales	2,343.26	
Earned - Hot Dog Sales	408.25	
Earned - Meat Draws	850.00	
Earned - Memberships	220.00	
Total HDAC Earned Revenue		13,424.21
Private - Eagles	800.00	
Total HDAC Private Revenues		800.00
Public - BCAC Operating Assistance	15,000.00	
Public - Grant - BCAC Arts Impact	-2,500.48	
Public- Grant-BCAC Fairs, Festivals	2,000.00	
Public - Grant- District of Hope	5,000.00	
Public - Grant - Resilience Support	-20,175.82	
Public - GST Refund	2,224.45	
Total HDAC Public Revenues		1,548.15
Total HDAC Revenue		15,772.36

Art Machine Revenue

Earned - AM Drop In Fees Studio A	4,564.00	
Earned - AM Drop-in fees, Studio B	11,120.00	
Earned - AM Clay	1,914.73	
Earned - AM Firing/Glazing	2,064.75	
Earned - AM Donations	52.40	
Earned - AM Mugs & Munchies	415.00	
Earned - AM Furniture & Equipment	850.00	
Earned - AM Workshops	5,396.00	
Total AM Earned Revenue		26,376.88
Private - AM Rental Revenue	605.00	
Total Private AM Revenue		605.00
Total AM Revenue		26,981.88

Gaming Revenue

Earned - Gaming Licences 50/50 Draw	4,212.75	
Total Earned Gaming revenue		4,212.75
Public - Gaming BC Gaming Grant		20,023.83
Total Gaming Revenue		24,236.58

HAG Revenue

HAG - Artist Sales		48,482.06
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Printed On: 06/04/2025

Hope & District Arts Council
Income Statement 01/01/2024 to 31/12/2024

HAG - Donations		340.75
HAG - Membership Fees		960.00
HAG - PST Commission		231.83
HAG - District of Hope Covid Grant	-2,538.98	
HAG - Meat Draw & 50/50 Tickets	2,786.00	
HAG - Backroom Fees	700.00	
HAG - Total Fundraising Revenue		947.02
Total HAG Revenue		50,961.66
TOTAL REVENUE		117,952.48
EXPENSE		
HDAC Expenses		
Admin: Accounting / Legal		160.00
Covid 19 / Resilience Support	18,570.15	
New Horizons Senior Project	37.44	
CITP Expenses	22,579.88	
Admin - Bank/Merchant Service Chgs	916.50	
Admin - Business Fees / Licenses	229.94	
Admin - Furniture & Equipment	168.76	
Admin - Insurance	1,383.00	
Admin - IT Support	139.73	
Admin - Memberships eg. Arts BC	220.00	
Admin - Office expenses	1,211.52	
Admin - Penalty & Interest	11.98	
Admin - Postage/Courier	94.90	
Admin - GST Paid out	2,154.01	
Admin - R&M Equipment	337.49	
Admin - Telephone/Internet	693.62	
Admin - Software	1,798.67	
HDAC Total Administration Expenses		50,547.59
Advertising - Advertising costs	378.22	
Advertising - Webpage	187.67	
Total HDAC Advertising		565.89
BCAC Arts Impact		20,256.94
Art Bus	300.00	
Total Facility Expenses		300.00
Wages - Total Wages & Salaries HDAC	16,503.97	
Wages - EI Expense	1,037.27	
Wages - CPP Expense	1,412.73	
Wages - WorksafeBC - Expense	193.88	
Wages - Professional Development	70.00	
Total Wages Expense		19,217.85
Total HDAC Expenses		91,048.27

Printed On: 06/04/2025

Hope & District Arts Council
Income Statement 01/01/2024 to 31/12/2024

Art Machine Expenses

AM Admin - Furn./Equip & Reno	40.75	
AM Admin - Available	425.00	
AM Admin - Office expenses	773.78	
AM Admin - Telephone/Internet	218.62	
AM Admin - GST Paid Out	769.83	
Total AM Administration expenses		2,227.98
AM Advertising - 48% Domain and Wix	173.24	
Total AM Advertising		173.24
Am Facility - BC Hydro	2,094.21	
AM Facility - Licensing fee (Rent)	5,100.00	
AM Facility - Security	823.27	
Total AM Facility Costs		8,017.48
Am Fundraising - Mugs & Munchies	109.44	
AM Fundraising - Total		109.44
AM Program- Bathroom/Coffee/Cream	370.59	
AM Program - Clay	2,696.60	
AM Program - Glazes & Firing	486.89	
AM Program-Studio A/Mat's &Supplies	841.63	
AM Program-Studio B/Mat's &Supplies	1,127.49	
AM Program - Repair & Maintenance	192.64	
AM Program - Tools & equipment	109.76	
Total AM Program Expenses		5,825.60
AM Salary & Fees - Admin Wages	10,824.02	
AM Salary - Instructors	19,750.00	
AM Salary- Workshop Presenters	3,043.25	
Am Salary - Total		33,617.27
Total Art Machine Expenses		49,971.01

Gaming Expenses

Gaming - GST Paid out	20.40
Gaming - Licences & fees	20.00
Gaming - Tickets 50/50	122.64
Total Gaming Expenses	163.04

HAG Expenses

HAG - Advertising	747.20
HAG - Artist Payout	37,493.02
HAG - Bank Charges Expenses	74.36
HAG - Business License Expenses	90.00
HAG - Furniture/Equip/Reno Expenses	9,763.40
HAG - Gallery Maintenance Expenses	581.41
HAG - COVID Recovery Grant Expense	2,039.11
HAG - Merchant Serv Chg Expenses	794.76

Printed On: 06/04/2025

Hope & District Arts Council
Income Statement 01/01/2024 to 31/12/2024

HAG - Office Expenses		938.20
HAG - Licensing fee (Rent)		5,100.00
HAG - Security Expenses		2,109.24
HAG - Telephone/Internet		280.00
HAG - GST Paid out		988.66
HAG - Art Crawl Expenses	50.00	
HAG - Total Fundraising Expenses		50.00
Cash Over/Short		5.50
Total HAG Expenses		<u>61,054.86</u>
TOTAL EXPENSE		<u>202,237.18</u>
NET INCOME		<u><u>-84,284.70</u></u>

Printed On: 06/04/2025

STUDIO B

FOR INFORMATION CORRESPONDENCE

Open Studio Host: Tracey Thomson text: [REDACTED] 10:00am - 12:30pm		Open Studio Host: Brigitte Hollman text: [REDACTED] 10:00am - 12:30pm			
	Adult Handbuilding Pottery Classes with Jacy Davidson Beginners are Welcome! text: [REDACTED] 1:00pm - 3:30pm			Adult Handbuilding Pottery Classes with Barb Harvey Beginners are Welcome! text: [REDACTED] 12:30pm - 3:00pm	
	Open Studio Host: Shannon Perma text: [REDACTED] 6:30pm - 9:00pm	Open Studio Host: Jacy Davidson text: [REDACTED] 6:30pm - 9:00pm	Adult Beginner Wheel Throwing with Ernestine Franson Classes start April 1/25 Must Pre-Register Email Darlene at hopedistrictartscouncil@gmail.com 6:30pm - 9:00PM	Open Studio Host: Tabby McLaughlin text: [REDACTED] 6:30pm - 9:00pm	Adult Handbuilding Pottery Classes with Jacy Davidson Beginners are Welcome! text: [REDACTED] 6:30pm - 9:00pm

STUDIO B NOTE: Handbuilding is available on a very limited basis with a maximum of 8 participants. We are offering four Open Studio sessions (with a Host) which can be attended by throwers or hand-builders. Open Studio sessions are intended for potters to practice and play! The Instructor/Host will take attendance, sell cards and clay, provide general information, etc. but is not there to give instruction or assistance to individuals.

