VILLAGE OF CHASE
OFFICIAL COMMUNITY PLAN

2021

Bylaw No. 896, 2021

WHEREAS the Council of the Village of Chase wishes to repeal "Village of Chase Official Community Plan Bylaw No. 635, 2002", and all amendments thereto, and wishes to adopt a new Official Community Plan pursuant to Part 14, Division 4 of the *Local Government Act*.

AND WHEREAS a Public Hearing has been held pursuant to Part 14, Division 3 of the *Local Government Act*.

THEREFORE, BE IT RESOLVED that the Council of the Village of Chase, in open meeting assembled, enacts as follows:

- This bylaw will be cited as the "Village of Chase Official Community Plan Bylaw No. 896, 2021".
- The following schedules attached hereto are hereby made part of this bylaw and adopted as the Village of Chase Official Community Plan Bylaw:
    - Schedule A (Official Community Plan Text)
    - Schedule B, C, D, E, and F (Official Community Plan Maps)
- If any section, subsection, sentence, clause or phrase of this bylaw is for any reason held to be invalid by the decision of any court of competent jurisdiction, the invalid portion shall be reversed and the decision that it is invalid shall not affect the validity of the remainder.
- "Village of Chase Official Community Plan Bylaw No. 635, 2002" and all amendments thereto are hereby repealed.

Read a first time this 10th day of August, 2021

Read a second time this 10th day of August, 2021

Public hearing held on this 12th day of October, 2021

Read a third time this 26th day of October, 2021

Adopted this 26th day of October, 2021

Mayor Rod Crowe

Corporate Officer

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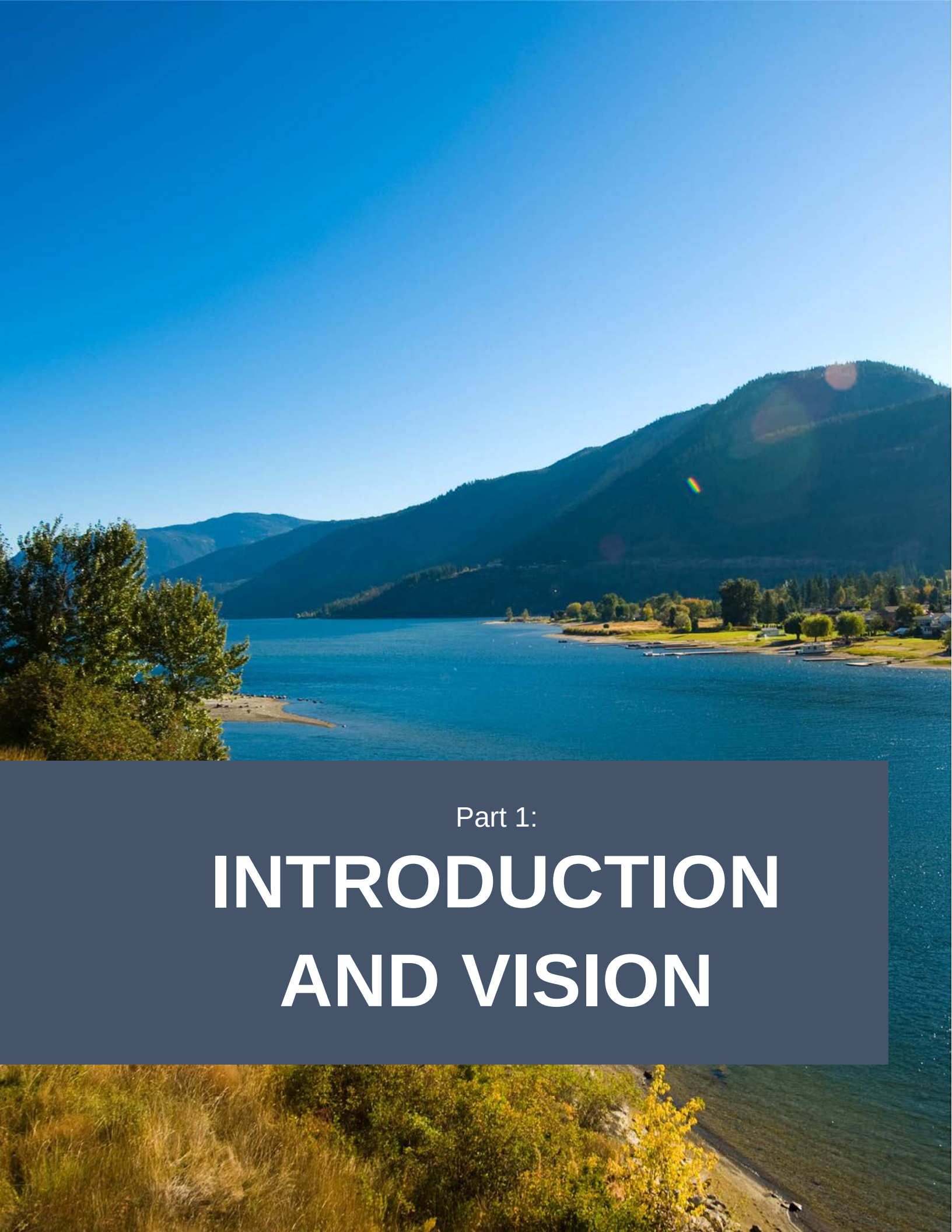


Part 1:

INTRODUCTION AND VISION

1. Introduction

1.1. Background

Chase is experiencing several challenges and opportunities. These include the challenges of an aging population with the opportunities associated with being located close to Kamloops in a major tourism destination area. It also includes the challenge of maintaining its natural resource base, particularly in forestry and agriculture while looking at opportunities for economic diversification. In order to prepare for these challenges and opportunities, the Village of Chase has prepared this Official Community Plan based on the community's vision to provide guidance for Council, staff, and the community at large on how the community should develop and evolve.

1.2. What is an Official Community Plan?

In accordance with the *Local Government Act*, an Official Community Plan is a statement of objectives and policies to guide decisions on planning and land use management, within the area covered by the plan, respecting the purposes of local government.

According to Section 473 of the *Local Government Act,* the plan:

.1 Must include statements and map designations for the area covered by the plan respecting the following:

a) the approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least 5 years;

b) the approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;

c) the approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction;

d) restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;

e) the approximate location and phasing of any major road, sewer and water systems;

f) the approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites; and

g) other matters that may, in respect of any plan, be required or authorized by the minister.

.2 Must include housing policies of the local government respecting affordable housing, rental housing, and special needs housing.

.3 Must include targets for the reduction of greenhouse gas emissions in the area covered by the plan, and policies and actions of the local government proposed with respect to achieving those targets.

.4 In developing an official community plan, the local government must consider any applicable guidelines under Section 582 [provincial policy guidelines].

Optional content provisions are set out in Section 474 of the *Local Government Act* and may include:

.1 Policies of the local government relating to social needs, social well-being, and social development (See Part 3 of this Plan);

.2 A regional context statement, consistent with the rest of the plan, of how matters referred to in section 429 (2) (a) to (d) [content of regional growth strategy], and other matters dealt with in the plan, apply in a regional context (See Section 5 of this Plan);

.3 Policies of the local government respecting the maintenance and enhancement of farming on land in a farming area or in an area designated for agricultural use in the plan (See Section 17 of this Plan); and

.4 Policies of the local government relating to the preservation, protection, restoration and enhancement of the natural environment, its ecosystems, and biological diversity (See Sections 7 and 21 of this Plan).

The *Local Government Act* also allows an OCP to contain statements on issues outside of the direct purview of a local government, provided they are a broad objective only.

While the OCP is intended to be a visionary document that outlines the desires, needs and direction for the future growth of Chase, it is important that it is based on the resources and capabilities of the Village and the community. The OCP should be updated periodically to ensure that the document continues to reflect the long-range planning objectives of the community. Once adopted, all bylaws enacted or works undertaken by Village Council must be consistent with the goals and policies included in the Plan.

What an OCP Can and Cannot Do

An OCP Can:

- Provide a degree of certainty to Council, government staff, local businesses, developers, and residents regarding the future form and character of a community;
- Limit decisions and actions by Council when adopting bylaws or undertaking works to those which are consistent with the goals, objectives and policies included in the OCP;
- Provide direction for Council on decision-making and policy development; and
- Be used to support applications to acquire funding from senior levels of government to provide for works and services in a community, as funding is often contingent on a plan being in place for capital-intensive infrastructure investments.

An OCP Cannot:

- Obligate Council to undertake any projects suggested in the OCP;
- Commit Council to specific expenditures; or
- Force any action identified in the OCP.

1.3. Purpose of the 2020 OCP Update?

Official Community Plans are intended to be updated and reviewed periodically. This is important in ensuring the Plan reflects the current needs, desires and direction for growth of the community. Some of the reasons why it was timely for the Village to undertake an update to the OCP include:

.1 ***Age of the OCP*** – it is important that OCPs are reviewed 5 – 10 years to ensure they meet the current needs, desires and goals of the community. The current OCP was adopted in 2002 and is now 19 years old and does not reflect current conditions in the community.

.2 ***A Need to go Beyond Land Use*** – the 2002 OCP was very much focused on land use and growth management issues and policies. For the 2020 OCP update, there was a desire to leverage the OCP process to go beyond this land use focus and incorporate the vision of the community on a broader range of topic areas, such as health, education, food security, economic development, housing, environmental protection, and reconciliation with local First Nation communities.

.3 ***Changing Demographics*** – since the 2002 OCP, the median age in Chase has increased from 48 to 58 years of age. According to Statistics Canada census data, the Village also experienced an 8.4% decrease in population between 2001 and 2016. At the same time, there has been significant in and out migration in the community meaning that many of the residents of Chase were not living in the community in 2002. These demographic changes mean that the priorities, goals and anticipated services outlined in 2002 likely no longer align with the current and future needs of Chase.

.4 ***Updated Legislative Requirements –*** since 2002 there have been changes to the provincial legislative requirements governing OCPs, including an emphasis placed on reconciliation with local First Nations communities, a summary of housing needs, and greenhouse gas emissions targets.

.5 ***A Need for Guidance on Prominent Land Use Issues –*** various land development proposals in recent years have become, at times, contentious issues in the Village. This OCP update provides guidance on how these issues can be addressed to the benefit of the community.

.6 ***Changes in Traditional Employment Base*** – While Interfor's Adams Lake sawmill remains the largest single employer in Chase, volatility in the forest sector in recent years has had an impact in Chase. On the other hand, the tourism industry continues to gain prominence and is emerging as a leading economic driver for the community. Updating the OCP will allow the Village to prepare for the future evolution of the economy.

.7 ***Changes in Community Services*** – lowering student enrollment numbers led School District 73 to close the Primary Annex building in 2009. This building remains vacant. An aging population also requires specific services related to healthcare and housing. The OCP update process provided an opportunity to evaluate the current services in Chase, as well as identify gaps and recommendations for moving forward.

.8 ***A Changing Climate*** – much of Chase is located within the floodplain of the South Thompson River, Little Shuswap Lake and/or Chase Creek and is at risk for flooding that could cause damage to homes and infrastructure. The Province of BC has also been experiencing more frequent and higher intensity wildfires in recent years. A changing climate means Chase may be more susceptible to flooding and wildfire events in the future. This OCP provides updated guidelines for protection from environmental hazards.

.9 ***Support Funding Opportunities*** – senior governments often provide municipalities with funding through competitive grants to update and/or develop new infrastructure. Having a recently adopted OCP in place that provides guidance and policy direction on municipal infrastructure and programming is important to support these funding grant applications.

1.4. Approach to the OCP Development

The approach to this OCP was to include all relevant goals and policies that will support the community in advancing towards the community vision for the future. While it is important for the OCP to focus on actions that the municipality has immediate control and jurisdiction over, it is also important to recognize that the OCP can also be used to communicate to the community at-large, senior government agencies, and

industries the vision, goals and policies that the community supports. Therefore, many objectives and policy statements that are described in this OCP, specifically in regard to community development, are more closely aligned with community-led actions than administrative or Council-led actions.

In terms of determining what goals, policies, and actions Chase should pursue, significant community engagement and background research was undertaken. The following activities were carried out in 2019 and 2020 to support the creation of this OCP:

Community Survey – in late 2019 a community survey was undertaken, with the intention of providing initial input on key community planning-related issues in Chase. The survey was distributed online and via mail to all residents of Chase and resulted in a total of 184 respondents.

Background Information Review – a comprehensive background review was undertaken to summarize demographics, economic sectors, housing, community services, and other characteristics of the community. This provided context for the important issues that face the community.

Community Engagement Week – from March 9 – 12, 2020, residents and key stakeholders were engaged on a number of levels including through resident and business surveys, interviews, discussions with key community organizations, and a residents' workshop and open house.

Along with formal presentations and interviews, an OCP booth was set up in a prominent downtown storefront. This drop-in style engagement provided a more informal setting for input by residents. This 'go-to-the-people' approach also provided an opportunity to engage residents who may not attend more formal engagement activities. Key groups and agencies that participated in engagement activities included:

- General Public;
- Village Council;
- Students and staff of Haldane Elementary and Chase Secondary Schools;
- Rotary Club;
- Fire and Rescue;
- BC Ambulance Service;
- Royal Canadian Legion;
- Chase Museum;
- Citizens on Patrol;
- Food Bank;
- Chamber of Commerce;
- Interior Community Services;
- Chase and District Health Centre;
- Chase Festival Society;
- Salmon Society; and
- Various local businesses, including Interfor.

Initial Draft of Official Community Plan – an initial draft of the Official Community Plan was prepared based on the input of residents, businesses, and key stakeholders. This initial draft was reviewed by Village staff and updated based on feedback received.

Referrals – the draft OCP was provided to surrounding First Nations, the Ministry of Transportation and Infrastructure, the Agricultural Land Commission, School District 73, Interior Health and Thompson-Nicola Regional District. Comments received were reviewed and various recommendations were incorporated into the OCP.

What We Heard

Through this community engagement, residents identified both opportunities and challenges facing growth and economic development in Chase.