The pottery wheels have been re-positioned to a more open and friendly environment. We still provide the basic throwing tools and equipment, but if you have your own please bring them to use. In addition, we now have less storage space for greenware and bisque so some new procedural practices have been implemented. Maximum participants for wheel throwing is 8.

Items of note: There are no drop-in classes. You must contact the instructor/host via email or text listed next to each instructor's name to book a spot because there is a maximum for each activity in Studio B. We hope to increase the number of Open Studio sessions in the future.



HOPE & DISTRICT ARTS COUNCIL
PO BOX 546
349 FORT ST HOPE BC VOX 1L0
604-869-3400 hopedistrictartscouncil@gmail.com
www.hopedistrictartscouncil.com



Communicable Disease Protocols while attending the Art Machine. MASKS ARE NOW OPTIONAL. *Pre-Registration is STILL required. You must contact your instructor via email or text (listed below) to book a seat in each and every class as there will only be a maximum of 9 participants per class.* Let the instructor know if you are unable to attend after booking a class to allow someone else to take your place.

COST: \$12.00 for an individual class or purchase a 10 PunchCard for \$100.00. We NOW accept Visa, Mastercard, Debit, E-Transfers, EXACT cash or cheque to pay for your classes. Receipts will be given out and change will be considered a donation to the Art Machine. For E-Transfers, Send to: hopedistrictartscouncil@gmail.com

For the month of: **April 2025**

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
STUDIO A					
	Card Making Classes with Pamela McBride Artist Choice - Beginners are Welcome! [REDACTED] 9:30am - 12:00pm	Adult Acrylic Painting Classes with Holly Smith Last class is April 14/25 Will be back in September 2025 This is a series of 3 modules - 3 classes each- Cost is \$36.00/module Must Pre-Register Email Darlene at: hopedistrictartscouncil@gmail.com 9:30am - 12:00pm	Adult Acrylic Painting Classes with Cathy Davis Artist Choice - Beginners are Welcome! [REDACTED] 10:00am - 12:30pm	Adult Watercolor Painting Classes with Jackie Coughlin Artist Choice - Beginners are Welcome! [REDACTED] 9:30am - 12:00pm	
	Card Making Classes with Pamela McBride Resumes Jan 6/25 Artist Choice - Beginners are Welcome! [REDACTED] 1:30pm - 4:00pm				



May 14, 2025

Addiction assessment nurses now support patients in nine hospital emergency departments in the Fraser Health region, helping streamline access to personalized treatment and recovery services.

“People facing substance-use challenges deserve compassionate, trauma-informed care,” said Josie Osborne, minister of health. “Addiction assessment nurses play a key role in reducing barriers to care and ensuring people in crisis have access to the right supports. These nurses are an important part of the government’s dedication to strengthening mental-health and substance-use services around the province to support people on their journey to recovery.”

Addiction assessment nurses work collaboratively with patients, emergency department teams, addiction medicine physicians and community services to assess substance-use and care needs, and then help them access the right treatment and recovery services. Since 2020, more than 6,000 patients have received this specialized care and have been connected to treatment and recovery services in hospitals and communities.

“There is a growing demand to improve access to substance-use services when someone visits an emergency department and our role as addiction assessment nurses helps to connect people with the care they need,” said Decery Frondoso, addiction assessment nurse, Langley Memorial Hospital. “We had a patient who was worried about relapsing during their transition from hospital to their community, and by securing support and resources, the patient was able to move closer to their goals.”

Introduced at Surrey Memorial Hospital and Burnaby Hospital in 2020, the program expanded in April 2024 to 30 full-time-equivalent positions in nine hospitals. The program now includes Abbotsford Regional Hospital, Chilliwack General Hospital, Fraser Canyon Hospital, Langley Memorial Hospital, Peace Arch Hospital, Royal Columbian Hospital and Ridge Meadows Hospital.

“When people in crisis require immediate support, they need to be met with care and compassion by those who understand what they are going through and how to best support them,” said Lisa Beare, MLA for Maple Ridge-Pitt Meadows. “By having addiction assessment nurses in hospital emergency departments, we are supporting recovery by helping people access services faster and more effectively.”

Similar health-care professionals, including mental-health and substance-use specialists and liaisons, are available in hospitals and communities throughout B.C. These roles are part of the Province’s ongoing commitment to improving access to treatment and recovery services.

Through continued investments in compassionate, trauma-informed care, B.C. is working to enhance patient outcomes and ensure people facing substance-use challenges receive timely support on their path to recovery. The introduction of addiction assessment nurses to emergency departments is one part of the government’s work to build the entire continuum of mental-health and substance-use care for people to get the right support for them.

Quotes

Amna Shah, parliamentary secretary for mental health and addictions –

“Seeking treatment and support for substance use takes a lot of courage and we must ensure that people in need of addiction services aren’t left to navigate the system alone. These nurses are making a real difference by building trust and linking patients with the best care options and services based on their individual needs.”

Dr. Sharon Vipler, regional department head and program medical director, addiction medicine and substance-use services, Fraser Health –

“Individuals deserve access to timely and compassionate care. Our addiction assessment nurses are crucial in empowering patients and their families by connecting them to essential resources to ensure rapid access to services and improving health outcomes with equitable and non-judgmental care.”

Learn More

To find mental-health and substance-use supports in B.C., visit: helpstartshere.gov.bc.ca/.

To see the new data snapshot on mental health and substance-use in B.C., visit: www2.gov.bc.ca/assets/gov/health/mental-health/building_a_mental_health_and_substance_use_system_of_care_snapshot.pdf



May 16, 2025

BC Utilities Commission
Suite 410, 900 Howe Street
Vancouver, BC Canada V6Z 2N3
Email: Commission.secretary@bcus.com

Re: Pacific Northern Gas Proposed Increase of Natural Gas Delivery Rates

Dear BC Utilities Commission,

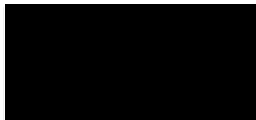
On behalf of the Board of the North Coast Regional District (NCRD) I am writing to call for a comprehensive reset of Pacific Northern Gas (PNG) and an audit of the organization's operations and expenditures following the receipt of the correspondence sent by the Village of Telkwa, dated April 29, 2025.

As the current trend of PNG natural gas delivery rates for households continues to rise, families and residents of B.C. and the north coast are further driven towards the inability to cover the costs of necessities during the coldest parts of the year. This in addition to the indiscretion of PNG with regards to its operations on the projected two-hundred million (\$200,000,000) dollar expenditure on the new pipeline shows a lack of accountability for its economic loss on operational practices which should not be deferred to the people of B.C. to recover. For these reasons, the NCRD opposes any and all increases to PNG natural gas delivery rates.

Furthermore, the NCRD urges the B.C. Utilities Commission to conduct a thorough and transparent audit of PNG's financial practices and decision-making processes to review that fair and just rates are being provided to the communities of B.C. and the north coast.

Should you have any questions please contact NCRD staff.

Sincerely,



Barry Pages

Chair

*CC: Municipalities and Regional District of BC
Hon. Laanas – Tamara Davidson, MLA, North-Coast Haida Gwaii
Hon. Adiran Dix, Minister of Energy and Climate Solutions
Hon. Brittny Anderson, Minister of State for Local Governments and Rural Communities*



730 2nd Avenue West
Prince Rupert BC, V8J 1H3



P: 250.624.2002
TF: 888.301.2002



W: www.ncrdbc.com
F: 250.627.8493



May 21st, 2025

144260

Victor Smith
Mayor
District of Hope
325 Wallace Street
Hope BC V0X 1L0

Dear Mayor Victor Smith:

Thank you for your letter of February 25, 2025, regarding the proposed expansion of Hope Ready Mix Ltd.'s Cemetery Pit.

I acknowledge that this proposed development has generated concern in the community. Please note that the Ministry of Mining and Critical Minerals' permitting process takes all concerns into consideration when evaluating project applications.

With respect to your comment about public advertising, we strive to be open and transparent and have attempted to reach a broad audience with the public notification process. In addition to the sign that you noted was posted at the site entrance, on Kettle Valley Road, the proposal was also advertised in both the local newspaper, the Hope Standard, and in the BC Gazette on Friday, December 27th, 2024. The public comment period was held from December 30th, 2024, until January 29th, 2025. However, the Ministry has continued to collect and consider comments submitted after this period. Comments and concerns may be used to inform requirements for project design as well as mitigations for the project if it is approved. It is common for decision makers to incorporate the feedback received into the development of permit conditions, when appropriate.

...2/

-2-

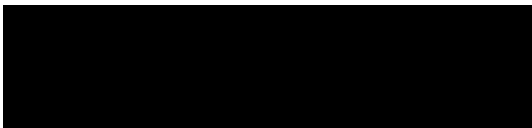
We are aware of the meeting that was arranged by MLA Tony Luck and the concerns that were expressed at that meeting have been relayed to the Ministry. MLA Luck and I also met in-person on March 11, 2025, to discuss the concerns raised and to have his questions addressed.

Please note that decisions made under the *Mines Act* are not subject to local zoning regulations. Aggregate is a vital resource, as it is required in every type of infrastructure development including housing, roads, schools, and hospitals. The cost of infrastructure is directly related to the distance that aggregate needs to be transported. As such, it is common for communities to have aggregate sites within their boundaries, in order to keep development affordable.

The decision for this proposal will be made by an independent Statutory Decision Maker under the authority of the *Mines Act*. The decision maker will undertake an evaluation process that is administratively fair, unbiased, and takes all comments and concerns into consideration. Once a decision has been made, a "Reasons for Decision" document will be shared with the District.

Again, thank you for your letter outlining concerns from the District of Hope. If you have further questions about this file, please reach out to Nina Long, Executive Director of Regional Operations, at Nini.Long@gov.bc.ca.

Sincerely,



Jagrup Brar
Minister



Ministry of
Infrastructure

Infrastructure Projects Act **Technical Briefing**

Ministry of Infrastructure

May 16, 2025

FOR INFORMATION CORRESPONDENCE

Projects facing unnecessary delays

Projects can face delays caused by slow approval processes and permitting requirements. Within our current system, even priority projects have to wait in the queue. Delays can mean missed opportunities for our Province and higher costs for developing the infrastructure projects we need.

- A post-secondary student housing project could not proceed until the local municipality made an amendment to their Official Community Plan, which took a year.
- A school seismic replacement project completion was delayed by 6 months due to lengthy wait times to receive a municipal permit.
- Construction of a new elementary school was delayed by two years waiting for a provincial permit related to an on-site stream.
- A post-secondary student housing project experienced a 1-year delay waiting on road permits from the Ministry of Transportation and Transit.

A new ministry to help get projects built faster

Created to ensure faster delivery of cost-effective, high-quality generational investments.

Ministry mandate commitments include:

- Ensure faster delivery of cost-effective, high-quality generational investments.
- Manage projects to minimize cost inflation.
- Identify and implement opportunities to reduce costs for taxpayers and expedite approval and construction of projects, including the standardization of infrastructure like schools and hospital patient towers.
- Work to address permit delays in major infrastructure projects and identify opportunities for reduced cost and increased efficiency.

NEXT STEPS

- To support the Ministry's work, this spring government is taking the next step forward.
- We're introducing legislation to enshrine the new ministry into law and help get shovels in the ground sooner for provincial infrastructure projects and for other key public and private sector projects of significant importance to BC.
- This will help infrastructure projects getting built faster, to support people in BC and strengthen our province.

Legislation Structure - Categories of Projects

Proposed legislation includes broad enabling authority to **designate two categories of projects where additional tools can be used:**

Category 1 Projects



- All **Ministry of Infrastructure** projects
- Could include projects led by other ministries (e.g. Ministry of Transportation and Transit)

Category 2 Projects



- Could include projects from local government, private sector, crown agency or First Nations projects (e.g. BC Hydro)
- Project-by-project determination of **“provincially significant”**

Legislative Tools for Ministry of Infrastructure



General Tools – Ministry of Infrastructure

Transfer authorities for capital infrastructure from:

- Ministry of Education and Child Care
- Ministry of Health
- Ministry of Post-Secondary Education and Future Skills
- Other government ministries (ad hoc)



Additional Tools – Ministry of Infrastructure and “Provincially Significant”

Streamline:

- Provincial permitting
- Environmental Assessment processes
- Local government permitting

Category 1 – Transfer of Existing Tools

Overview

Working with School Districts, Health Authorities and Post-Secondary Institutions – authority for:

- Policy development, project planning, capital funding
- Land acquisition, development and administration of surplus land
- Can not expropriate land

Category 1 – New Tool

Overview

- Enable the **delivery infrastructure projects on behalf** of health authorities, post-secondary institutions and school districts
- Used on a project-by-project basis in consultation with relevant partners
- Enables multi-project procurement (e.g. supporting modular expansion across school districts)
- Support small school districts and rural colleges that do not have capacity to deliver major capital projects

Category 1 and 2 – New Tools

Overview

- Six new tools for:
 - Ministry of Infrastructure Projects
 - Projects of Provincial Significance
- 2 tools to speed up **provincial permitting**
- 2 tools to speed up **Environmental Assessments**
- 2 tools to speed up **local government permitting**

Additional Powers – Provincial Significance

Description	
Provincial Permits	1. Prioritized provincial permitting for “ front-of-line ” review.
	2. Develop a qualified professional reliance framework .
Environmental Assessments	1. Expedited environmental assessment process.
	2. Automatic approval low risk permits after Environmental Assessment certificate issued.
Local Government Approvals	1. Province delay updates to Official Community Plans at request of local government.
	2. Three-step process to reach agreement with local government . Minister of Infrastructure additional authority without agreement.

What the Legislation is NOT



Reduction to existing environmental standards and social values



Change to government's commitment regarding the *Declaration on the Rights of Indigenous Peoples Act*



Automatic override of municipal governments – there will be a process to collaborate and reach agreement with local governments first

Prioritized Provincial Permitting – ‘Front of Line’

Category 1 and Category 2 projects

Designated Category 1 and Category 2 projects will be identified, tracked and expedited through provincial permitting, as determined by Cabinet.

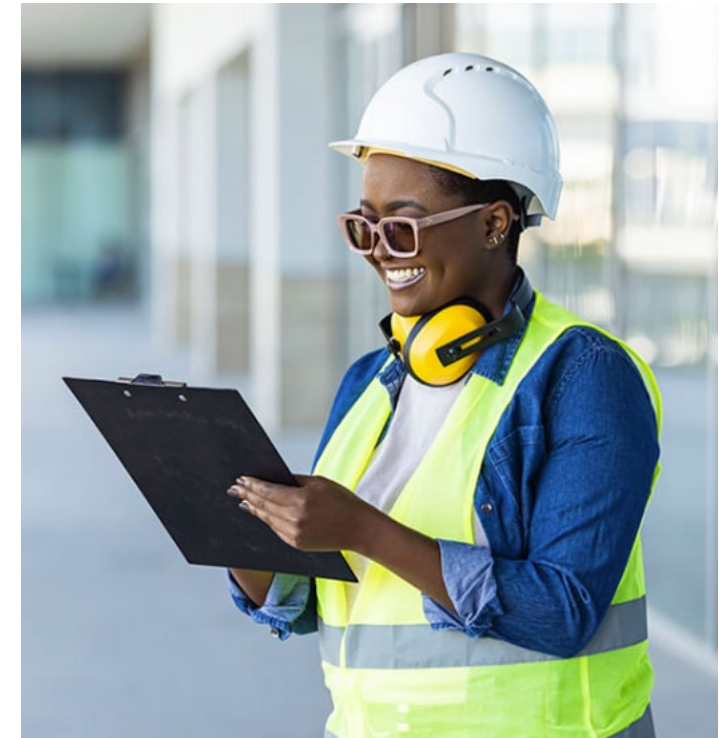
- This means Category 1 and 2 projects will be put to ‘front of the line’ for review.
- This *does not* change the quality or rigour of permitting.
- This *does not* change the need for consultation with First Nations.