Opportunities (in no particular order)

- The lakefront and natural environment including the salmon run that can be leveraged for community and economic development
- Pursuing reconciliation with local Secwépemc communities to create healing and shared benefits
- Leveraging small town connectedness
- Proximity to Kamloops and Salmon Arm which allows people to work in these neighbouring communities and live in Chase
- Availability of affordable housing in comparison to bigger centres
- Potential use of the Annex for community uses or other development
- Compact community that enables greater connectivity and easier to service with infrastructure
- Recent infrastructure upgrades to water and sewer
- Developers are interested in Chase
- Highway 1 widening

Challenges (in no particular order)

- Constrained land availability
- Dominance of residential land area from a tax base perspective
- Slow internet connectivity and spotty cell coverage
- Proximity to Kamloops and Salmon Arm creating ‘bedroom community’ feel
- Gaps in housing supply and tenure
- Volunteer base is shrinking causing some programs to cease to exist
- High number of people living in Chase part-time and not establishing roots in the community

- Number of professionals living in Kamloops or Salmon Arm and commuting to Chase which means they are not putting roots down
- Gateways into Chase need to be improved
- Highway 1 widening enabling easier access to Kamloops

1.5. Organization of the Plan

This OCP is organized as follows:

Part 1 – Introduction and Community Context – this part of the OCP provides a description of the purpose and legislative requirements of an OCP, as well as the reasons why an update was needed. An outline of the community engagement undertaken as part of this OCP update is also included, along with a summary of the history of Chase, and a review of key background information such as population demographics.

Part 2 – Visions and Guiding Principles – this part of the OCP provides a 20 year vision for Chase, as well as a number of Guiding Principles which help to set the direct for future growth and development of the community. A Regional Context Statement is also provided.

Part 3 – Community Development and Resiliency – this part of the OCP provides guidance on how the Village of Chase wishes to grow and evolve in relation to various issues not specifically tied to land use, such as food security, housing, economic development, environmental protection and emergency preparedness, infrastructure and community building.

Part 4 – Land Use – this part of the OCP outlines specific objectives and policies which will help to guide future growth, development and land use planning decisions in Chase. These objectives and policies will help to ensure that future development within the Village is based on good planning principles. Part 4 also includes Development Permit Area guidelines focusing on environmental protection, hazard areas, multi-family developments, the downtown core, and gateway corridors.

Part 5 – Implementation – this part of the OCP looks to provide direction and guidance on how the OCP will be implemented moving forward. Future land use development, bylaws, policies and plans undertaken in Chase will need to adhere to the vision and direction as outlined within the OCP. The policies and objectives outlined within this Plan will also be leveraged to pursue future funding from higher levels of government.

2. History of Chase

Up to 14,000 years ago, all of the Interior of BC, including Chase, was under a massive ice sheet which was up to 1.5 km thick. This ice sheet had largely collapsed by 11,500 years ago with melting happening for the next 4000 years. During this time, large glacial lakes formed and were held together with glacial dams. Glacial Lake Thompson was 200 m above the current Thompson River system. Approximately 10,000 years ago, a glacial dam located at Spences Bridge ruptured and the waters of Lake Thompson drained towards the Fraser River system. This resulted in the permanent change in the direction of water flows towards the Fraser River rather than towards Shuswap Lake. Salmon started migrating up the Fraser and Thompson River systems following the stabilization of the waters.[1] The deglaciation of the area resulted in the formation of the Shuswap Prairie. The land was settled by the Secwépemc people who have occupied the land since time immemorial. Prior to contact they had well-established seasonal rounds, complex cultural customs and governance systems, and trade and relations with other nations.

The early 1800s brought the first exploration of the area and the introduction of Hudson's Bay Company trading posts. Early relationships between the Secwépemc and the traders were generally friendly, but over the following decades, the ravages of small pox, the creation of the reserve land system which took away vast tracts of land from the Secwépemc people without any treaties being signed, the over exploitation of resources, and the creation of residential school system greatly impacted the Secwépemc nation and its people. Despite this, there are thriving communities at Neskonlith, Little Shuswap Lake and Adam's Lake that are strengthening their cultures and play a critical role in the South Thompson region.

James Todd was the first colonial settler in the area, arriving in the 1860s, with his first landholding established in 1865 and occupying 160 acres of land where the South Thompson River met Little Shuswap Lake. He started a ranch but did not stay in the area for long. Whitfield Chase, the town's namesake, was an American who worked and travelled through western North America. He bought James Todd's landholdings and expanded them to create the Chase Ranch where fruit and grain was grown and cattle raised. He married a local Indigenous woman - Per-soons and had a large family. [2]

In 1866, the first sternwheeler travelled the Thompson Valley river system between Kamloops Lake at Savona and Seymour Arm in the Shuswap, providing access to the Columbia goldfields. The Canadian Pacific Railway was constructed through the area in 1884. Chase was settled in part by Chinese and Finnish people who came to work on the construction of the CPR. The Finnish people lived in an area of Chase known as Finn Flats, northeast of the railway below the townsite.

In 1906, the Adams Lake Lumber Company purchased land from the Chase family to develop a mill which began operations in 1908. In addition to building the first lumber mill in the Interior and the second largest one in the province at the time, the company also built the Chase townsite which was finished in 1910. The mill generated power from Chase Creek and had a well-established water system for the mill and the town and had wooden sidewalks. The mill significantly altered the region. People moved to Chase to work at the mill. The mill constructed wooden flumes throughout the area to enable the transport of logs to the

[1] Source: Secwépemc People, Land and Laws, Marianne Ignace and Ronald E. Ignace, 2018

[2] Source: A Town Called Chase, Joyce Dunn, 1986

waterways. Some of the activities resulted in significant loss of habitat as there was no thought given to reforestation with the most devastating impact being permanent damage to the Lower Adams River salmon run. The mill closed in 1925. After the big mill closed, a number of smaller mills ran in the former location on Aylmer Road up until 2005.

The Hotel Underwood was one of the first buildings in Chase, constructed in 1908 by an American who moved to Chase. By 1912, Chase had a bank, hospital, numerous stores and restaurants and several churches. It had parks and numerous recreation activities. The hospital was closed by 1929, not needed with the closure of the mill. The first school in the area was constructed in the 1880s. The Chase Primary School was constructed in the 1940s (originally called the Chase Superior School). The land where Haldane Elementary and Chase Secondary School stand was purchased in the late 1950s and the first Haldane Elementary School was opened in 1960. It was subsequently turned into Chase Secondary School and a new elementary school, which became the second iteration of Haldane Elementary School was completed soon thereafter.

The first direct road connecting Chase to Salmon Arm was not completed until the 1930s, and for a number of years in its early existence there really was not good road access to Chase with transportation being focused on rail and water. The bridge connecting Chase to Adams Lake Indian Band was constructed in 1938. This resulted in the closure of the Shuswap bridge and the subsequent decline of the Shuswap Prairie community west of Chase.

The Veterans Land Act of 1942 allowed soldiers returning from war to settle land for housing and agriculture. A large area of land west of Chase was used for this purpose resulting in the eventual growth of the agricultural industry. The Chase Community Hall was constructed in 1951. The sewage treatment plant was built in 1982. Prior to the Village's incorporation in 1969, the Board of Trade was the de facto voice for the community and provided direction for infrastructure issues. The community has had a relatively stable population between 2,000 and 3,000 residents with an economy based on forestry, agriculture, and tourism.

3. Background Information

3.1. Demographics

The current population of the Village of Chase, according to BC Stats is 2,478. This represents a significant increase in population from the 2016 census when the population was estimated to be 2,286. Statistics Canada census data for the Village of Chase indicates that there has been a decrease in population since 2001.

Table 3.1 summarizes population changes by year since 2001.

Table 3.1: Historical Population Change by Year

	2001 Census	2006 Census	2011 Census	2016 Census	2019 BC Stats
Population	2,460	2,409	2,495	2,286	2478
% change		-2.1%	3.6%	-8.4%	

Population Projections

Population projections for the Village of Chase have been made based on three scenarios:

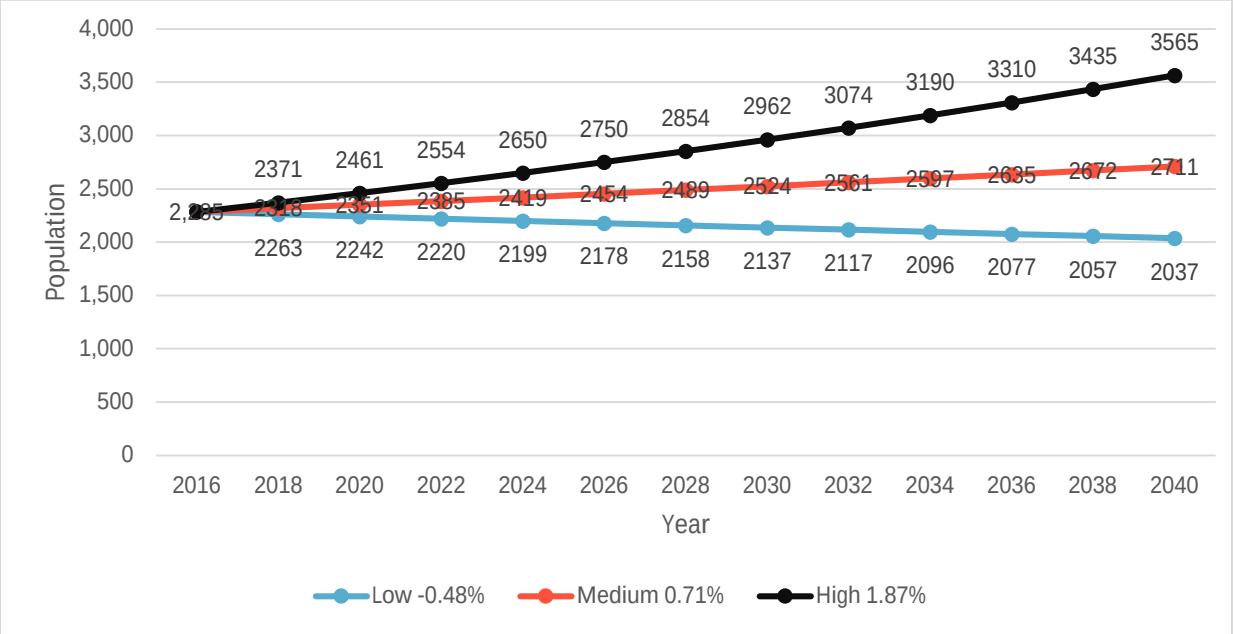
Low: the low growth rate scenario was calculated using historic census data from 2001-2016 (-0.48% per year). This would result in a decrease in population to 2,037 people by 2040.

Medium: the medium population projection scenario was calculated using the Thompson Nicola Regional District population growth from 2001-2016 (0.71% per year). It is important to note that this growth rate includes the growth that has occurred in the City of Kamloops, which has been experiencing steady growth over the last 15 years and accounts for 68% of the total population of the TNRD. This growth rate, when applied to Chase, would result in a population of 2,711 by 2040.

High: using the annual growth rate from the BC Stats projections for the Village of Chase since 2016 for the high growth rate scenario (1.87% per year). This growth scenario results in a population of 3,565 by 2040.

Figure 3.1 illustrates three different population projection scenarios for the Village of Chase.

Figure 3.1: Population Projections



According to the 2016 Statistics Canada census, the Village has 2.1 people per dwelling unit based on 1,090 dwelling units. If population increases to 3,565 by 2040, based on a high growth projection, the Village will need an additional 610 dwelling units. Based on a medium growth scenario, there will be a need for an additional 200 dwelling units by 2040.

Future Development Considerations

In both the medium and high growth scenarios, the Village will experience population growth. However, in the low growth scenario the population of the Village will decline by approximately 249 people by 2040. The rate of population growth will be influenced by a number of factors, including:

- The continued aging of the population;
- Availability of government services, particularly healthcare and education;
- The availability and affordability of housing;
- The ability to attract younger families to move to the community;
- Ongoing expansion of the Trans Canada Highway and the potential for more direct access to Sun Peaks;
- The continued appeal of Chase as a retirement destination; and
- The success of various economic development initiatives, such as the emerging tourism industry.

Age Profile

A comparison of the age profile of Chase with that of the TNRD and BC shows that Chase has a generally older population. This includes a substantially higher proportion of population aged 65 years and older, and a much smaller proportion of the population that is 15 – 44 years old. This leads to a median age of the population of 58.2 years old which is 13 years older than the TNRD and 15.2 years older than the province as a whole. **Table 3.2** compares the age profile of Chase with that of the TNRD and the province of BC.

Table 3.2: Comparative Age Profiles 2016

Age Group	Chase	TNRD	BC
0 - 14 years old	12%	15%	15%
15 – 24 years old	6%	11%	12%
25 – 44 years old	15%	23%	26%
45 – 64 years old	31%	30%	29%
65+ years old	37%	20%	18%
Total Population	2,286	132,663	4,648,055
Median Age	58.2	45.2	43

Dwelling Unit Characteristics

According to the 2016 census there are 1,090 private dwellings currently being occupied within the Village of Chase. The predominant housing or dwelling type reported within the Village is the single-detached house (72%), with mobile homes accounting for 12% of the dwelling types and a mixture of other dwelling types including semi-detached houses, row houses, and duplexes accounting for 17% of dwelling units.

Table 3.3 summarizes dwelling unit types in the Village of Chase.

Table 3.3: Types of Dwelling Units

Type of Dwelling Unit	# of Dwelling Units
Single Detached House	780
Semi-Detached House	30
Row House	65
Duplex	75
Mobile Home	130
Other Single Attached House	10
Total	**1,090**

Source: 2016 Census

3.2. Economy

Employment

Employment in Chase is centred around forestry production, government service (schools, healthcare), commercial services and agriculture. The largest employer in the community is the Adams Lake Lumber Mill, a division of Interfor, which is located on Adams Lake approximately 26 km northeast of the main village area. The mill employs 485 people, 235 as employees and 250 as logging contractors, with 30% of employees living in Chase. Other prominent employers in the community include:

- School District # 73
- Interior Health
- Safety Mart Foods
- Pharmachoice Food and Drug
- Home Hardware
- Econospan Structures Corp.
- Integra Tire
- CP Rail

A key consideration is that a substantial portion of people working in these various locations do not live in the Village.

Income

Income levels are an important indicator of the economic health of an area. The median household income for Chase shows small amounts of growth of 10% from 2006 to 2016. One reason for the overall higher

earnings in the TNRD than in Chase, may be the effect that census respondents in Kamloops have on the median income across the regional district. Household incomes are also likely lower due to the significant number of retirees that live in Chase, many of whom are likely on fixed incomes. As noted by Statistics Canada, there is a trend towards larger urban areas having higher incomes than small urban and rural areas.

Table 3.4 shows the median household income in Chase and the TNRD.

Table 3.4: Median Household Incomes (2001-2016)

Year	Chase		TNRD	
	Median Household Income ($)	**Change**	**Median Household Income ($)**	**Change**
2016	50,560	+ 11.0%	69,308	+ 16.7%
2011	45,567	-1.0%	59,385	+ 17.3%
2006	46,049	+ 66.4%	50,618	+ 14.5%
2001	27,666		44,208	

3.3. Existing Development

Residential

Residential development is dispersed throughout the Village. According to the 2016 Statistics Canada census, the predominant form of housing is single family dwellings accounting for 72% of total dwellings. There are also six mobile home parks with movable dwellings accounting for 12% of dwelling units in Chase. Remaining housing is a combination of semi-detached houses, row houses and duplexes. While growth that could happen over the next 20 years could eventually result in the need for boundary expansion, the ongoing development of Whitfield Landing, the proposed development of a condominium building in the downtown, and the potential redevelopment of the Aylmer Road site would accommodate growth in the next 5 – 10 years.