Provincial Permitting - Qualified Professional Model

Category 1 and Category 2 projects

- Qualified Professionals will be able to certify compliance within government standards on some low-risk permits.
- Thresholds will be set for works or activities that will be eligible to be assigned to a certified Qualified Professional.
- Complex permits remain with ministry Statutory Decision Makers (e.g. Surface Water License).
- Creates permitting efficiencies while maintaining accountability.



Expediting Environmental Assessments

Category 1 and Category 2 projects

Two options for expediting the environmental assessment process, approved by Order in Council, on a project-by-project and tool-by-tool basis.

- Allow for automatic authorization of low-risk provincial permits following the issuance of an Environmental Assessment Certificate.
 - For example, the issuance of a tree cutting permit on a mine site that has been approved through an environmental assessment.
- Provide for an expedited Environmental Assessment process.
 - Once developed, allows for an alternative and expedited process for designated projects, so they can go through a faster review.

This proposed alternative process will maintain BC's high environmental standards and will be developed through consultation with First Nations and interest holders to meet consultation obligations.

Local Government Development Permits

Category 1 and Category 2 projects

To support local government decision-making and streamline development permit approvals:

- By resolution a local government could request that the province waive or modify provincial planning requirements for alignment with Official Community Plans and Regional Growth Strategies for designated projects.
- This new local government power cannot be extended to requirements related to health and safety (for example: building permits, occupancy permits and sewer/stormwater management).

Local Government Authorities

Category 1 and Category 2 projects

The legislation sets out a framework for an agreement seeking process between project proponents and local governments to expedite local government approvals.

When a project proponent and a local government are finding it hard to come to a consensus on a project, the Province will be able to initiate a three-step process to work with a local government in the effort to reach an agreement:

- Consultation with the local government
- Seek written agreement with the local government
- If no agreement can be made, the Minister of Infrastructure can provide replacement measures for the designated project in order to advance it

Step 3 will only be used if all other avenues have been exhausted. The goal is to work collaboratively with local governments on shared priorities.

Projects of provincial significance

- A limited number of major projects that are in the public interest and will significantly benefit people in B.C. will be designated as provincially significant. These are projects delivered by other partners, such as crown agencies, local governments, First Nations, and private proponents.
- Provincially significant projects would need to create significant economic, social or environmental benefits for people in B.C.
- Factors under consideration include whether a project significantly contributes to: public infrastructure, critical mineral supply, food or water supply, energy security, human health and safety, trade diversification, access to markets, post-disaster recovery and others.
- **Does not include:** pipeline projects, LNG facilities, low-barrier housing or overdose prevention sites.

Summary

- Legislation introduced May 1, which:
 - **Consolidates tools** from other ministries related to building School Districts, Health Authorities and Post-Secondary Institutions
 - Introduces a new tool to deliver infrastructure projects **on behalf of** those organizations
 - 2 tools to speed up **provincial permitting**
 - 2 tools to speed up **Environmental Assessments**
 - 2 tools to speed up **local government permitting**

The legislation will maintain BC's high environmental standards and regulations and policy will be developed through consultation with First Nations and interest holders to meet consultation obligations.

Thank you.

DISTRICT OF HOPE
A/P Cheque Listing
April 1-30, 2025

Cheque #	Pay Date	Vendor Name	Invoice #	Description	Invoice Amount	Paid Amount
Mar/25 Pitney	02/04/2025	PITNEY WORKS	March 2025	Jan 31/25 new postage meter top up	\$82.95	\$82.95
Mar/25 Telus	02/04/2025	TELUS	March 2025	Mar/25 Telus Land line services	\$1,981.32	\$1,981.32
Mar/25TelusInte	02/04/2025	TELUS	Mar/25 Internet	Mar/25 Additional internet services	\$278.98	\$278.98
Apr/25Shaw0584	04/04/2025	SHAW CABLESYSTEMS GP	Apr/25-0584	Apr/25 Shaw-0584 internet 75 services	\$140.00	\$140.00
Apr/25Shaw2710	04/04/2025	SHAW CABLESYSTEMS GP	Apr/25-2710	Apr/25 Shaw-2710 internet/cable service	\$210.00	\$210.00
400004062000	07/04/2025	BC HYDRO	400004062000	Mar/25 BC Hydro services	\$22,735.02	\$22,735.02
PP#6/25RP0001	07/04/2025	RECEIVER GENERAL FOR CANADA	PP#6-2025	PP#6 March 3-16 2025	\$2,440.17	\$2,440.17
PP#6/25RP0002	07/04/2025	RECEIVER GENERAL FOR CANADA	PP#6-2025	PP#6 March 3-16 2025	\$52,197.21	\$52,197.21
PP#7/25MPP251	09/04/2025	MUNICIPAL PENSION PLAN	PP#7-2025-251	PP#7 March 17-30 2025	\$25,842.04	\$25,842.04
PP#7/25MPP5025	09/04/2025	MUNICIPAL PENSION PLAN	PP#7-2025-50251	PP#7 March 17-30 2025	\$5,026.99	\$5,026.99
032079	10/04/2025	604 TRAFFIC CONTROL LTD	5094	Mar 18-22/25 traffice control-Flood Hope	\$9,775.52	\$13,230.04
			5116	Mar 24-25/25 traffic control-rock scalin	\$3,454.52	
032080	10/04/2025	A & G FENCING	SI-9068	supply/install 6' comm.chainlink w/gate	\$2,318.13	\$2,318.13
032081	10/04/2025	AMAZON.COM.CA INC.	CA54NW9L8GCI	toner cart.for printer x 5	\$212.79	\$508.67
			CA52YVW4DV1I	2 x fast charger for samsung phone	\$19.72	
			CA528O4V351I	toner cart. replacement for printer	\$62.71	
			CA5SKFVUD0I	USB C charger block	\$64.50	
			CA5UB6R232II	wireless hand held car vacuum cleaner	\$123.19	
			CA5NX4WWOFD	personal-will be invoiced to BELLINGHAM	\$25.76	
032082	10/04/2025	ATCO STRUCTURES & LOGISTICS LTD	212645	Apr/25 12x60 office rent	\$876.02	\$876.02
032083	10/04/2025	BASELINE INDUSTRIAL HEARING TESTING	1718	audio tests & ear defender filtered	\$2,640.00	\$2,640.00
032084	10/04/2025	BC Transportation Financing Authority	709674-2025	2025/2026 Lic.of Occ.-Coq.Water Reservoi	\$8,400.00	\$8,400.00
032085	10/04/2025	BLAKE Scott	Meal adv.2025	May 5-9/25 meal allow.adv-BLAKE S	\$570.00	\$570.00
032086	10/04/2025	BUILDING OFFICIALS ASSOCIATION OF BC	BOA-18862	2025 BOA dues-LEPITRE D	\$726.11	\$726.11
032087	10/04/2025	BLACK PRESS GROUP LTD.	BPI274058	Mar 21/25 District News Page	\$1,051.94	\$1,222.93
			BPI274059	Mar 7/25 Hospice Anniversary	\$170.99	
032088	10/04/2025	BROGAN FIRE AND SAFETY	30216111	5xfull face respirator/12xcylinder valve	\$41,884.12	\$41,884.12
032089	10/04/2025	CHILL-AIR CONDITIONING (2014) LTD.	52239	bi-annual preventative maint.325 Wallace	\$777.21	\$777.21
032090	10/04/2025	CANYON AUTOMOTIVE LTD.	54217	Inspct for vibration-replace seals/align	\$2,532.32	\$2,532.32
032091	10/04/2025	CANYON CABLE 1988 LTD.	H5096264	3/8" NC nut SS x 100	\$43.68	\$580.69
			H5096318	Mar 18/25 freight from Metal Supermarkt	\$39.38	
			H5096319	Mar 18/25 freight from VIMAR to Hope	\$39.38	
			H5096510	Mar 20/25 freight from VIMAR to Hope	\$39.38	
			H5096926	12 x master lock	\$235.47	
			H5096984	gr8 yellow by 0.01lbs	\$6.94	
			H5097050	ZMAN handlers	\$14.46	
			H5095841	traffice stop/slow	\$76.70	
			H5096343	blue propane 14.1oz	\$13.39	
			H5097049	the breakdown	\$46.26	

DISTRICT OF HOPE
A/P Cheque Listing
April 1-30, 2025

Cheque #	Pay Date	Vendor Name	Invoice #	Description	Invoice Amount	Paid Amount
032092	10/04/2025	CANYON CABLE 1988 LTD.	H5096750	man handlers M	\$14.46	\$444.22
			H5095045	hedge trim blade cleaner	\$11.19	
			H5097072	65 x gr8 yellow by 0.01lbs	\$8.87	
			H5097150	Mar 27/25 freight from EMCO to Hope	\$39.38	
			H5097177	5/8" hitch pin	\$6.55	
			H5097346	3 x spin on lube	\$111.49	
			H5097358	aspen fuel 4 cyc/aspen fuel 2 cyc	\$55.06	
			H5097559	ducting hose	\$111.89	
			H5097564	mean mother work glo	\$6.36	
			H5097696	aspen fuel 4 cyc 946ml	\$18.45	
			H5097788	Apr 3/25 freight from EMCO to Hope	\$39.38	
			H5097805	three-flint striker	\$13.78	
			H5097847	air filter	\$17.38	
			H5097196	filter	\$15.63	
032093	10/04/2025	CANYON CABLE 1988 LTD.	H5097937	best 5in type 1 x 25	\$172.76	\$274.82
			H5097939	flextime L	\$13.56	
			H5097947	combo wrench 6mm	\$25.18	
			H5098102	51 4 cycle fuel	\$43.69	
			H5098173	master lock specify	\$19.63	
032094	10/04/2025	COBRA ELECTRIC REGIONAL SERVICES LTD	15507	Jan-Mar/25 Contract prevent. maint.	\$525.00	\$525.00
032095	10/04/2025	CHILLIWACK IRRIGATION	0058663	irrigation at M/Park/new pipes/rotors	\$2,640.75	\$2,640.75
032096	10/04/2025	CLARKE Bob	Apr/25 meal adv	Apr 27-29 2025 BCWWA-CLARKE B	\$195.00	\$195.00
032097	10/04/2025	COLUMBIA BUSINESS SYSTEMS	IN321714	Mar/25 Copier C3835i B&W & Color copies	\$170.60	\$170.60
032098	10/04/2025	CUPE LOCAL #458	PP#7-2025	PP#7 March 17-30 2025	\$1,999.90	\$1,999.90
032099	10/04/2025	DRISCOLL PLUMBING & HEATING	2389	install underground gasline-Coq.Camp Grn	\$4,809.00	\$4,809.00
032100	10/04/2025	E-COMM 9-1-1	25-0322	Apr-Jun/25 Fire RMS Levy	\$3,750.00	\$3,750.00
032101	10/04/2025	EMCO CORPORATION	805253001183	48" pretzel hyd mrkr ylw	\$1,318.24	\$1,318.24
032102	10/04/2025	ESI ELEVATOR SOLUTIONS INC.	SI-465	Elevator Rescue training-4 attendees	\$1,706.25	\$1,706.25
032103	10/04/2025	EMPYRION TECHNOLOGIES INC.	201915	upgrade firmware	\$65.63	\$689.07
			201916	printer issues/restart program	\$328.13	
			201918	mais remote issues	\$295.31	
032104	10/04/2025	EXCEED ELECTRICAL ENGINEERING LTD	10900-0022	CL2 pump programming/update firmware	\$636.57	\$636.57
032105	10/04/2025	FETTERLY Sean	Mar/25 Expense	Mar1-2/25 stairclimb km/meals-FETTERLY S	\$288.88	\$288.88
032106	10/04/2025	FLYNN Caleigh	Apr/25 Expense	Apr 6 & 9 2025 meals-training-FLYNN C	\$90.00	\$90.00
032107	10/04/2025	FLOWSYSTEMS DISTRIBUTION INC	0000031706	REG-E coder R900i M3 T-10 & V4	\$11,629.61	\$11,700.71
			0000031720	adapter ring to bush	\$71.10	
032108	10/04/2025	FORTOLOCZKY John	Mar/Apr/25 phon	Mar/Apr/25 person phone use-CAO	\$110.00	\$185.17
			Apr/25 mileage	Apr 3/25 RCMP meeting-Chwk-FORTOLOCZK	\$75.17	
032109	10/04/2025	FRASER INCLUSIVE AND SUPPORTIVE	PP#7-2025	PP#7 March 17-30 2025	\$75.00	\$75.00

DISTRICT OF HOPE
A/P Cheque Listing
April 1-30, 2025

Cheque #	Pay Date	Vendor Name	Invoice #	Description	Invoice Amount	Paid Amount
032110	10/04/2025	FINNING CANADA	950575255	pin-flex	\$77.14	\$1,522.04
			950574856	Glass-LH REA	\$945.86	
			950604004	hose AS. part#5366696	\$184.89	
			950604082	Hose AS. (part#3389570)	\$121.35	
			950608244	Spring AS. part#2549301	\$192.80	
032111	10/04/2025	FVBS HOPE RONA	58340	bushing/elbow/pipe/drain/cement/silicone	\$128.38	\$1,385.37
			58366	garden hose	\$53.72	
			58517	flex coupling/sanding pads	\$22.35	
			58651	ABS cement/elbow/pipe/ultralight S4S	\$148.58	
			58531	pine sol/bleach/LED bulbs 6pk	\$115.52	
			58565	30 seconds OD cleaner	\$22.39	
			58593	fir T&G plywood x 4	\$209.66	
			58609	pipe/elbows/male adapter	\$52.47	
			58619	SICO stain	\$64.16	
			58638	storage totes (4)	\$10.84	
			58662	marr wire nuts	\$2.91	
			58664	craftsman mover-self prop.	\$554.39	
032112	10/04/2025	FVBS HOPE RONA	58750	MP aerator DBL male/female ch	\$8.05	\$50.23
			58716	valvoline grease/peg hook	\$28.10	
			58921	tapping screws/snap blades	\$14.08	
032113	10/04/2025	FRASER VALLEY REGIONAL DISTRICT	10237	MFA issue 112/Bylaw 1288-interest	\$19,200.00	\$63,930.00
			10244	MFA issue 160/bylaw 1477-interest	\$44,730.00	
032114	10/04/2025	FRASER VALLEY REGIONAL LIBRARY	PSINV-001432	Apr-Jun 2nd Q FVRL member assessment	\$110,849.25	\$110,849.25
032115	10/04/2025	GLADUE Lawrence	2024 Safety all	2024 Rain Pants-safety allow-GLADUE L	\$100.79	\$100.79
032116	10/04/2025	HOPE BUSINESS AND DEVELOPMENT SOCIE	2025-06	Apr/25 artifact storage rent	\$1,365.00	\$85,365.00
			2025-07	Apr-Jun/25 Advantage Hope/Visitor Cntr	\$84,000.00	
032117	10/04/2025	HOPE READY MIX LIMITED	712595	2MT screen sand/6.3MT 3/4" road mulch	\$117.77	\$2,106.23
			712745	50.80MT 3/4" road mulch/screen sand	\$504.58	
			712746	76.45 MT 3/4" Road Mulch	\$1,125.96	
			712786	.24 MT 3/4" clear crush	\$13.44	
			712787	2.5 yd pro soil turf blend	\$125.03	
			712788	14.9 MT 3/4" road mulch	\$219.45	
032118	10/04/2025	IDRS	141584	postage deposit-2025 Tax Notices	\$4,881.87	\$4,881.87
032119	10/04/2025	INDUSTRIAL MACHINE INC	51077	roller assy/roller axle/base axle/pin	\$10,015.95	\$10,015.95
032120	10/04/2025	JOINT FORCE TACTICAL	INV-17102	4 x triform evidence notebook	\$36.29	\$36.29
032121	10/04/2025	JOHN Shane	FireSmart Honor	FireSmart event drummer Honorarium	\$200.00	\$200.00
PP#7/25RP0002	10/04/2025	RECEIVER GENERAL FOR CANADA	PP#7-2025	PP#7 March 17-30 2025	\$54,083.53	\$54,083.53
PP#7/25RP0001	10/04/2025	RECEIVER GENERAL FOR CANADA	PP#7-2025	PP#7 March 17-30 2025	\$6,014.74	\$6,014.74
Mar/25MC0863	10/04/2025	MASTERCARD - COLLABRIA	March 2025	Mar/25 Mastercard payment	\$16,593.98	\$16,593.98