Commercial/Light Industrial

Commercial/light industrial development is primarily concentrated in the downtown area, the Chase Plaza, highway access locations, and along the Shuswap Avenue and Aylmer Road corridors. The downtown area has seen a significant decline in retail use in the last number of years and due to the size and age of available buildings, along with a changing retail landscape in general, filling the available vacant space may require more effort. It should also be noted that the full impacts to existing and future commercial development due to the proposed Highway 1 expansion are not known at the time of this writing.

Heavy Industrial

The major heavy industrial area is the Adams Lake Mill site which is located north of the village townsite on the shores of Adams Lake. This area is incorporated within the municipal boundary of the Village.

Agricultural

Approximately 41.3 ha (11%), of the main area of the Village of Chase is located within the Agricultural Land Reserve (ALR). These agricultural lands are generally located in the portion of the Village situated south of Aylmer Road and west of the CP Rail corridor. It should be noted however that the ALR extends to include the CP Rail and Shuswap Avenue rights-of-way, as well as the Village's wastewater treatment lagoons. Taking these areas into consideration, the amount of viable farmland within the ALR and Village boundary is closer to 26.5 ha.

Institutional

Civic and Institutional land uses are generally located southeast of Shuswap Avenue and include schools, churches, the cemetery, Interior Health Authority (IHA) health centre, library, seniors centre, medical clinics, Chase Fire Hall, as well as Village and government offices.

There is a desire to create a 'wellness corridor' along Chase Street, between Shuswap Avenue and the Chase and District Health Centre to promote the physical connection between several health care providers, a pharmacy, physiotherapist, registered massage, general practitioners, chiropractic services, adult daycare, Wilson Park, banking, post office, and a retirement residence that are located here. The establishment of a wellness corridor would provide a logical connection to these amenities for Chase seniors and would support healthy and active living for seniors.

Parks and Recreation

The Village of Chase is fortunate to have a number of publicly and privately-owned recreational facilities including:

Community Hall – the Chase Community Hall is owned by the Village of Chase and includes three multi-purpose rooms, a main hall for events, receptions and trade shows, and a full commercial kitchen.

Art Holding Memorial Arena - the arena is located along Shepherd Road and contains one standard sheet of ice. The Arena is owned by the Village of Chase and operated by the Chase and District Recreation Society.

Village Lanes Fun Centre – this privately-owned business features eight lanes of bowling as well as a video games room.

Chase & District Curling Club – established in 1967, the facility has four sheets of ice, a kitchen, a lounge for socializing, and bar services. The facility lounge, kitchen and sheets of ice can be rented for events, games, and bonspiels (tournaments). The curling club is owned by the Village of Chase.

Sunshore Golf Club - developed in the 1960s Sunshore Golf Club is a public 9-hole course utilized by all ages. The golf course is owned by a private society and operated through the Chase and District Recreation Society.

Softball and Baseball – while the majority of organized softball games are played on the Haldane Elementary sports field, tournaments are also held at Chase's ball diamond located on Mill Road.

Pickleball Courts – pickleball courts are currently located on the tennis courts at Haldane Elementary.

Centennial Park – the park includes a small playground, a wading pool, skatepark and an outdoor basketball court.

Memorial Park – the park includes a playground for children, spray park, amphitheatre, green space, and washroom buildings. This park also includes a wharf/dock for public use.

Mill Creek Park – the park includes a ball diamond and has a recently installed dog park.

Willson Park – this park is largely green space located along Chase Creek.

Outdoor Recreation – the Village has a variety of outdoor activities including boating, fishing, golfing, hiking, cross-country skiing and mountain biking, both within the Village and in the surrounding area. Of particular note is the Scatchard Mountain trail network located on the hillside east of Chase, which was recently expanded through work done by the Shuswap Trail Alliance.

3.4. Existing Infrastructure

Infrastructure in Chase includes:

Water System

The Village of Chase currently draws water from the South Thompson River. This water traditionally has not been treated, except with chlorine and subsequently pumped to the community through the Hysop Pump; however, in 2014, the Village added a water treatment plant to the system in order to provide higher water quality. While the intention is to continue to pump from the South Thompson River, groundwater is also being used as an additional source.

Sanitary Sewer

The majority of Chase is serviced with a community sanitary sewer collection system. This system also services the Adams Lake Indian Band reserve (Sahhaltkum 4) across the South Thompson River through a servicing agreement. While there are still some properties still on septic, the Village is in the process of migrating these residences to the community sanitary sewer collection system.

In 2002, new infiltration basins for treated wastewater were installed. Additional upgrades were undertaken in 2017, including an upgrade to the lagoon aeration system, desludging of one lagoon and effluent filtration to assist with infiltration basin health. The existing blowers are a limiting factor for future growth capacity. A headworks screen facility has also been recommended to allow for more sustainable biosolids management after desludging operations.

Transportation

Key transportation in Chase includes:

- *Roadways* – the Trans Canada Highway runs through the eastern portion of the Village, with highway access located at Coburn Street, as well as off both the south and north ends of Shuswap Avenue. It is anticipated that the Trans Canada Highway through Chase will be upgraded to four lanes through the Village which has the potential to alter access in and out of Chase, which could impact local businesses and emergency responders. There have been concerns expressed about the availability of parking in the summer months and traffic congestion that can occur during that time. Furthermore, residents of Chase are able to obtain permits to drive golf carts throughout the community which is another way that residents can move around the village.
- *Active Transportation* – the Village has sidewalks within the downtown area, and along 2nd Avenue and Pine Street. There are also pathways in Willson Park and a pedestrian underpass of the Trans Canada Highway. The Village has developed an Active Transportation Plan and it is a key priority of the Village to implement the plan to increase the number of people walking and riding bikes in the community.
- *Railways* – Extending the entire length of the Village from north to south, the 30 metre wide CP Rail corridor divides the community and transportation network of the Village. No industries in Chase have access to the rail line. Reducing or eliminating train whistling is currently a major issue in the community.
- *Airport* - The closest major airport to Chase is the Kamloops Airport, located nearly 70 km from Chase.
- *Bus* – Ebus offers daily bus services through Chase on its Kelowna – Salmon Arm - Kamloops route. In addition, BC Transit operates the Health Connections bus which provides service between Kamloops and Chase twice per week. Chase Community Services also provides bus service for seniors. All bus schedules as listed are subject to change.
- *Taxi* – there is private taxi service in Chase.

Storm Drainage

There are two primary storm sewers within the Village. The first, which services much of the Village core area, is located on Shuswap Avenue and discharges into Chase Creek. The second is located in the east portion of the Village on Pine Street and discharges into the South Thompson River. The remainder of the Village is served by small area-specific systems which discharge collected water to the ground, open ditch/culvert arrangements and individual on-site disposal systems. Due to the unfeasibility of connecting to community systems, soil conditions and factors such as evolving senior government regulations, the disposal of stormwater in some parts of the Village has proven problematic and will require continued inter-agency co-operation and study.

3.5. Indigenous Communities

According to the 2016 census, approximately 280 residents, or 12.5% of the total population of Chase identify as Indigenous. The Village of Chase falls within the traditional lands of the Secwépemc Nation. There are three individual First Nations communities located in close proximity to the Village, including the Adams Lake Indian Band, Neskonlith Indian Band and the Little Shuswap Lake Band. Further information on the surrounding Indigenous communities is provided below:

Adams Lake Indian Band

The main reserve of the Adams Lake Indian Band (ALIB), Sahhaltkum IR # 4, is located just across the South Thompson River from Chase. The reserve is home to the main Band office, the Nexe7yelts Pierre Moyese Health Administration building, and the Chief Atahm School. ALIB has a registered population of 810 people, with 421 members living on-reserve and a total of seven reserves. These reserves are located along Adams Lake, the south shore of Little Shuswap Lake, adjacent to the City of Salmon Arm, as well as west of Chase along the South Thompson River,.

Neskonlith Indian Band

Neskonlith Indian Band has a total registered population of 662 people, of which 317 live on-reserve. Consisting of three reserves, the community has a combination of community infrastructure facilities including community hall, administrative offices, a daycare, Band-operated school, and water treatment facilities. The reserves are generally located west of the Village of Chase.

Little Shuswap Lake Band

LSLB has 5 reserves scattered throughout the Shuswap area with Quaaout IR # 1 being the location of the main community including the Band office, and many of LSLB's economic development ventures including the Quaaout Lodge and Talking Rock Golf Course. LSLB's total registered membership population is 358. Of the 358 registered members, 193 live on-reserve.

Part 2:

VISION AND REGIONAL CONTEXT

4. Vision and Guiding Principles

4.1. Community Vision - 2040

Based on community engagement, the vision for Chase is the following:

In 2040, the Village of Chase is a vibrant, small community with a relaxed pace of life and a stable economy based on entrepreneurship, small businesses, a growing four season tourism industry, and stability in the forestry and agriculture industry. We aim to protect and leverage our natural resources, including our water bodies, our surrounding mountain areas and our agricultural land to create a unique and interesting community.

Key elements of our vision include:

- *A small town whose residents have developed strong connections within the community and the community is connected externally to other communities*
- *A diversified population in terms of ages and backgrounds*
- *A place that inherently attracts visitors due to the community's lakefront parks, interesting shops, community trails, and proximity to Sun Peaks*
- *An environmental leader working with partners to restore the salmon run, address environmental contamination, reduce pesticide use and reduce greenhouse gas emissions*
- *A strong and diversified tax base that enables reinvestment in the community*
- *A thriving economy based on entrepreneurship, tourism, forestry, agriculture, government and community service*
- *A community that celebrates and recognizes its history, both Indigenous and non- Indigenous*
- *Community oriented with a strong volunteer base*
- *A community where the physical and mental well-being of its residents are supported through a wide range of health and wellness services and programs suitable for all ages, as well as a robust active transportation network*

4.2. Guiding Principles

The Village of Chase has endeavoured to set forth a number of guiding principles which will guide the future of the community. These principles are outlined below:

Retention of Small-Town Character

Ensure that future development and growth of Chase does not significantly alter the small-town character and feel of the community.

Vibrant Downtown

Focus future commercial development to the downtown core, in particular along Shuswap Avenue, and pursue initiatives that support and enhance business in the downtown, while at the same time recognizing the emergence of the Brooke Drive corridor as a business hub.

Economic Diversification

Create a more vibrant and diversified economy that attracts entrepreneurs and businesses that will contribute to the local economy of Chase.

Environmental Protection

Ensure that the ecosystems and biological diversity of the natural environment are restored and enhanced.

Community Spirit

Create a resilient community that enables people to thrive. This includes encouraging greater participation and volunteerism in Chase in order to support existing community programs, as well as to allow for expanded programming.

Diversify Mix of Housing Types

Ensure that a diverse range of safe and comfortable housing is developed and maintained that meets the needs of the community of today and tomorrow.

Reconciliation

Pursue initiatives that support ongoing efforts of reconciliation with neighbouring Indigenous communities.

Health and Wellness

Ensure the availability and maintenance of recreational facilities and programs for all age groups that are appropriate for a small community.

Agricultural Protection

Ensure the preservation of agricultural lands within the Village to contribute to and support local food security and food sovereignty, as well as build economic development.

Emphasize Waterfront Aspect of Community

Improve and promote the use of waterfront parks and facilities. Ensure public access to the Village's waterfront is maintained.

Recognize Community Capacity

Pursue initiatives that are practical and within the community's capacity to undertake and support.

5. Regional Context Statement

5.1. Background

As required by the *Local Government Act*, municipalities must include a regional context statement in their Official Community Plans if their regional district has adopted a regional growth strategy. The purpose of the regional context statement is to identify how the OCP policies support the principles of the regional growth strategy.

In 1995 the Thompson Nicola Regional District (TNRD) and its member municipalities undertook a Regional Growth Strategy as outlined in the *Local Government Act*. A series of background reports were completed, and the TNRD adopted the Regional Growth Strategy in the spring of 2000. In 2011, the TNRD undertook an amendment of the Regional Growth Strategy with an updated bylaw being adopted in 2013.

The Regional Growth Strategy is not a land use plan, but rather a cooperative strategy for achieving a sustainable future for the region. The Village of Chase worked in partnership with the TNRD to develop this document. Some critical issues that face the central sub region of the TNRD, of which Chase is a part, include population growth pressure facing the South Thompson Valley; protection of resource lands, parks and recreation areas; protection of community watersheds; and the enhancement of visual corridors and amenity areas.

The issues identified within the Regional Growth Strategy led to the development of the South Thompson Settlement Strategy (STSS) in 2002. The STSS looked to balance future development in the South Thompson valley with other key values.

Taking various environmental and resource values into consideration, the STSS identified a number of settlement areas throughout the South Thompson valley, including Urban Settlement Areas (Kamloops, Sun Rivers and Chase), Rural Settlement Areas, Special Settlement Areas, Commercial Areas, Industrial Areas, and First Nations Settlement Areas. Land use policies, which were founded upon nine guiding principles, were outlined for each settlement area.

Specific to Chase, the Golden Ears Market located just south of the Village was identified as a commercial area (the market building has since been demolished and the land will be used as part of the Trans Canada Highway expansion). A special settlement area was also established along the Shuswap-Chase Creek Road, in recognition of future rural residential developments that were planned for this area. The STSS also indicates that the Village of Chase was considering a municipal boundary extension to include the Shuswap-Chase Creek Road area (also referred to as Corona Heights) at the time the Strategy was developed.

In 2014, the TNRD updated their Fringe Area Policy Guidelines. The Chase Fringe Area extends approximately 2 km around the municipality. In general terms, the Fringe Areas Policies discourage rural residential, commercial and industrial uses within the Fringe Area and instead, encourages these uses to locate within the boundaries of the adjacent municipality. Agricultural and forestry uses are encouraged within the Fringe Area, and consideration is also given to extractive, resource-based industries.

Along with the policies of the Regional Growth Strategy, the Village of Chase Official Community Plan (OCP) will embody the principles and policies that form the substance of the South Thompson Settlement Strategy.

5.2. Regional Context Statement

The Village of Chase is a primary urban centre in the South Thompson Valley east of the City of Kamloops, so the community plays a significant role within the Valley and the TNRD. The Village of Chase OCP was developed in accordance with the TNRD's Regional Growth Strategy and the South Thompson Settlement Strategy. The following describes how the Village of Chase OCP aligns with these two growth management strategies.