DISTRICT OF HOPE
A/P Cheque Listing
April 1-30, 2025

Cheque #	Pay Date	Vendor Name	Invoice #	Description	Invoice Amount	Paid Amount
Mar/25FortisBC	10/04/2025	FORTIS BC-NATURAL GAS	March 2025	Mar/25 Fortic BC services	\$5,111.39	\$5,111.39
Apr/25Shaw0663	10/04/2025	SHAW CABLESYSTEMS GP	Apr/25-0663	Apr/25 Shaw-0663 Internet & cable serv	\$283.92	\$283.92
Apr/25Shaw0613	10/04/2025	SHAW CABLESYSTEMS GP	Apr/25-0613	Apr/25 Shaw-0613 Internet & cable serv	\$211.12	\$211.12
1820477	10/04/2025	ROPER GREYELL LLP	1820477	Feb/25 service re: file#2009-24	\$519.13	\$519.13
1820297	10/04/2025	ROPER GREYELL LLP	1820297	Feb/25 service re: file#2009-1	\$533.12	\$533.12
032164	10/04/2025	XPERT VALVE SERVICE & MAINTENANCE LT	536	6x4 pressure reducing valve station	\$1,120.14	\$1,120.14
032163	10/04/2025	XEROX CANADA LTD.	F63882826	Feb/25 Copier c7130 B&W & Color copies	\$49.42	\$2,519.81
			L07545816	Apr-Jun/25 copier C8155 7 of 22 pymts	\$2,342.89	
			F63845059	Feb/25 Copier c7130 B&W & Color copies	\$28.87	
			F63846097	Mar/25 Copier c8155 B&W & Color copies	\$98.63	
032162	10/04/2025	WHOLESALE FIRE & RESCUE LTD.	7013	power jet siphon for port-a-tanks	\$1,335.22	\$1,335.22
032161	10/04/2025	WESTCOTT Joshua	Apr/25 Expense	Apr 6-9/25 Penticton training-WESTCOTT	\$442.80	\$442.80
032160	10/04/2025	WURTH CANADA LIMITED	26310149	plug/receptacle/pin/socket	\$510.98	\$510.98
032159	10/04/2025	WASP MANUFACTURING LTD.	INV-3179	Mark-3 watson pump package	\$11,091.19	\$11,091.19
032158	10/04/2025	ALUMICHEM CANADA INC	INV24833	Wes-Floc 3261 A - 204kg drum	\$4,181.18	\$4,679.58
			INV24839	WTX equipment x 4	\$498.40	
032157	10/04/2025	VALLEY SURVEYS	1927	Mountainview Cemetery-plot layouts	\$1,333.50	\$1,333.50
032156	10/04/2025	VIMAR EQUIPMENT LTD.	P25995	rocker switch	\$86.55	\$86.55
032155	10/04/2025	VEDDER TOOL SUPPLY LTD	04082536894	UV glasses/oil/dye injector	\$309.96	\$309.96
032154	10/04/2025	VERTEC TRANSPORT LTD	0000009944	Mar 26/25 595 Raab-Hy-Vac service	\$2,443.22	\$2,443.22
032153	10/04/2025	VALLEY WASTE & RECYCLING INC	0000001660	Mar/25 Transfer station services	\$1,059.22	\$1,727.02
			0000474818	Mar 28/25 1225 Nelson-comm.roll off	\$667.80	
032152	10/04/2025	ULINE CANADA CORPORATION	15840586	12 bx nitrile gloves/pressure treat.stee	\$15,115.78	\$19,057.99
			15848904	trash liner/toilet tissue/waste bags/tow	\$3,942.21	
032151	10/04/2025	TRI-WEST GROUP ENTERPRISES LTD	6232	Richmond Hill rock scale clean up	\$9,617.32	\$9,617.32
032150	10/04/2025	PEOPLESAFE PERSONAL SAFETY LTD	11371070425	Apr/25 20 worker subscription	\$112.00	\$112.00
032149	10/04/2025	TOP NOTCH ROOFING INC.	4199	remove/install new roof	\$29,689.84	\$29,689.84
032148	10/04/2025	STANTEC CONSULTING LTD.	1982986	Official comm.plan & zone bylaw update	\$33,654.44	\$33,654.44
032147	10/04/2025	STAPLES PROFESSIONAL	69547242	paper/staple removers	\$70.29	\$70.29
032146	10/04/2025	SKEANS	1161511	Feb 26/25 service call	\$644.90	\$644.90
032145	10/04/2025	SILVER SKAGIT MECHANICAL	18099	2 axle truck inspection	\$239.68	\$239.68
032144	10/04/2025	SOUTHERN IRRIGATION LP	S-INV0710090	push fit inline check valve 3/8"	\$237.19	\$237.19
032143	10/04/2025	UNIFIRST CANADA LTD	4664090	24 x mini toilet roll/6 x hand towels	\$255.56	\$1,434.12
			4664093	Mar 20/25 Unifirst uniform & mat cleanin	\$388.11	
			4666233	Mar 27/25 Unifirst mat cleaning	\$31.25	
			4666236	Mar 27/25 Unifirst uniform & mat cleanin	\$379.60	
			4668376	Apr 3/25 Unifirst uniform & mat cleaning	\$379.60	
032142	10/04/2025	REDMAN Blayne	Mar/25 Reimburs	Mar 1-2/25 Stairclimb-mileage/meal/park	\$342.88	\$342.88
032141	10/04/2025	HOPE & AREA RECREATION CENTRE	Permit#R2500	Apr 10/25 conference room rental for 35	\$498.50	\$498.50