Human Settlement

The Human Settlement Policies outlined in the TNRD's Regional Growth Strategy are aimed at containing and directing urban and rural sprawl to established centres. These polices encourage infill and intensification. The Chase OCP supports the Human Settlement polices of the Regional Growth Strategy by:

- Encouraging future residential development to occur in a compact, cost-effective and sustainable manner;
- Encouraging mixed residential and commercial uses in the downtown;
- Prioritizing infill on vacant parcels within the Village that are serviced with existing community services;
- Ensuring there is sufficient land to meet the projected future housing demands;
- Promoting the use of secondary suites and carriage homes;
- Promoting and enhancing food security and food sovereignty by supporting the local Chase Farm and Craft Market, as well as supporting the development of an additional community garden;
- Supporting improvements to the Village's active transportation network;
- Establishing development permit areas to ensure a high standard of urban development and protection of the natural environment;
- Encouraging a range of housing types to meet the needs of all residents, including multi-family residential, affordable housing, rental accommodations and seniors housing;
- Encouraging a range of commercial, industrial and public activities to continue to develop within the Village;
- Encouraging redevelopment of the former sawmill site along Aylmer Road; and
- Discouraging development within the Village's Agricultural Land Reserve until other suitable residential opportunities within the Village become limited.

Energy and Transportation

The Energy and Transportation section of the Regional Growth Strategy looks to integrate energy and transportation considerations with land use and settlement planning to achieve conservation, mobility and efficiency goals. The Chase OCP supports these policies through:

- Encouraging continued collaboration with the Ministry of Transportation and Infrastructure in relation to major transportation corridors, and specifically regarding the potential 4-laning of the Trans-Canada Highway through Chase;
- Encouraging infill development in order to save transportation and energy costs and to provide for more opportunities for walking, cycling and other forms of transportation;
- Promoting and encouraging the continued use of golf carts on Village streets;
- Exploring options for improved transit services between Chase and Kamloops and Salmon Arm;
- Supporting improvements to the Village's active transportation network as outlined in the Village of Chase Active Transportation Plan;
- Encouraging expanded use of alternative energy in the community, such as solar; and
- Integrating guidelines for development adjacent to railway operations.

Economic Development

The economic development section of the TNRD's Regional Growth Strategy outlines policies aimed at broadening the region's economic base through diversification and expansion, as well as through supporting existing industries. The Village of Chase OCP supports these policies by:

- Supporting and promoting the growth of the tourism sector in Chase by implementing the recommendations outlined in the Chase Economic Development and Tourism Strategy;
- Developing policies and initiatives to promote a vibrant downtown core to serve both residents and visitors;
- Encouraging the preservation of existing agricultural lands and the expanded use of under-utilized agricultural lands;
- Pursuing options to improve cellular and high-speed internet services in Chase;
- Supporting options for the installation of a fibre optic network in Chase;
- Supporting collaboration with local Indigenous communities on economic development initiatives that bring shared prosperity;
- Continuing to work collaboratively with the Ministry of Transportation and Infrastructure to investigate and evaluate the potential impacts of the Trans Canada Highway 4-laning project on local businesses; and
- Encouraging diverse residential housing types, including rental accommodations, to ensure people employed in Chase are able live and obtain housing within the community.

Environmental Protection

The Chase OCP aligns with the Regional Growth Strategy's goal of protecting and enhancing the environment through the adoption and co-operative use of stewardship principles by:

- Establishing Development Permit Areas for the protection of the environment, hazardous areas and the Village's drinking water source;
- Encouraging compact community design and infill development;
- Implementing a linear park along Chase Creek to ensure protection from future development and to accommodate the Creekside multi-use pathway;
- Incorporating the latest floodplain mapping into OCP policies; and
- Encouraging the use of green technologies, including electric vehicle charging stations and solar energy systems, in order to reduce the greenhouse gas emissions of both the Village and residents.

Open Space and Cultural Heritage

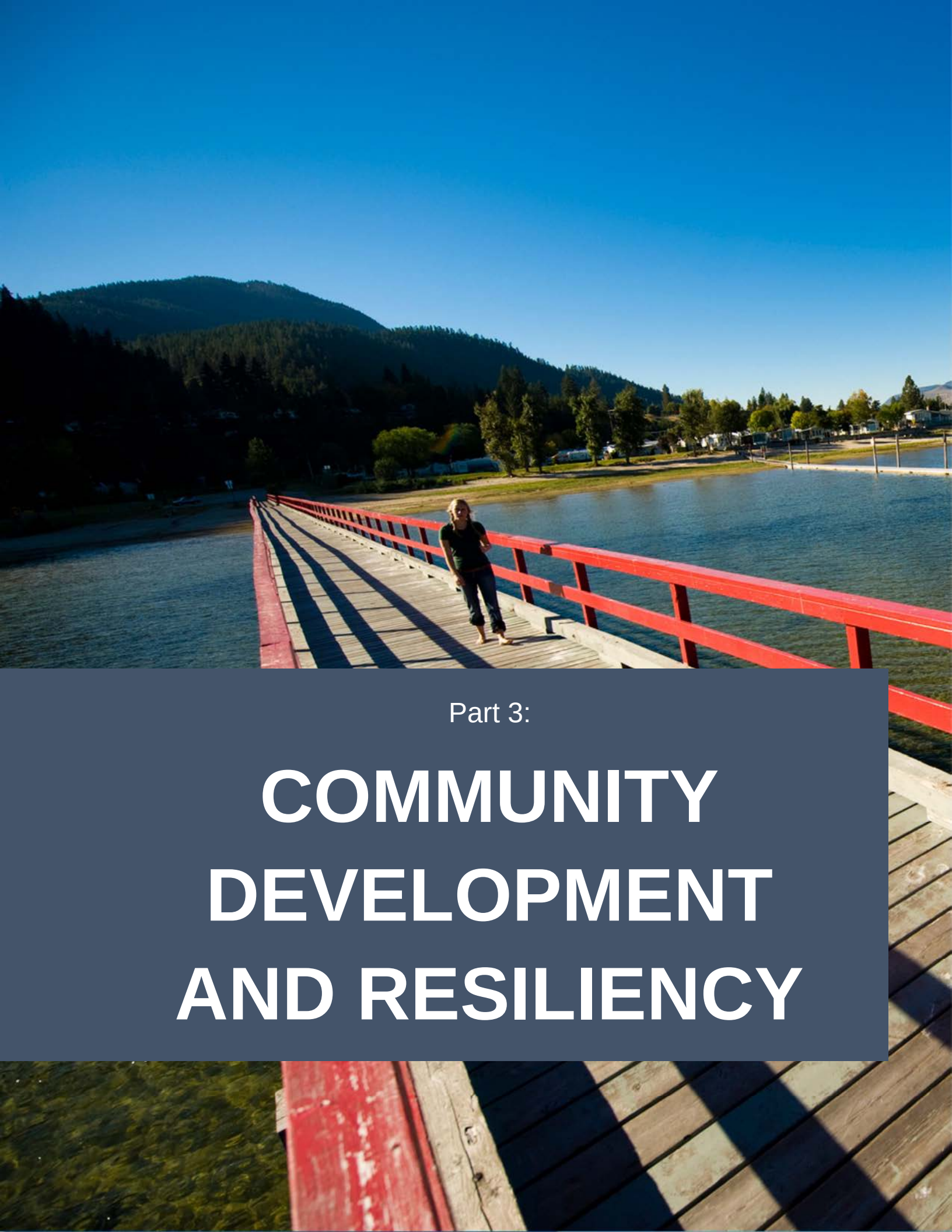
The Regional Growth Strategy outlines policies to protect archaeological and heritage resources, open space and the rural character of the TNRD. This OCP aligns with these policies through:

- Supporting Provincial Archaeology Branch initiatives;
- Encouraging the protection, restoration and demarcation of historic buildings in Chase; and
- Encouraging the celebration of Chase's local history, both Indigenous and non-Indigenous.

Co-operation and Process

The Village of Chase OCP supports co-operation and collaboration through:

- Including Regional Context Statements within the OCP;
- Ensuring the OCP aligns with the TNRD's Regional Growth Strategy, Fringe Areas Policy Guidelines and the South Thompson Settlement Strategy; and
- Ensuring that the appropriate stakeholders and local First Nations communities, are properly consulted in the process of developing, amending or repealing the OCP.



Part 3:

COMMUNITY DEVELOPMENT AND RESILIENCY

Part 3 of the OCP outlines objectives and policies for a number of important community development issues, including food security, economic development, environmental protection and emergency preparedness, and housing. These topic areas were identified by Village residents during the community engagement process. While these objectives and policies may fall outside of the more traditional land-use policies outlined in Official Community Plans, they are equally important to the future growth, health and evolution of Chase.

6. Housing

Like many places in BC, housing is an important topic in Chase. The keys issues raised by residents and stakeholders included:

- A need to ensure a diverse range of housing in the community, including affordable housing;
- A need for more housing to accommodate people with mobility issues; and
- Gaps in the existing housing supply, including:
    - Housing for new families and first-time home buyers
    - Rental accommodations
    - Multi-family housing
    - Housing for seniors looking to downsize into from their larger family homes
    - Long-term care facilities and nursing homes

At the same time, there appears to be a latent demand for people wanting to move to Chase but being unable to find the type of housing that meets their needs and desires. Addressing these housing issues will be important to Chase continuing to grow and to enhance its economy and reshape its demographic profile. A Housing Needs Assessment has been completed and forms the basis of housing policy for the OCP.

6.1. Objectives

It is the objective of Council to:

.1 Ensure a diverse range of safe and comfortable housing is available and maintained that meets the current and projected needs of the community.

6.2. Policies

It is the policy of Council to:

.1 Ensure a diverse range of safe and comfortable housing is available and maintained that meets the current and projected needs of the community by:

.1 Promoting the development of a greater range of housing types including various forms of multi-family housing and diversifying the types of single-family houses to include smaller, one storey houses.

.2 Supporting options to increase the supply of rental accommodations within the Village.

.3 Ensuring there is affordable market housing available in Chase, particularly for younger adults forming their first household.

.4 Working with BC Housing and other agencies to provide affordable social housing within Chase, particularly for seniors.

.5 Encouraging housing types that accommodate seniors downsizing from single family residential homes (i.e. single story, low maintenance houses).

.6 Ensuring there are suitable housing options available for young families moving to the community.

.7 Encouraging the development of a long-term care facility in Chase for seniors.

.8 Encouraging the development of new assisted living facilities in Chase to give people greater opportunities to age in the community.

.9 Supporting and encouraging the development of carriage suites and other forms of secondary suites in appropriate areas of the community.

.10 Supporting the development of tiny homes and pocket neighbourhoods in appropriate areas.

.11 Encouraging the development of housing with level entry access and living space and washrooms on the main floor to encourage accessibility and allow people to live in their homes longer.

7. Community Health and Vibrancy

The Village of Chase strives to create a safe, inclusive, healthy and vibrant community where residents are encouraged to actively participate in various cultural, recreational and community programs and events. The Village is also committed to engaging and collaborating with local First Nations' and Indigenous peoples to better understand, support and advance reconciliation efforts.

Chase is fortunate to have a number of community groups and organizations committed to improving the social cohesiveness and overall quality of life of the community. These groups include but are not limited to:

- Chase and District Festival Society
- Chase Rotary Club
- Citizens on Patrol society
- Chase Food Bank
- Knights of Columbus
- Chase and District Fish and Game Club
- Chase and District Chamber of Commerce
- Chase and District Heath Services Foundation
- Chase and District Skate Park Society
- Chase Creekside Seniors Centre
- Chase Museum Society
- Chase Lions Club
- Interior Community Services
- Royal Canadian Legion
- Women Shining Magazine
- Parent Advisory Committee (PAC)
- Chase Environmental Action Group
- Chase Salmon Society
- Chase Farm and Craft Market
- Chase Christmas Hamper Society
- Chase Community Services Society
- Youth Action Committee

Since the majority of these organizations are run by volunteers, it is important to nurture and promote a culture of volunteerism within the community, in order to ensure the existing programs and services offered in Chase are continued or expanded upon into the future.

7.1. Objectives

It is the objective of Council to:

.1 Improve the mental and physical health of community members.

.2 Recognize and support the local arts and culture community.

.3 Enhance public safety.

.4 Promote and enhance food security in Chase.

.5 Continue to build an inclusive community where residents of all ages can thrive.

7.2. Policies

It is the policy of Council to:

.1 Improve the mental and physical health of community members by:

- .1 Working with Interior Health to expand health services in Chase.
- .2 Reducing social isolation in the community through the operation of parks and recreation programs and other social programs in the community.
- .3 Using the built environment to foster better health and wellness in the community particularly through the provision of parks and recreation facilities and the development of the active transportation network.
- .4 Working with provincial agencies to provide mental health and addiction services in Chase.

.2 Recognize and support the local arts and culture community by:

- .1 Exploring the possibility of establishing an Arts and Culture Centre.
- .2 Encouraging the inclusion of local Secwépemc artists in Chase arts and culture events.
- .3 Working with local First Nations in the implementation of the Secwépemc Landmark Project.

.3 Enhance public safety by:

- .1 Encouraging the RCMP to expand staffing in Chase, particularly in summer months.
- .2 Encouraging the continued operation of the Citizens on Patrol Society (COPS).
- .3 Exploring potential options for increasing RCMP staffing levels, including a greater number of Indigenous police officers to serve Chase.

.4 Promote and enhance food security and food sovereignty in Chase by:

- .1 Continuing the community garden program and consider the expansion of community garden facilities.
- .2 Supporting Chase Farm and Craft Market in accessing a suitable and permanent location.
- .3 Encouraging the use of under-utilized agricultural lands for food production.

.4 Supporting the development of an expanded location for the Food Bank.

.5 Supporting programs such as Meals on Wheels and the Community Kitchen.

.6 Enabling residents to keep hens in their backyards for their own eggs.

.5 Continue to build an inclusive community where residents of all ages can thrive by:

.1 Recognizing and celebrating the role of Secwépemc people in this area, both historically and currently.

.2 Working with the Secwépemc Nation communities to identify areas of key importance in Chase and develop protocols for areas of archeological importance.

.3 Providing more opportunities for residents and visitors to learn about the Secwépemc and colonial history of Chase including identifying historical buildings and places in and around the community.

.4 Developing more community events that bring people together and help foster integration between generations.

.5 Establishing better working relationships and coordination with and between volunteer groups in Chase to create synergies in mandate, resources and funding.

.6 Encouraging professionals working in Chase to live in the community full-time.

.7 Encouraging the continued operation of public schools in Chase.

.8 Promoting the Active and Safe Routes to Schools program.

.9 Encouraging the development of social enterprises to address key social and economic issues within the community.

.10 Establishing an online community calendar to market events and encourage greater coordination of events.

.11 Encouraging the development of more daycare services in Chase including for before and after school care and summer care.

.12 Implementing the Child Care Space Strategic Action Plan.

.13 Encouraging greater participation and volunteerism in Chase to enable expanded community-based programs.

8. Environmental Protection and Emergency Preparedness

The protection of the natural environment is a key priority for people in Chase. When asked what they liked most about living in Chase, residents often mention the community's natural beauty. The objectives and policies below focus on protecting, maintaining and enhancing the natural ecosystems, habitats and environmental quality within the Village. This includes preserving riparian areas along the South Thompson River, Little Shuswap Lake and Chase Creek, protecting the community's drinking water sources, reducing the impacts on the natural environment when land is developed, and creating and promoting a culture of environmental stewardship in the community.

At the same time as protecting the natural environment is critical to residents of Chase, it is also important that the community puts effort into protecting residents, infrastructure and property from natural disasters. Flooding events are occurring more frequently in Chase, likely due to the impacts of climate change. This flooding, along with the large-scale wildfires experienced in the region during the summers of 2017 and 2018 have brought into focus the importance of emergency preparedness and the community's ability to respond quickly and effectively during such events.

8.1. Objectives

It is the objective of Council to:

.1 Ensure that the natural environment in Chase is protected and enhanced and that the impacts of the built environment on the natural environment are mitigated to the furthest extent possible.

.2 Preserve sensitive environments within and adjacent to Chase Creek, Little Shuswap Lake and the South Thompson River with consideration for recreational, fisheries and downstream uses.

.3 Ensure the Village's drinking water sources are protected.

.4 Ensure that Chase is prepared for emergencies that the Village may encounter due to natural disasters.

.5 Work to protect people, infrastructure and property from identifiable natural hazards in Chase.

8.2. Policies

It is the policy of Council to:

.1 Reduce the impacts of the built environment on the natural environment by:

- .1 Working with community partners to develop environmental education programs.
- .2 Investigating the feasibility of developing community energy systems based on solar.
- .3 Promoting the use of the Village's electric vehicle charging stations.
- .4 Investigating the possibility of implementing a pesticides ban on non-agricultural lands, especially within the primary and secondary groundwater source protection areas as outlined in the Village of Chase Groundwater and Surface Water Source Assessment and Protection Strategy.

.5 Implementing the recommendations of the 2018 Village of Chase Groundwater and Surface Water Source Assessment and Protection Strategy.

.6 Working with the Thompson Nicola Regional District to maintain and enhance solid waste collection and disposal and recycling programs.

.7 Considering the development of a community compost program and being a part of Recycling BC.

.2 Ensure the natural environment is protected and enhanced by:

.1 Encouraging and supporting educational activities and programs which highlight the natural resources of Chase.

.2 Ensuring environmentally sensitive areas are protected through the use of Development Permit Areas.

.3 Encouraging the protection and enhancement of pollinators in the community.

.4 Encouraging flood prone areas to be used as parks, recreational or open space areas in order to protect public safety and minimize property damage.

.5 Further embracing the cultural and biological importance of the salmon to Chase.

.3 Preserve sensitive environments within and adjacent to Chase Creek, Little Shuswap Lake and the South Thompson River by:

.1 Working with the Department of Fisheries and Oceans to achieve a balance between enhancing fisheries habitat and maintaining the appeal and usability of waterfront areas in the Village. This includes the Memorial, Mill, Centennial and Willson Park waterfront areas.

.2 Ensuring that riparian areas are protected and enhanced.

.3 Pursuing the establishment of a linear park area along Chase Creek, north of Aylmer Road.

.4 Considering the implementation of a waste collection program along Chase Creek and throughout Chase.

.5 Promoting the conservation and enhancement of fish habitat on the South Thompson River, Chase Creek and Little Shuswap Lake.

.4 Ensure the protection of the Village of Chase's drinking water source by:

.1 Enhancing protection of the Village's groundwater drinking source through the use of a Development Permit Area and using tools to protect the foreshore area from development that would impact source water quality from the South Thompson River.

.2 Implementing the recommendations of the Village's Water Utilization Study.

.3 Increasing public awareness and education related to water conservation and water consumption.

.4 Considering becoming a Blue Community through the Council of Canadians and Canadian Union of Public Employees (CUPE) Blue Communities Project which includes three (3) requirements: recognize that clean water and sanitation are human rights, ensure that water treatment and wastewater plants are not privatized, and ban or phase out the sale of bottled water in municipal facilities and at municipal events. .

.5 Prepare for emergencies that Chase might encounter due to natural disasters and work to protect people, infrastructure and property from identifiable natural hazards in Chase by:

.1 Pursuing and obtaining FireSmart certification.

.2 Exploring options to create a more resilient Fire Department.

.3 Undertaking a community climate change adaptation study to review the impacts of climate change on Chase and to prepare accordingly.

.4 Exploring the feasibility of establishing a training facility for the Fire Department.

.5 Obtaining updated floodplain information once it becomes available and incorporating into Chase's land use planning and emergency response policies.

.6 Developing a flood mitigation strategy.

.7 Working collaboratively with the Ministry of Transportation and Infrastructure to assess the potential impacts of the Trans Canada Highway 4-laning project on highway access and response times for emergency services.

.8 Finalizing the Community Wildfire Protection Plan.

.9 Requiring the habitable portion of development to be located above the 200 year floodplain elevation.

.10 Encouraging senior government agencies to update floodplain mapping on a regular basis.

.11 Encouraging the replacement of coniferous trees throughout Chase with deciduous species in order to reduce the wildfire hazard, possibly through a tree planting and replacement incentive program.

9. Energy and Greenhouse Gas Emissions

The Village of Chase is committed to minimizing greenhouse gas emissions. The BC Ministry of Environment and Climate Change Strategy has previously compiled Community Energy and Emissions Inventories for municipalities in BC for 2007, 2010, and 2012. According to this data, the largest sources of GHG emissions in Chase has been the use of natural gas for residential and commercial use, and emissions resulting from solid waste decomposition, though it is important to note that the inventory did not include emissions from vehicles. **Table 8.1** summarizes greenhouse gas emissions for the community and compares it to the province as a whole, where emissions from vehicles were calculated.

Table 8.1: Community Greenhouse Gas Emissions*

	2012		2010		2007	
	Total Tonnes CO2e	**Tonnes CO2e/ Capita**	**Total CO2E**	**Tonnes CO2e/ Capita**	**Total Tonnes CO2E**	**Tonnes CO2E/ Capita**
Chase	7337*	3.0	8242*	3.3	7414*	3.1
BC	63,008,000	13.8	61,441,000	13.8	64,763,000	15.1

**Did not include GHG emissions from vehicles*

While an update to the emissions inventory for Chase has not been completed since 2012, it is important to note that per capita greenhouse gas emissions have decreased in BC slightly since 2012 by 5% to 2017. If this is replicated in Chase, emissions would be 2.82 tonnes CO2e per capita with total emissions being 6,729 tonnes CO2e as of 2017. Emissions from transportation could be between 7000 – 10,000 tonnes of CO2e for the community.

9.1. Objectives

It is the objective of Council to:

.1 Reduce per capita greenhouse gas emissions in the Village by 33% below 2007 levels by 2050.

.2 Encourage energy conservation and alternative energy sources in the community.

9.2. Policies and Actions

It is the policy of Council to:

.1 Reduce greenhouse gas emissions in the community by:

- .1 Developing and distributing educational materials to residents that outline how they can reduce their greenhouse gas emissions.
- .2 Developing an anti-Idling program in the community.
- .3 Encouraging residents to shop local where possible to reduce travel to larger centres.
- .4 Exploring options to expand the community garden in Willson Park, as well as continuing to support local food programs such as the Buy Local Fresh.
- .5 Continuing to protect and support local agricultural production by directing development away from the Agricultural Land Reserve.
- .6 Continuing to allow electric golf carts on public roads as a mode of travel.
- .7 Encouraging the maintenance of existing electric vehicle charging stations and the development of new ones as a means of reducing greenhouse gas emissions and attracting motorists on the Trans Canada Highway to come into the Village.
- .8 Implementing the recommendations outlined in the Active Transportation Plan in order to encourage walking and cycling in the community.
- .9 Encouraging the development of a car share program in Chase.
- .10 Requiring trails, pathways and/or sidewalks to be incorporated within the design of new subdivisions.
- .11 Continuing to support recycling initiatives.
- .12 Reviewing the feasibility of developing a community composting program.
- .13 Requesting the Province to provide the Village with the tools and resources to monitor and measure its GHG levels.
- .14 Encouraging the planting of trees in the community.

.2 Encourage energy conservation and the use of alternative energy sources in the community by:

- .1 Developing a community energy plan.
- .2 Reviewing the feasibility of installing alternative energy systems into municipal buildings, such as solar hot water, solar electricity, and geo-exchange systems.
- .3 Encouraging the installation of solar panels on houses, businesses, and government buildings.
- .4 Encouraging energy efficiency in the community and review Village-owned facilities for efficiency options.
- .5 Reviewing the feasibility of developing community energy systems by considering the use of solar energy.
- .6 Support senior levels of government programs and incentives to reward developments that incorporate alternative energy systems such as solar hot water heaters and geo-thermal heating systems.
- .7 Encouraging residents and businesses to conduct energy audits and undertake energy retrofits.

10. Economic Development

Chase's economy is based on forestry, tourism and agriculture as primary drivers and along with being a retirement destination. With the aging population in the community, services for seniors, including healthcare, provide a significant employment base in the community. The largest employer in Chase is Interfor's Adams Lake sawmill site which currently employs approximately 235 employees on-site and an additional 250 people as logging contractors. Since the adoption of the 2002 OCP, the local economy of Chase has been influenced and impacted by a number of factors, including:

- Volatility in the forestry and agricultural sectors has altered the community's traditional employment base;
- The emergence of the regional tourism industry;
- An aging population;
- Improvements to the Trans Canada Highway that has made trips into Kamloops faster and more convenient for people working and shopping in Kamloops;
- Closure of businesses in the downtown core resulting in empty storefronts; and
- Various proposals for industrial developments that have not proceeded due to vocal community opposition.

In addition to the factors outlined above, the proposed 4-laning of the Trans Canada Highway has the potential to impact highway access into the community and the viability of some businesses located along the highway. A challenge that will be faced moving forward is ensuring that there are enough younger people in the community to own and work at small businesses in the community and encouraging residents to shop local. Another challenge that is faced in the community is the slow internet connection which impacts the ability to work-from-home and develop an online presence for businesses operating in Chase.

The Village has recently completed an Economic Development and Tourism Strategy, which along with this OCP update, outlines objectives and action items to grow and diversify the local economy of Chase and strives to improve the economic resiliency of the community.

10.1. Objectives

It is the objective of Council to:

.1 Create a more diversified economy to increase the economic resilience of the community.

.2 Promote a vibrant downtown core.

.3 Promote and support the development of the tourism industry.

.4 Encourage the further development of the agricultural industry in Chase.

10.2. Policies

It is the policy of Council to:

.1 Diversify the economy by:

.1 Encouraging the private sector to improve infrastructure in Chase to enable higher speed internet service.

.2 Exploring areas which may be suitable for clean industrial uses.

.3 Implementing the Village of Chase Economic Development and Tourism Strategy.

.4 Encouraging professionals in the health care and educational sectors working in Chase to live in the community on a full-time basis.

.5 Supporting entrepreneurship in the community and attracting new entrepreneurs to the community by emphasizing the high quality of life in Chase.

.6 Working collaboratively with local First Nation communities on economic development initiatives that bring shared prosperity.

.7 Identifying areas for commercial and industrial development.

.8 Working collaboratively with the Ministry of Transportation and Infrastructure to investigate and evaluate the potential impacts of the Trans Canada Highway 4-laning project on local businesses.

.9 Working collaboratively with local business organizations in order to help understand and meet the needs of the business community.

.10 Encouraging residents to shop locally wherever possible.

.11 Considering the adoption of a Wood First Bylaw to encourage the development of wood structures to support the forestry industry.

.2 Promote a vibrant downtown core by:

.1 Establishing Development Permit Area guidelines to regulate the form and character of new developments and building renovations within the downtown.

.2 Considering a beautification project for Shuswap Avenue corridor.

.3 Exploring options to address on-street parking issues in the downtown.

.4 Making it easier to walk and cycle to, and within the downtown core.

.5 Encouraging outdoor patios and open-air businesses in the downtown.

.6 Encouraging more mixed use residential and commercial uses in the downtown.

.7 Considering policies and incentives to encourage businesses to locate in the downtown.

.8 Considering the establishment of a downtown tax exemption program to encourage development in the downtown.

.3 Promote and support the development of the tourism industry by:

.1 Working collaboratively with local business and tourism organizations to promote and market Chase as a tourism destination.

.2 Implementing the Village's Economic Development and Tourism Strategy.

.3 Encouraging consideration of an alternate access to Sun Peaks provided there is support and leadership from local First Nations.

.4 Implementing a tourism strategy that leverages the natural features (Little Shuswap Lake, Chase Creek falls, salmon), outdoor recreational opportunities, agriculture, arts and culture, local history (both Indigenous and non-Indigenous), and small town living offered in Chase.

.5 Encouraging the protection and enhancement of salmon habitat locally and in the region.

.6 Exploring options for developing a new campground and/or expanding the existing RV park.

.7 Leveraging the Sunshore Golf Course to increase local tourism.

.8 Developing a wayfinding strategy to facilitate tourism in Chase.

.9 Examining the use of technology such as apps to enrich the tourist experience in Chase.

.4 Encourage the further development of the agricultural industry by:

.1 Supporting and promoting the Chase Farm and Craft Market.

.2 Continuing to support and distribute the Buy Local Fresh map.

.3 Encouraging the use of locally produced food in the community.

.4 Reviewing opportunities to leverage the region's agricultural sector to develop value added processing to create economic development opportunities in the community.

Part 4:

LAND USE PLAN

Part 4 of the Official Community Plan is focused on the development of goals and policies relating to land use in specific areas of the community.

11. General Policies

General land use policies apply to all land uses within this OCP, unless specified otherwise.

11.1. Objectives

It is the objective of Council to:

.1 Ensure the efficient use of land in Chase in order to accommodate the current and anticipated future needs of the community.

.2 Ensure the development application review process in Chase is undertaken in an efficient and consistent manner that aligns with the vision, direction and policies outlined in this OCP.

11.2. Policies

It is the policy of Council to:

.1 Continue to protect environmentally sensitive areas and ensure that future development follows all relevant environmental guidelines.