DISTRICT OF HOPE
A/P Cheque Listing
April 1-30, 2025

Cheque #	Pay Date	Vendor Name	Invoice #	Description	Invoice Amount	Paid Amount
032140	10/04/2025	DECKER Diana	153590	Mar/25 kennel contract overages	\$4,504.50	\$4,827.31
			153591	Mar 19/25 euthanasia re: Winston	\$322.81	
032139	10/04/2025	PRAETORIAN SECURITY INC.	0000024448	2025/2026 Basic alarm-1205 Nelson Ave	\$273.00	\$273.00
032138	10/04/2025	PETE Sydney	FireSmart Honor	FireSmart event drummer Honorarium	\$200.00	\$200.00
032137	10/04/2025	PETERS Larissa	Mar/25 reimburs	LED bulbs	\$28.66	\$28.66
032136	10/04/2025	PARR Christian	PIBC reimburse	2025 PIBC membership fee-PARR C	\$644.00	\$644.00
032135	10/04/2025	MTS MAINTENANCE TRACKING SYSTEMS IN	11004	May 26-30 water dist.level I & II-LEBOE	\$1,233.75	\$1,453.20
			11019	cross connect program admin.services	\$219.45	
032134	10/04/2025	MT. HOPE ELECTRIC	3101	Mar/25 electrical contract services	\$5,557.36	\$5,557.36
032133	10/04/2025	MINISTER OF FINANCE	95625463	Feb/25 Purolator shipments	\$35.74	\$35.74
032132	10/04/2025	MINISTER OF FINANCE	2025-Q4-8	Jan-Mar/25 IHIT cost share	\$27,561.79	\$27,561.79
032131	10/04/2025	MINISTER OF FINANCE	2025-Q3-8	Oct-Dec/24 IHIT cost share	\$46,808.38	\$46,808.38
032130	10/04/2025	MECHANICAL ADVANTAGE INDUSTRIES LTD	1886	replace Coq.lift grating	\$14,986.65	\$14,986.65
032129	10/04/2025	LUNDGREN Andrea	Feb/24 Expense	Feb 25-26/25 training-kms & meals	\$146.98	\$146.98
032128	10/04/2025	LORDCO AUTO PARTS	7100043668	pulley DRV B	\$37.09	\$1,045.94
			7100043871	weld thru zinc coating/gloss white & bla	\$164.44	
			7100043909	hex HD cap screw/adj wrenches	\$116.83	
			7100044006	all season windshield wash fluid x 2/wax	\$83.25	
			7100044024	2 x paint markers/power ext.cut off wh	\$33.69	
			7100044102	jacketed autom wire-BK/GR/RD	\$64.73	
			7100044330	oil 15/40/semi synth oil-5/20 & 5/30	\$528.82	
			7100044505	anti sail bracket	\$17.09	
032127	10/04/2025	LOEWEN PAVING	10458	remove ac or gravel/haul waste/pave	\$20,475.00	\$20,475.00
032126	10/04/2025	LOTHIAN Nolan	Apr/24 meals	Apr 20-24/24 meals-LOTHIAN N	\$160.00	\$160.00
032125	10/04/2025	L. B. J. SERVICES LTD	INV/2025-0012	Mar/25 Janitorial contract services	\$4,977.00	\$4,977.00
032124	10/04/2025	KHRONOS SECURITY SERVICES	3464	Apr/25 commercial patrol services	\$1,479.74	\$3,726.88
			3477	Apr/25 temp security fencing	\$546.14	
			3486	Apr/25 Lock washrooms services	\$1,701.00	
032123	10/04/2025	KAN-ARM CONTRACTING LTD	25082-250320	Richmond Hill rock scaling	\$22,680.00	\$64,685.47
			25082-250331	Richmond Hill slpe Stabilization	\$42,005.47	
032122	10/04/2025	JOHN Donovan	FireSmart Honor	FireSmart event-drummer Honorarium	\$200.00	\$200.00
032165	17/04/2025	604 TRAFFIC CONTROL LTD	5136	Apr 5/25 traffic control	\$921.38	\$921.38
032166	17/04/2025	AMAZON.COM.CA INC.	CA5922GB8KQI	case & screen protect for ipad-Bylaw	\$34.71	\$1,945.65
			CA5WTT19ACCU	Ricoh fi-8170 scanner for finance dept	\$1,583.67	
			CA59EOIHN3I	non-slip stair strip-outdoor	\$200.04	
			CA51TATGYN3W	keyboard/case for iPad - Bylaw	\$55.40	
			CA5S6IWQWPI	defender case for iPhone 16	\$55.99	
			CA5JY5V4FQMW	screen protect for iPad	\$15.84	
032167	17/04/2025	AWC PROCESS SOLUTIONS LTD	11223	14 x magnesium anodes 1"	\$776.65	\$776.65

DISTRICT OF HOPE
A/P Cheque Listing
April 1-30, 2025

Cheque #	Pay Date	Vendor Name	Invoice #	Description	Invoice Amount	Paid Amount
032168	17/04/2025	BASARABA Morris	889/25	BP#889/25 Municipal Deposit Refund	\$500.00	\$500.00
032169	17/04/2025	BC TRANSIT	375673	Mar/25 Umo sales activity	\$35.00	\$35.00
032170	17/04/2025	BDI A DIVISION OF BELL MOBILITY INC.	1306129900	rpclmnt 869-1786 sewer operator iPhone	\$308.00	\$616.00
			1306169341	new iPhone Bylaw-869-1702	\$308.00	
032171	17/04/2025	CHILL-AIR CONDITIONING (2014) LTD.	52262	Bi-annual HVAC maintenance	\$771.39	\$771.39
032172	17/04/2025	CANYON CABLE 1988 LTD.	H5098416	heavy tie-white	\$51.95	\$980.22
			H5098488	duct tape	\$12.31	
			H5098302	tarp strap/adjust tarp	\$10.83	
			H5098543	water pump	\$440.70	
			H5098695	anti vib gloves	\$18.20	
			H5098175	aluminum magic/hair pin clip	\$26.08	
			H5098094	fitting/G0816M-150-100 black/G87-150	\$18.05	
			H5098187	Apr 8/25 freight from Prairie Coast	\$39.38	
			H5098068	quick pin/dead bolt	\$28.97	
			H5098310	1 1/2" x 50' fire x 3	\$254.99	
			H5098535	Apr 10/25 freight from EMCO to Hope	\$39.38	
			H5098673	Apr 11/25 freight from Hope to ALS	\$39.38	
032173	17/04/2025	CANYON CABLE 1988 LTD.	H5098765	SAE 30 TDTO-4 18.9L x 2	\$345.37	\$345.37
032174	17/04/2025	COMTEL INTEGRATED TECHNOLOGIES INC.	449212	Apr/25 Comtel phone line services	\$530.50	\$530.50
032175	17/04/2025	COMPUTROL	INV-38898	20 Prox II cards for fleet	\$380.80	\$380.80
032176	17/04/2025	CUPE LOCAL #458	PP#8-2025	PP#8 March 31-April 13 2025	\$2,050.44	\$2,050.44
032177	17/04/2025	EMCO CORPORATION	805253001419	IP gate VLV	\$198.81	\$2,585.65
			805253001310	4 x resetter	\$1,544.26	
			805253001311	MTR Lid W/TR	\$224.45	
			805253001261	meter resetter	\$618.13	
032178	17/04/2025	ERICA PUBLISHING INC.	28816	seq.901-1100-bldg permit books 8x25	\$295.68	\$295.68
032179	17/04/2025	EMPYRION TECHNOLOGIES INC.	202141	Apr/25 manage back up/anti-virus/server	\$3,930.97	\$3,930.97
032180	17/04/2025	FELKER Joel	2025 Safe.Allow	2025 Rain Gear/Safe.allow-FELKER J	\$190.39	\$190.39
032181	17/04/2025	FLUENT INFORMATION MANAGEMENT SYS.I	INV-9802	30 member/20 member ESS/subscription	\$1,239.00	\$1,239.00
032182	17/04/2025	FLOWSYSTEMS DISTRIBUTION INC	0000031746	2" procoder-10 pit M3 w/6' wire	\$1,619.82	\$1,619.82
032183	17/04/2025	FRASER INCLUSIVE AND SUPPORTIVE	PP#8-2025	PP#8 March 31-April 13 2025	\$85.00	\$85.00
032184	17/04/2025	FVBS HOPE RONA	58846	1x2 spruce stakes	\$88.30	\$608.71
			58984	blank key	\$3.21	
			59029	great stuff gaps & cracks	\$24.09	
			59086	4x8 sheet/2x4 spruce	\$111.05	
			59105	2x12 & 2x10 treated lumber (18pcs)	\$438.68	
			59107	credit for returned 2x10 treated lumber	-\$60.57	
			59113	credit for returned 2x12 treated lumber	-\$88.70	
			59120	4x8 sheet OSB	\$92.65	