.2 Ensure that any development taking place within the 200 year floodplain be proven safe and feasible by a professional engineer in good standing with the Engineers and Geoscientists British Columbia (EGBC).

.3 Ensure that any development taking place on unstable soils or steep slopes (greater than 25%) be proven to be safe and feasible by an engineer experienced and qualified in geotechnical engineering and in good standing with the Engineers and Geoscientists British Columbia (EGBC).

.4 Consider the recommendations as outlined in the *Guidelines for New Development in Proximity to Railway Operations* for any development on properties located within 30 metres of a CP Rail right-of-way property line.

.5 Support the Provincial Archeological Branch in its initiatives by:

.1 Encouraging developers to undertake archeological reviews of their properties as required by Provincial legislation; and

.2 Undertaking archeological overview assessments for all developments led by the Village, such as for infrastructure development projects.

.6 Encourage a local program for the restoration and demarcation of historic buildings in Chase.

.7 Where feasible, encourage infill development that:

.1 Complements the surrounding existing development in terms of scale, use and character;

.2 Is connected to the Village's water and sanitary sewer infrastructure;

.3 Diversifies the type of housing and commercial space in the community; and

.4 Acts as a catalyst for redevelopment of key areas of the community.

12. Residential

Chase has a number of residential areas dispersed throughout the community and has a mix of housing types including single family homes, duplexes, modular homes and apartments. The Village also has a number of housing developments catering to seniors, including assisted living facilities. As outlined in Section 3.1, if population trends continue as they did for the 15 year period from 2001 to 2016, the population of Chase will actually decrease to 2,037 people by 2040. However, considering that BC Stats data indicates the population in Chase has increased since 2016, a medium growth scenario may be more appropriate. Given moderate growth, the population of Chase is estimated to be 2,711 by 2040. A high growth scenario indicates a population of 3,565 for Chase by 2040. Under a moderate growth scenario, there would be a need for an additional 200 dwelling units by 2040 while a high growth scenario would require an additional 609 dwelling units. Development at Whitfield Landing, the addition of a proposed apartment building in the downtown core, and the redevelopment of the Adams River Lumber Company site would accommodate all of the growth anticipated in the next 5 years. Further subdivision and infill of large lots will further accommodate anticipated growth in the next 20 years.

12.1. Objectives

It is the objective of Council to:

.1 Ensure that an adequate supply of land is designated for a range of housing tenures, forms and densities. This objective is meant to secure housing that will accommodate differing socio-economic groups, age groups, and various lifestyles over the next 20 years.

.2 Support the development of a range of residential land use and housing types.

12.2. Policies

12.2.1 General Residential

It is the policy of Council to:

.1 Direct general residential uses to those areas designated General Residential on **Schedule B**.

.2 Consider a range of residential types and densities in the areas designated General Residential. Single family residences, with the exception of single wide mobile homes less than 7 m in width, are allowed in any areas designated General Residential.

.3 Encourage the redevelopment of existing and underutilized residential areas to higher densities, particularly if the new development diversifies housing types in the community and offers access to affordable housing.

.4 Direct as much future residential growth as possible to existing serviced areas in order to reduce future servicing costs. In particular, infilling will be encouraged.

.5 Ensure that new residential developments are generally compatible, in terms of built form, with the surrounding areas.

.6 Permit the establishment of daycares within homes.

.7 Consider the development of multiple family residential developments comprising three or more units on a case-by-case basis. Council will use the following factors when considering proposed developments:

.1 conformance with the Village's Multi-Family Residential Development Permit Area Guidelines for form and character;

.2 location on street with higher traffic capacity or on a street that is designed to accommodate higher traffic levels;

.3 availability of community water and sanitary sewer; and

.4 proximity to parks, schools and other community service and amenities

.8 Permit the development of secondary suites within single detached homes.

.9 Permit the development of detached suites, such as carriage houses, on parcels containing a single-family dwelling with rear lane access.

.10 Support and encourage the development of tiny homes in appropriate areas.

.11 Encourage the development of affordable, rental and special needs housing, including seniors housing, with preference given to locations in close proximity to amenities and services.

.12 Permit home-based businesses which are incidental to the home while encouraging businesses to relocate to commercial areas.

.13 Permit short-term rental accommodations provided that they are a secondary use to a residential function.

.14 Encourage the development of housing types that accommodate seniors downsizing from single family residential homes (i.e. single story, low maintenance).

.15 Permit the installation of manufactured homes[3] in general residential areas.

.16 Permit modular homes with a label indicating that the unit was constructed within the last 10 years to be installed in a General Residential area provided that they meet Canadian Standards Association A-277 standards.

.17 Permit the installation of modular multi-family buildings if they are to be used for affordable housing.

[3] **Manufactured Home** means a mobile home or a modular home used as a dwelling unit.

Mobile Home means a factory constructed dwelling unit designed to be towed from site to site and subject to Canadian Standards Association (CSA) Z240 Mobile Home Series of Standards. CSA Z240 Standards are specifically for homes that may be moved from one home site to another.

Modular Home is a dwelling unit constructed on site from factory assembled modules. These homes have a CSA A277 label to show that they were built in a certified factory and must meet local bylaws and the BC Building Code.

12.2.2 Manufactured Home Residential

It is the policy of Council to:

.1 Direct manufactured home residential uses to those areas designated as Manufactured Home Residential on **Schedule B**.

.2 Direct single wide mobile homes to existing mobile home parks and mobile home subdivisions.

.3 Require that mobile homes have a label indicating that the unit was constructed within the last 10 years to be installed and that they meet Canadian Standards Association Z240 standards.

.4 Recognize mobile homes as a form of affordable housing in the community.

13. Commercial

13.1. Background

The Village of Chase has a number of commercial areas that have commercial and light industrial uses including retail development; restaurants and accommodations; commercial, personal and professional services; light industry; and automotive-related uses, among others. Key areas for commercial development include:

- Downtown Chase
- Shuswap Avenue corridor
- Highway entrances
- Chase Plaza
- Along the Trans Canada Highway

During the community engagement conducted as part of this Plan, the revitalization of the Village Core was a central theme. Several community members and business leaders expressed a desire to build a complete and vibrant downtown, in particular along the Shuswap Avenue corridor, which could act as a centrepiece for the Village. In addition, improving the appearance of commercial gateways into the Village was also seen as being very important particularly given the potential growth of the tourism industry in Chase.

Existing commercial business located along the highway (at Coburn Street and Shuswap Avenue) have the potential to be impacted by the Ministry of Transportation and Infrastructure's Trans Canada Highway 4-laning project, as entry and exit locations will likely be altered. One of the objectives of Village Council is to work collaboratively with the Ministry in order to investigate, assess and minimize the negative impacts to local businesses.

13.2. Objectives

It is the objective of Council to:

.1 Ensure there is adequate land identified for commercial development to enable a mix of commercial and light industrial development types that will support a vibrant economy and meet the needs of the community and tourists.

13.3. Policies

It is the policy of Council to:

.1 Permit residential uses where they currently exist, including rebuilds. Residential use will also be permitted in combination with a commercial use in a designated commercial area. Existing residential land could be considered for rezoning to commercial use.

.2 Ensure new commercial developments in Chase do not negatively impact the environment, aesthetics, and health of the residents of Chase.

.3 Encourage existing commercial property owners to invest in their properties.

.4 Work with the Ministry of Transportation and Infrastructure to investigate and evaluate the potential impacts of the Trans Canada Highway 4-laning project on local businesses

13.3.1 Village Core

It is the policy of Council to:

.1 Direct commercial and mixed development to those areas designated as Village Core on **Schedule B**.

.2 Encourage the continued development of the Village Core area to ensure it remains the focal point of the community. Future retail, office, institutional, cultural and related commercial facilities shall be encouraged to locate in the downtown core area with emphasis on Shuswap Avenue between Chase Creek and Coburn Avenue. Appropriate commercial activity in this area would include, but is not necessarily limited to restaurants, hotels, financial institutions, office buildings, retail outlets and personal services.

.3 Develop guidelines to regulate the form and character of new developments and/or building renovations within the downtown.

.4 Engage the community of Chase to establish an architectural 'theme' for the downtown core.

.5 Consider a beautification project for the Shuswap Avenue corridor.

.6 Explore options to address on-street parking issues in the Village Core area that occur in the summer tourist months.

.7 Make it easier to walk and cycle to, and within the Village Core by implementing the Active Transportation Plan.

.8 Consider policies that encourage outdoor patios and open-air businesses in the Village Core.

.9 Encourage retail uses to locate in vacant storefronts in the Village Core.

.10 Encourage mixed use residential and commercial uses in the Village Core.

.11 Encourage the development of higher density residential development in the Village Core.

.12 Consider policies and incentives to encourage businesses to locate in the Village Core.

.13 Consider the establishment of a downtown revitalization tax exemption program to encourage development in the Village Core.

.14 Encourage the development of public art including murals on buildings that depict the historical and natural aspects of Chase.

.15 Encourage new government offices to locate in the Village Core where appropriate.

.16 Cooperate with local business organizations, service clubs, land owners and the public to promote the revitalization and beautification of the Village Core and the other commercial areas.

.17 Encourage development and retention of facilities and businesses that support a wellness corridor on Chase Street between Shuswap Avenue and the Chase and District Health Centre.

13.3.2 General Commercial

It is the policy of Council to:

.1 Direct general commercial and light industrial uses to those areas designated for General Commercial on **Schedule B**.

.2 Permit a variety of commercial and light industrial uses including highway commercial development, shopping plazas, light industrial uses, and automotive oriented development such as vehicle sales and mechanics shops.

.3 Allow neighbourhood commercial use where it already exists. New neighbourhood commercial use in evolving neighbourhoods will be considered on a case by case basis. All neighbourhood commercial use must be integrated into its surroundings. Neighbourhood commercial use will be small in scale.

.4 Recognize the importance of the Chase Plaza on Brooke Street for a variety of retail and personal service uses.

.5 Encourage the development of light industrial and commercial development along the east side of Aylmer Road.

.6 Encourage light industrial development that is compatible with current servicing infrastructure.

.7 Establish Development Permit Area Guidelines to guide form and character for key commercial and light industrial areas.

.8 Ensure adequate screening of light industrial uses from adjacent non-industrial uses.

.9 Discourage light industrial/service commercial operations with recognizable negative external impacts such as noise and dust from locating in the General Commercial area.

.10 Review opportunities to take advantage of changes to the highway alignment to promote commercial and industrial development in Chase.

14. Industrial

14.1. Background

The Industrial land use designation is limited to the Adams Lake sawmill site. The sawmill site was a satellite boundary extension incorporated into the Village of Chase in 2005.

14.2. Objectives

It is the objective of Council to:

.1 Minimize conflict between industrial and other land uses within the Village.

.2 Attract new industries to Chase by ensuring that there is adequate land available for various types of industrial developments.

14.3. Policies

It is the policy of Council to:

.1 Direct heavy industrial uses to those areas designated as Industrial on **Schedule B**.

.2 Review the feasibility of making more land available for heavy industrial development in areas outside the Village townsite area provided there is demand for this type of use.

14.4. Sand and Gravel Deposits

While there are no known sand and gravel deposits in Chase, the Village does intend to develop a Bylaw in order to regulate the movement, deposit or removal of aggregates within the Village.

15. Civic and Institutional Uses

15.1. Background

Civic and Institutional land uses are only found south and east of the CPR rail line and include schools, churches, the cemetery, highways maintenance yard, fire hall, medical clinics, and as well as the Village and provincial government offices. Major existing public and institutional uses in the Village include:

- Schools and churches located generally south and east of Shuswap Avenue;
- Village and other government offices located both in the Village core area and south along Shuswap Avenue;
- Cemetery and highways maintenance yard located southeast of the Trans Canada Highway;
- Shuswap Illahee Lodge seniors housing; and
- Chase Primary Health Care Clinic (diagnostic and treatment centre) located at the corner of Thompson Avenue and Coburn Street.

During the preparation of this Plan, it was noted that the Chase Street corridor, between Shuswap Avenue and the Chase and District Health Centre, has become a key pedestrian corridor for Chase's elderly residents. This is due to the fact that several health care providers, a pharmacy and a retirement residence are located here.

15.2. Objectives

It is the objective of Council to:

.1 Maintain and enhance public and institutional facilities.

.2 Ensure that Civic and Institutional uses are located where they will best serve the needs of residents and visitors.

.3 Support the expansion of health care facilities in the Village boundaries.

15.3. Policies

It is the policy of Council to:

.1 Direct all community uses to those areas designated for Civic and Institutional Uses on **Schedule B**;

.2 Encourage public and institutional uses to be easily accessible to pedestrians, seniors, and youth through the use of multi-use pathways, sidewalks and accessible parking. Improvements to the Chase Street corridor in particular should be explored.

.3 Encourage new government offices to locate in the Village Core.

.4 Consider smaller churches and other religious and spiritual institutions, along with related facilities, to locate in all areas of Chase.

.5 Allow small community care facilities as defined in the *Community Care and Assisted Living Act* to locate throughout Chase, except in industrial areas.

.6 Consider rezonings for larger community care facilities as defined in the *Community Care and Assisted Living Act* subject to the following criteria:

- .1 suitability of site for intended use;
- .2 compatibility of intended use with adjacent land uses and form and character of neighbourhood;
- .3 adequacy of water supply and sewage disposal system;
- .4 accessibility to Village road system;
- .5 capability of site to accommodate on-site parking;
- .6 accessibility to amenities required by patrons (parks, clinics, shopping and similar amenities).

.7 Work with School District # 73 to ensure adequate lands are designated for future school requirements.

.8 Work with School District # 73 to explore options for the future use of the vacant Primary Annex building that could include using the building for community, cultural or recreational uses or redeveloping the site for housing.

.9 Support the expansion of existing and construction of new health care facilities to provide care for area residents and enhance employment opportunities in the Village.

.10 Strongly support the establishment of a multi-level care facility in the community.

.11 Establish a wellness corridor on Chase Street between Shuswap Avenue and the Chase and District Health Centre which would include the extension of sidewalks along Chase Street, installation of benches and pedestrian-oriented lighting, and painting of crosswalk lines at intersections.

.12 Encourage the development of land uses that support the development of the wellness corridor.

16. Parks, Recreation and Open Space

16.1. Background

Parks, recreation and open space areas are scattered throughout the Village. The largest such area is the land dedicated to Sunshore Golf Course. Other important park areas include Memorial Park which is the site of the wharf and is located along Little Shuswap Lake, Willson Park which is located along Chase Creek, Mill Park which has the baseball fields, dog park and campground operated by the Chase Lions Club, and Centennial Park which is located along Pine Street and includes a wading pool and skateboard park. Also important to the community is access into Chase Creek Falls. Recreational facilities include the Chase Community Hall, the Chase and District Curling Rink and the Art Holding Memorial Arena. These facilities all contribute to the high quality of life that is experienced in Chase and maintaining and enhancing these facilities is important to the community.

16.2. Objectives

It is the objective of Council to:

.1 Ensure the availability and maintenance of park, recreational and community facilities that are appropriate for a small community and ensure the Village retains its natural beauty and green spaces.

.2 Link parks and the Village Core by encouraging the development of linear walking and bicycling paths, particularly along waterfronts.

.3 Preserve and expand recreation areas and areas valued for aesthetic reasons in order to make the Village increasingly attractive to residents and visitors.

.4 Maintain and enhance public access to the waterfront.

16.3. Policies

It is the policy of Council to:

.1 Designate as Parks, Recreation and Open Space those areas shown on **Schedule B**.

.2 Require parkland dedication at the time of subdivision in all areas along Chase Creek or other waterfronts. Council will also require parkland for a linear walkway on Hillside Avenue. In all other cases, Council may require payment in lieu of parkland dedication at the time of subdivision.

.3 Maintain and enhance parks, recreational and community facilities by:

.1 Implementing the recommendations of the Active Transportation Plan regarding the Village's trail, sidewalk and bike networks.

.2 Maintaining public access points to the waterfront.

.3 Considering upgrades to the Chase and District Curling Rink as well as potentially utilizing and developing part of the parking lot for a community need.

.4 Exploring the possibility of improving the Mill Road boat launch.

.5 Enhancing access to Chase Creek Falls.

.6 Investigating the feasibility of upgrading the baseball field.

.4 Support the development of new parks, recreational and community facilities by:

.1 Considering the feasibility of an indoor pool, including working with the private sector to determine if they can be incorporated into new developments such as a hotel.

.2 Working collaboratively with the Ministry of Transportation and Infrastructure to ensure the Trans Canada Highway 4-laning project includes connecting the trail networks on the east and west sides of the highway.

.3 Exploring opportunities for creating a loop trail network throughout the Village, along Chase Creek and includes lakefront sections.

.4 Considering the feasibility of establishing a new campground and/or expanding the existing RV Park.

.5 Exploring the feasibility of developing a bike skills park and pump track.

.6 Investigating the feasibility of a rock climbing facility in Chase.

.7 Exploring potential for a year-round use for the Chase and District Curling Rink in Chase.

.8 Expanding the skatepark.

.9 Exploring options to develop an outdoor basketball court and dedicated pickleball courts.

.10 Investigating the feasibility of an outdoor exercise park for adult use at Willson Park.

.5 Develop recreation and activity programming for all ages within Chase throughout the year.

.6 Work collaboratively with School District # 73 to review the feasibility of converting the Annex into a community hub that would house services such as arts and culture groups, youth oriented actives, fitness activities, educational programming, and service as an incubator for small businesses.

.7 Prohibit development of buildings on parks and open space areas, unless deemed necessary by the Village for community infrastructure purposes or deemed safe by a qualified professional.

.8 Support parks and open space areas as a means of promoting biodiversity and enriching the urban environment.

.9 Work with the private landowner to determine the suitable use of parkspace between Little Shuswap Lake and Sunshore Golf Course.

.10 Continue to recognize the importance of the Sunshore Golf Course in providing a valued recreation and open space amenity in the community and pursue the possibility of expanding the use of the golf course for winter recreation activities such as cross-country skiing and snowshoeing.

.11 Support passive recreational use such as walking, hiking, fishing, and nature observation in Open Space areas.

.12 Encourage the safe use of community parks by promoting appropriate measures to prevent vandalism and by encouraging residents to take an active role in the protection and development of these parks.

17. Agriculture

17.1. Background

As noted, the agricultural industry has been fundamental to the founding and development of Chase in the colonization period. Approximately 41.3 ha (11%), of the main area of the Village of Chase is located within the Agricultural Land Reserve (ALR) which restricts the use of the land for uses other than agriculture. These agricultural lands are generally located in the portion of the Village situated south of Aylmer Road and west of the CP Rail corridor. There are several farms that are located within and on the periphery of Chase's boundaries including Golden Ears Farm, Burkholder Brothers Corn Farm, Ikigai Farm, and Wagon Wheel Ranch. Continuing to support the regional agricultural industry will be important to maintaining a diverse economy in Chase.

17.2. Objectives

It is the objective of Council to:

.1 Preserve Agricultural Reserve Lands within the Village.

.2 Support the use of agricultural land to contribute to local food security and food sovereignty, as well as build economic development.

.3 Ensure the *Agricultural Land Commission Act* and the *Local Government Act* are applied in regard to any land use or building application submitted in the Agricultural Land Reserve.

17.3. Policies

It is the policy of Council to:

.1 Direct agricultural uses to those areas designated Agriculture on **Schedule B**.

.2 Support the retention of ALR-designated land within the Village boundaries as a means to preserve both farmland and the semi-rural character of the Village of Chase.

.3 Require a buffer where new non-farm development adjoins lands within the ALR.

.4 Support landowners that may seek to diversify their farm operation as per the *Agricultural Land Commission Act* and its regulations.

.5 Promote land-matching programs in which landowners can give access to farmers to utilize their otherwise unused land.

.6 Support the use of agricultural land to contribute to local food security and build economic development by:

.1 Supporting and promoting the Chase Farm and Craft Market.

.2 Encouraging the use of under-utilized agricultural lands.

.3 Continuing to support and distribute the Buy Local Fresh map.

.4 Working with local agricultural operations to identify opportunities to help market and promote them as part of overall economic development initiatives.

.7 Support applications for the exclusion of lands from the ALR only if:

.1 It can be demonstrated that soil conditions are not suitable for agriculture;

.2 No other suitable land for the intended use exists elsewhere within the Village; and

.3 The land has already been identified for exclusion by the Agricultural Land Commission.

18. Special Development Area

18.1. Background

Located along the shores of Little Shuswap Lake and directly adjacent to Memorial Park, the Chabelos Resort site offers substantial potential for the development of a mixed use, tourism-oriented, commercial resort. The existing Resort is comprised of four (4) parcels totalling approximately 1.9 hectares (4.8 acres). Currently a mix of seasonal recreation vehicle sites and lots for mobile homes, Chabelos is only occupied during the summer months. If the site were to be redeveloped in the future, improved public access to the waterfront, better integration with Memorial Park, and an intensification of uses would be desired. A potential redevelopment could also help to address several broader objectives for the Village including developing tourism-oriented uses; helping to address market housing demand; enhancing waterfront access for the public; and capturing more of the value of the land along the waterfront.

It is also important to note that a potential redevelopment of the site is a long-term vision for the community and is not something that the Village intends to force upon property owners in the interim.

18.2. Objectives

It is the objective of Council to:

.1 Encourage redevelopment of the site to allow for a larger scale resort area or tourism development and improved public access to the waterfront.

.2 Encourage any redevelopment of the site to include a residential component.

18.3. Policies

It is the policy of Council to:

.1 Designate areas for Special Development Area as identified on **Schedule B**.

.2 Encourage higher intensity mixed residential/commercial use of the site.

.3 Encourage recreation, commercial and tourism-related uses in the Special Development Area, with an emphasis on waterfront accommodations such as a hotel, resort, or ‘condotel’.

.4 Encourage better integration of the site with Memorial Park.

.5 Relocate access to the site to 2nd Avenue.

.6 Ensure public access is provided to the waterfront as part of any redevelopment of the site.

19. Hazard Areas

In addition to natural disaster events, there are also lands subject to hazardous conditions within the Village. This includes the floodplain of Little Shuswap Lake, the South Thompson River and Chase Creek, as well as areas of steep slopes, particularly at the south and east end of the village. Ensuring that development and infrastructure is protected from natural hazards is important, particularly as climate change will potentially increase the risk of flooding in the community.

19.1. Objectives

It is the objective of Council to:

.1 Ensure people, infrastructure and property are reasonably and adequately protected from natural hazards.

19.2. Policies

It is the policy of Council to:

.1 Protect people, infrastructure and property from natural hazards by:

  .1 Designating the area within the 200 year floodplain of Little Shuswap Lake, the South Thompson River and Chase Creek as outlined in **Schedule C**.

  .2 Prohibiting development in areas with steep slopes as outlined in **Schedule C**.

.2 Protect against the loss of life and to minimize property damage associated with flooding events by encouraging parks and trails, agricultural and other non-developed uses on the floodplain. Where floodable lands are designated for other land uses, the construction and siting of buildings and mobile homes to be used for habitation, business or the storage of goods that could be damaged by floodwaters shall be flood proofed to those standards and elevations specified by the Thompson-Nicola Regional District Zoning Bylaw No. 2400.

.3 Advocate for senior government to prepare and update floodplain mapping on a regular basis in order to account for the increased risk of flooding due to climate change.

.4 Review the feasibility of protecting land along Chase Creek to mitigate risk of flooding to development and to create a linear park along the creek.

.5 Designate steep slopes with grades in excess of 25% and areas subject to soil subsidence, land slip, rock fall, hazard and erosion as hazardous areas.

.6 Prevent development in areas having steep slopes (greater than 25%) and areas where soil subsidence, land slip, rock fall or erosion hazards are known or suspected. Council will, however, consider permitting development on steep slopes or areas subject to soil subsidence (settling), land slips, rock fall or erosion hazards if the developer provides a report from an engineer experienced and qualified in geotechnical engineering setting out how the area can be safely developed.

.7 Recognize that hazardous areas may assist in providing and linking important natural habitats in the community.

20. Infrastructure

Much of the Village has access to community-provided water and sewer with some areas of land only having on-site septic systems. The Village's sewage system also connects to the Adams Lake Indian Band, as a portion of their Sahhaltkum 4 reserve. In recent years the Village has invested significantly in the upgrade of the water and sewer systems with the development of a water treatment plant and upgrades to the sewage lagoons. At the same time the Village is beginning to invest in road upgrades and developing an active transportation network.

The Village has also started asset management planning. In this regard, any significant upgrades to the community's infrastructure should take into consideration the initial investments costs, on-going maintenance costs, as well as cost recovery measures.

20.1. Objectives

It is the objective of Council to:

.1 Provide water, sanitary sewer and storm drainage systems that will ensure good health and comply with recognized need, servicing standards, environmental standards and the ability of residents to pay for services.

.2 Establish and maintain a road network that will guide development and provide for safe and efficient traffic circulation.

.3 Link development approvals, OCP amendments, rezoning and subdivision applications to potable water and wastewater treatment capacity.

.4 Work with key agencies to improve communications infrastructure in the Village.

.5 Ensure that infrastructure renewal is sustainably financed over the long-term.

20.2. Policies

It is the policy of Council to:

.1 Ensure that the water system meets community needs by:

- .1 Maintaining and operating the public water system as shown on **Schedule E**.
- .2 Requiring that all residential, commercial, industrial and civic/institutional developments are provided with a safe and clean supply of water.
- .3 Continuing to require water meters in existing and proposed development.
- .4 Considering development applications relative to water capacity and approve only those developments that will provide and pay for any system upgrades required to accommodate that development.
- .5 Implementing the recommendations of the Water Utilization Study.
- .6 Implementing a cross connection control program.
- .7 Reviewing opportunities to reduce potable water usage through key water users.

.8 Ensuring that Village-owned facilities and parks implement water conservation measures.

.9 Implementing recommendations to protect sources of drinking water as outlined in the Village of Chase Groundwater and Surface Water Source Assessment and Protection Strategy.

.2 Ensure that the sanitary sewer system meets community needs by:

.1 Maintaining and operating the public sanitary sewer system as shown on **Schedule E**.

.2 Requiring that all residential, commercial, industrial and civic/institutional developments are served by a community sanitary sewer system. A properly functioning on-site sewerage disposal system will not be considered unless absolutely necessary, and would need to be approved by the Interior Health Authority.

.3 Continuing to migrate septic users onto municipal sewer service.

.4 Completing necessary upgrades to the Village's sanitary sewer system.

.5 Considering development applications relative to the sanitary sewer capacity and approve only those developments that will provide and pay for any system upgrades required to accommodate that development.

.3 Ensure that the stormwater system meets community needs by:

.1 Maintaining the public storm drainage system as shown on **Schedule E.**

.2 Ensuring new developments provide adequate stormwater disposal which minimizes impacts to adjacent properties and the natural environment.

.3 Ensuring future improvements to the Village's stormwater system which minimize the impacts of significant storm and flood events.

.4 Require that natural drainage patterns are retained through the use of overland flow, open channels, existing natural drainage courses and swale routing where possible.

.5 Encouraging the use of alternative stormwater management techniques.

.6 Encouraging the retention and enhancement of topsoil in new development.

.7 Encouraging the use of rainwater collection systems, where feasible.

.8 Reducing the amount of impermeable surfaces in existing and new development.

.9 Developing a stormwater management system in steep slopes areas.

.10 Developing a bylaw to address on-site stormwater management.

.4 Ensure that the transportation network meets existing and future needs by:

.1 Designating major roads as shown on **Schedule F.**

.2 Utilizing the major street network in the community for through traffic and minimizing the amount of such traffic utilizing local roads in residential neighbourhoods.

.3 Considering the impacts of any new development in the Village core area on traffic movement and congestion. Council may require a developer to provide, at the developer's expense, a report outlining anticipated traffic impacts and relevant mitigative measures when significant developments are contemplated in this area.

.4 Implementing the recommendations as outlined in the Village of Chase Active Transportation Plan, with a priority on:

i. Re-constructing the pedestrian bridge over Chase Creek in Willson Park;

ii. Addressing the gaps in the sidewalk network along Chase Street between Thompson Avenue and the Health Centre;

iii. Considering speed limit restrictions in the Village to improve safety for people walking and riding bicycles;

iv. Constructing a shared use path along Shuswap Avenue from the Trans Canada highway to Aylmer Road;

v. Constructing a pedestrian bridge over Chase Creek near Mill Park in order to complete the looping of the Village's trail network;

.5 Working collaboratively with BC Hydro to relocate power poles in Chase which impede pedestrian movement.

.6 Supporting the continued use of golf carts on public roads.

.7 Implementing a 30 km/hr speed limit in the Village Core.

.8 Considering the integration of traffic calming measures into residential neighbourhoods.

.9 Encouraging universal access design in the buildings and pedestrian network of Chase.

.10 Developing a parking strategy to address summertime parking issues in Downtown Chase.

.11 Continuing to work collaboratively with the Ministry of Transportation and Infrastructure on the proposed 4-laning of the Trans-Canada Highway through Chase to ensure the concerns and recommendations of the Village are known and to ensure any potential negative impacts to the community are mitigated to the fullest extent possible.

.5 Improve the communications network in Chase by:

.1 Exploring options to improve cellular and high-speed internet services in the Village.