DISTRICT OF HOPE
A/P Cheque Listing
April 1-30, 2025

Cheque #	Pay Date	Vendor Name	Invoice #	Description	Invoice Amount	Paid Amount
032185	17/04/2025	FRASER HEALTH	FHA202601484	2025/2026 Health Operating Fees	\$650.00	\$650.00
032186	17/04/2025	GFL ENVIRONMENTAL SERVICES INC.	LQ02721191	bulk-waste oil collection	\$172.94	\$172.94
032187	17/04/2025	HELM Brent	872/24	BP#872/24 Municipal Deposit Refund	\$500.00	\$500.00
032188	17/04/2025	VANCOUVER JAPANESE GARDENER'S ASSC	307974	Mar 9/25 Japanese Garden annual maint.	\$970.00	\$970.00
032189	17/04/2025	KHRONOS SECURITY SERVICES	3505	concession washroom lock up service	\$396.90	\$396.90
032190	17/04/2025	LAPORTE Danielle	Apr/25 Reimburs	charge cords for new iPhone PW	\$39.18	\$39.18
032191	17/04/2025	LORDCO AUTO PARTS	7100044624	kaper II tail light	\$67.20	\$1,718.59
			7100043544	diesel exhaust fluid def 9.46L/toggle SW	\$56.42	
			7100044694	flasher 3 pin for LED applications	\$49.27	
			7100044708	M18 fuel dual battery chainsaw kit	\$1,342.55	
			7100044727	chrome 1/2DR 6 point socket	\$16.12	
			7100044765	quick connect kit (7pcs)	\$187.03	
032192	17/04/2025	MCNEILL William	Partial refund	Refund partial dog licence-spayed cert.	\$25.00	\$25.00
032193	17/04/2025	MINISTER OF FINANCE	Judgement Reg	Application for registration of Judgemen	\$60.00	\$60.00
032194	17/04/2025	MINISTRY OF TRANSPORTATION	7661	Jan-Mar/25 Hudson/Coq cost share	\$546.63	\$546.63
032195	17/04/2025	LIDSTONE & COMPANY	59940	Mar/25 service re: file#10111-119	\$1,076.85	\$1,076.85
032196	17/04/2025	MORGAN Lane	Hi-Viz Vest	purchase of Hi-Viz vest	\$50.39	\$50.39
032197	17/04/2025	MTS MAINTENANCE TRACKING SYSTEMS IN	11036	chlorine handling/disinfection-BLAKE S	\$1,101.45	\$1,101.45
032198	17/04/2025	COASTAL MOUNTAIN FUELS	354502	Apr 10/25 1848.1L Regular Gasoline	\$2,668.19	\$6,532.34
			354504	Apr 10/25 2626.8L Diesel Clear	\$3,864.15	
032199	17/04/2025	PRAIRIECOAST EQUIPMENT	P90831	wheel kit	\$285.91	\$79,776.66
			P90832	idler/lock nut/washer/bushing	\$153.60	
			P90833	bearing/bushings/axle/wheel	\$534.67	
			E13332	2025 John Deere 72" decks front mower	\$78,802.48	
032200	17/04/2025	PICKERING SAFETY	163579	ear thermometer/non-rebreather/pump btl	\$655.67	\$724.19
			164022	O2 non-rebreather-infant	\$68.52	
032201	17/04/2025	QUARMBY ENVIRONMENTAL LTD	2025-62	assist w/outfall reg.options/process/prm	\$459.38	\$459.38
032202	17/04/2025	DECKER Diana	153587	May 2025 Kennel contract services	\$1,946.70	\$1,946.70
032203	17/04/2025	RIVER VALLEY FORD	148547	rad hose/seal/clip hose/tub-water heater	\$321.23	\$321.23
032204	17/04/2025	UNIFIRST CANADA LTD	4670501	Apr 10/25 Unifirst mat cleaning	\$31.25	\$410.85
			4670504	Apr 10/25 Unifirst uniform & mat cleanin	\$379.60	
032205	17/04/2025	SILVER SKAGIT MECHANICAL	17811	2 axle truck inspection	\$239.68	\$2,048.86
			18190	2 axle inspt & CVIP repairs	\$1,809.18	
032206	17/04/2025	TERRALINK CANADA	CATL-087074	bal.turf w/flexgrow/sport turf/	\$3,135.85	\$3,135.85
032207	17/04/2025	TRUE CONSULTING LTD	1239-0125-395	Jan/25 Developmnt review-Estell Rd	\$627.90	\$760.73
			1239-0225-402	Feb/25 Development review-Estell Rd	\$132.83	
032208	17/04/2025	VALLEY WASTE & RECYCLING INC	0000476897	Apr 1/25 1225 Nelson-comm.roll.off	\$314.37	\$174,198.21
			0000476926	Apr 1/25 remove port.washroom-K/Lake	\$49.06	
			0000477091	Mar 7-Apr 3/25 restroom serv.K/Lake Rd	\$226.89	

DISTRICT OF HOPE
A/P Cheque Listing
April 1-30, 2025

Cheque #	Pay Date	Vendor Name	Invoice #	Description	Invoice Amount	Paid Amount
			0000477397	Apr 8/25 1225 Nelson-comm.roll off	\$762.30	
			0000477430	Mar/25 Valley waste contract services	\$172,845.59	
032209	17/04/2025	VERTEC TRANSPORT LTD	0000010009	Apr 9/25 386 Fort St-comm. Hy-Vac	\$2,299.50	\$2,299.50
032210	17/04/2025	WHOLESALE FIRE & RESCUE LTD.	INV/2025/1448	SuperVac valor battery PPV fan w/shore	\$7,663.87	\$9,445.59
			INV/2025/1488	weather meter/double & trpl wrench sets	\$1,781.72	
3115	22/04/2025	LACAS CONSULTANTS INC.	3115	Mar-Apr/25 Lower Coq.River/Glenhalla Dik	\$2,453.77	\$2,453.77
Apr/25 Gov.List	22/04/2025	TELUS	Apr/25 Gov.List	Apr/25 Gov.List for-Office/Fire/Bylaw	\$22.68	\$22.68
PP#8/25MPP251	22/04/2025	MUNICIPAL PENSION PLAN	PP#8-2025-251	PP#8 March 31-April 13 2025	\$26,039.34	\$26,039.34
PP#8/25MPP50251	22/04/2025	MUNICIPAL PENSION PLAN	PP#8-2025-50251	PP#8 March 31-April 13 2025	\$5,026.99	\$5,026.99
032211	24/04/2025	CLAEYS Jo-Ann	2025 By-Elect	2025 By-Election training & voting work	\$850.00	\$850.00
032212	24/04/2025	KELLEY Donna	2025 By-Elect	2025 By-Elect training & work	\$850.00	\$850.00
032213	24/04/2025	KEIM Shawn	2025 By-Elect	2025 By-Elect training & voting work	\$850.00	\$850.00
				Total April 2025 Payments	\$1,249,355.95	\$1,249,355.95