.2 Exploring options for the installation of a fibre optic network in Chase.

.6 Continue to develop and implement an asset management strategy to ensure that infrastructure and facilities are maintained proactively over the long-term.

.7 Ensure sustainable financing is in place for infrastructure and facility renewal.

.8 Collect Development Cost Charges (DCCs) and regularly revisit the DCC Bylaw to ensure appropriate fees are collected.

.9 Collect fees and charges on development applications.

21. Development Permit Areas

21.1. Preamble

As outlined in the *Local Government Act* (s.488(1)), Council may designate Development Permit Areas for:

a. Protection of the natural environment, its ecosystems and biological diversity;
b. Protection of development from hazardous conditions;
c. Protection of farming;
d. Revitalization of an area in which a commercial use is permitted;
e. Establishment of goals for the form and character of intensive residential development;
f. Establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
g. In relation to an area in a resort region, establishment of objectives for the form and character of development in the resort region;
h. Establishment of objectives to promote energy conservation;
i. Establishment of objectives to promote water conservation; and
j. Establishment of objectives to promote the reduction of greenhouse gas emissions.

Where Development Permit Areas are designated, the special conditions that justify the designation must be described and guidelines respecting the manner by which the special conditions or objectives will be addressed must be specified.

Council has designated 10 Development Permit Areas, as shown on Schedules C and D.

21.1.1 Landscaping

.1 Landscaping, as outlined in this Section, shall be supported with a Landscape Plan and Cost Estimate prepared by a Registered Landscape Architect in good standing with the British Columbia Society of Landscape Architects (BCSLA).

a. The Landscape Plan must, at a minimum, include and show the following:

1. Pedestrian areas with hardscape or granular surface treatment including a key of proposed materials;
2. Areas to be planted including maintained lawn, naturalized grass, shrub or groundcover planting beds, and individual trees;
3. A plant schedule of proposed plant material including botanical and common name, planted container size, and plant spacing;
4. Areas where irrigation is being proposed as either permanent or for temporary establishment purposes.

b. The cost estimate must include rates that are equivalent to current construction industry costing for installed landscape materials.

.2 A BCLSA *Schedule L - Assurance Of Professional Design and Commitment to Field Review*; along with a security deposit equivalent to 120% of the total stated in the landscape cost estimate must be submitted at the time of the Development Permit Application.

a. The security deposit will be refunded upon completion of the proposed landscaping works, and a Letter of Assurance from the project Landscape Architect.

21.2. Development Permit Area A - Village Core Revitalization

21.2.1 Authorization

The Village Core Revitalization Development Permit Area is designated as a Development Permit Area pursuant to Section 488(1)(d) of the *Local Government Act* for the revitalization of an area in which a commercial use is permitted.

21.2.2 Area

Development Permit Area A – Village Core Revitalization Area as shown on Schedule D - Development Permit Area Map.

21.2.3 Justification

Council wants to ensure that redevelopment in the Village Core is undertaken in a manner that enhances the visual quality and function of the downtown business and commercial core. Council intends to retain a mix of old and new buildings in the area, while recognizing that some buildings may be subject to redevelopment and/or renovation.

21.2.4 Development Permit Triggers

The *Local Government Act* imposes development permit requirements in development permit areas. Unless exempted by 21.2.5, a development permit must be obtained when any of the following types of development activity occur in Development Permit Area A, in accordance with Section 489 of the *Local Government Act*:

.1 Subdivision of land;

.2 Construction, addition or alteration of a building or other structure; or

.3 Alteration of land.

21.2.5 Exemptions

In Development Permit Area A, a development permit is not required for the following:

.1 The alteration of a building that is limited to the addition, replacement or alteration of doors, windows, building trim, awnings, or roofs as long as these alterations conform with the guidelines of Development Permit Area A;

.2 Interior alterations to buildings;

.3 The construction of new buildings or structures less than 10 square metres in area; or

.4 The erection of a sign or fence.

21.2.6 Guidelines

Historical Considerations

.1 Historically significant sites are encouraged to be preserved and where practical and within economic reason, these sites should be rehabilitated.

Façade and Street Frontage

.2 The form and character of streetscape improvements and facade improvements should be complementary to the evolving vision of the Village Core streetscape.

.3 The main floor of commercial buildings fronting onto Shuswap Avenue should have large windows allowing pedestrians to see into buildings.

.4 Streetscape improvements should be encouraged to include pedestrian enhancements such as benches and bike racks.

Building Characteristics

.5 The development of new buildings and renovations to existing buildings should be sympathetic to the scale, mass, materials and colours found in heritage and commercial buildings, without being exact replicas. Wherever possible, local materials and building styles should be encouraged.

.6 Large buildings should be designed to minimize domination of the streetscape and should be articulated by offsetting and planting to give the appearance of smaller blocks.

.7 For buildings three storeys or higher, the upper storeys should be set back in order to retain a pedestrian oriented scale.

.8 Soft, warm lighting should be encouraged for signage and the exterior of buildings that is in addition to streetlighting.

.9 Building design incorporating residential uses shall use balconies. Balconies shall be large enough to allow active use and seating.

.10 Building design shall use lighting fixtures that create visual interest and that are located on the building and the site at a human scale rather than an automobile orientation.

Building Siting

.11 A buffer of landscaping with trees and planting should separate commercial or institutional uses from adjacent residential areas.

.12 There should a minimum front yard setback of 0 m and a maximum front yard setback of 1 m on Shuswap Avenue between Haldane Street and Coburn Street

.13 Commercial and institutional buildings should be set back from adjacent properties designated for residential use.

Parking

.14 Adjacent properties should be encouraged to provide shared parking with one entrance and one exit point. Large parking areas, greater than 8 stalls, or parking areas that abut one another should be segmented by trees or plantings for visual breaks.

.15 Parking areas should be located at the back of buildings with access from lanes or minor streets.

.16 Parking areas should be paved.

.17 Parking lot illumination should be designed for when people are not in their vehicles and should avoid light pollution or the spilling of light onto adjacent properties but should provide adequate lighting for safety purposes.

.18 Landscaping should be provided to screen all parking that may be visible from any street.

.19 Bicycle storage areas should be identified.

Signage

.20 Exterior signs should either be incorporated into the design of the building or relate to the character of the site and the streetscape.

.21 Signage shall be incorporated into the building in a manner that creates a coordinated and visually relative and appealing manner to that of the facade design.

.22 Signage shall be principally pedestrian-oriented, made of durable, weather-resistant material, opaque, and coloured in such a way so as to coordinate with the facade of the building.

Outdoor Storage

.23 Outdoor storage areas, waste and recycling bins and commercial building appurtenances, including those on rooftops, should be screened with planting, fencing or screening structure.

Landscaping

A Landscape Plan and Cost Estimate as outlined in Section 21.1.1 should be included for any landscaping requirements.

21.3. Development Permit Area B - Highway Entry Corridor

21.3.1 Authorization

The Highway Entry Corridor Development Permit Area is designated as a Development Permit Area pursuant to Section 488(1)(f) of the *Local Government Act* for the establishment of objectives and the provisions of guidelines for the form and character of commercial, industrial or multi-family residential development.

21.3.2 Area

Development Permit Area B - Highway Entry Corridor as shown on Schedule X - Development Permit Area Map.

21.3.3 Justification

A portion of the highway entry corridor is visible to a high volume of traffic on the Trans Canada Highway with the entire corridor providing the first impression of Chase for motorists entering from the southwest along Shuswap Avenue. This will remain the case with the changes to the Trans Canada Highway.

21.3.4 Development Permit Triggers

The *Local Government Act* imposes development permit requirements in development permit areas. Unless exempted by 21.3.5, a development permit must be obtained when any of the following types of development activity occur in Development Permit Area B, in accordance with Section 489 of the *Local Government Act*:

.1 Subdivision of land;

.2 Construction, addition or alteration of a building or other structure; or

.3 Alteration of land.

21.3.5 Exemptions

In Development Permit Area B, a development permit is not required for the following:

.1 The alteration of a building that is limited to the addition, replacement or alteration of doors, windows, building trim, awnings, or roofs as long as these alterations conform with the guidelines of Development Permit Area B;

.2 Interior alterations to buildings;

.3 The construction of new buildings or structures less than 10 square metres in area;

.4 The erection of a sign or fence.

21.3.6 Guidelines

.1 A Landscape Plan and Cost Estimate as outlined in Section 21.1.1 should be included for any landscaping requirements.

.2 A landscaped and planted strip of at least 1 m should be provided along Shuswap Avenue and the Trans Canada Highway.

.3 Large buildings should be articulated by offsetting and planting to give the appearance of smaller blocks.

.4 Access should be from Shuswap Avenue whenever possible.

.5 Parking areas should be in smaller groups with visual breaks and landscaping.

.6 Parking areas should be paved.

.7 Bicycle storage areas should be identified.

.8 Clear and defined access to properties should be provided

.9 Free standing signs should be enhanced by landscaping or planting at the base.

.10 Signs should be carefully integrated into the landscape to form an integral part of the building. They should relate to the structure by means of colour, material or graphic association.

.11 Outdoor storage areas, waste and recycling bins and commercial building appurtenances should be screened by planting, fencing or a screening structure to ensure that the storage is not visible from Shuswap Avenue, the Trans Canada Highway, or adjacent residential properties.

.12 Outdoor storage should be located at the back of buildings for buildings located on Shuswap Avenue.

.13 Building and site lighting should be designed to satisfy normal safety or security standards, not for advertising purposes.

.14 The use of fencing along roads or property lines should be discouraged unless there is an absolute requirement for security, screening or delineation of the property, or where the decorative aspect contributes to the specific design solution.

21.4. Development Permit Area C - Brooke Drive Commercial

21.4.1 Authorization

The Brooke Drive Commercial Development Permit Area C is designated as a Development Permit Area pursuant to Section 488(1)(f) of the *Local Government Act* for the establishment of objectives and the provisions of guidelines for the form and character of commercial, industrial or multi-family residential development.

21.4.2 Area

Development Permit Area C – Brooke Drive Commercial as shown on Schedule D - Development Permit Area Map.

21.4.3 Justification

Development Permit Area C is surrounded on three sides by park and residential land. The objective is to reduce potential conflicts with adjacent uses.

21.4.4 Development Permit Triggers

The *Local Government Act* imposes development permit requirements in development permit areas. Unless exempted by 21.4.5, a development permit must be obtained when any of the following types of development activity occur in Development Permit Area C, in accordance with Section 489 of the *Local Government Act*:

.1 Subdivision of land;

.2 Construction, addition or alteration of a building or other structure; or

.3 Alteration of land.

21.4.5 Exemptions

In Development Permit Area C, a development permit is not required for the following:

.1 The alteration of a building that is limited to the addition, replacement or alteration of doors, windows, building trim, awnings, or roofs as long as these alterations conform with the guidelines of Development Permit Area C;

.2 Interior alterations to buildings;

.3 The construction of new buildings or structures less than 10 square metres in area; or

.4 The erection of a sign or fence.

21.4.6 Guidelines

.1 A Landscape Plan and Cost Estimate as outlined in Section 21.1.1 should be included for any landscaping requirements.

.2 Landscaping, planting or fencing should be provided on the north and west sides of the property and along Brooke Drive in order to act as a buffer and reduce any potential conflicts with adjacent public and residential uses.

.3 Large buildings should be articulated by offsetting and planting to give the appearance of smaller blocks.

.4 Consideration should be given to shared parking. Large parking areas, or parking areas that abut one another should be segmented by trees or plantings for visual breaks.

.5 Landscaping should be provided in the parking lot.

.6 Outdoor storage areas, waste and recycling bins and commercial building appurtenances should be screened with planting, fencing or a screening structure to ensure the storage is not visible from surrounding residential, public and commercial areas.

.7 Signs should be either incorporated in the design of the building or relate to the buildings and structures on the site.

.8 Bicycle storage areas should be identified.

.9 The general character and design of the building should be compatible with the small town nature of Chase and should not have a negative impact on surrounding parcels.

21.5. Development Permit Area D - Aylmer Road Industrial Development Permit Area Guidelines

21.5.1 Authorization

The Aylmer Road Industrial Development Permit Area is designated as a Development Permit Area pursuant to Section 488(1)(f) of the *Local Government Act* for the establishment of objectives and the provisions of guidelines for the form and character of commercial, industrial or multi-family residential development.

21.5.2 Area

Development Permit Area D - Aylmer Road General Industrial as shown on Schedule D - Development Permit Area Map.

21.5.3. Justification

The land designated as industrial along Aylmer Road is currently utilized for industrial use. The area may experience some redevelopment for a different future industrial use. Concern exists over redevelopment because the area is surrounded by agricultural and future residential use and it is bordered by Chase Creek and park areas. The objective is to encourage any redevelopment to be compatible with its surroundings.

21.5.4 Development Permit Triggers

The *Local Government Act* imposes development permit requirements in development permit areas. Unless exempted by 21.5.5, a development permit must be obtained when any of the following types of development activity occur in Development Permit Area D, in accordance with Section 489 of the *Local Government Act*:

.1 Subdivision of land;

.2 Construction, addition or alteration of a building or other structure; or

.3 Alteration of land.

21.5.5 Exemptions

In Development Permit Area D, a development permit is not required for the following:

.1 The alteration of a building that is limited to the addition, replacement or alteration of doors, windows, building trim, awnings, or roofs as long as these alterations conform with the guidelines of Development Permit Area D;

.2 Interior alterations to buildings;

.3 The construction of new buildings or structures less than 10 square metres in area; or

.4 The erection of a sign or fence.

21.5.6 Guidelines

.1 A Landscape Plan and Cost Estimate as outlined in Section 21.1.1 should be included for any landscaping requirements.

.2 Screening in the form of fencing, landscaping, planting, trees, natural vegetation or a combination of these should be provided along Aylmer Road, Chase Creek and along areas abutting adjacent properties.

.3 Buildings should be set back far enough from the outer boundary of the planning area to avoid negative impacts on neighbouring uses.

.4 Outdoor storage areas, waste and recycling bins and commercial building appurtenances should be screened on all sides with fencing, planting or a screening structure, or be located so as not to be visible from outside the development permit areas.

.5 Access to Aylmer Road should be clearly defined.

.6 Parking areas should be paved.

.7 Lighting should be designed not to shine on parcels adjacent to the development permit area or across Chase Creek.

21.6. Development Permit Area E - Multi-Family Residential

21.6.1 Authorization

The Multi-Family Residential Development Permit Area is designated as a Development Permit Area pursuant to Section 488(1)(f) of the *Local Government Act* for the establishment of objectives and the provisions of guidelines for the form and character of commercial, industrial or multi-family residential development.

21.6.2 Area

Development Permit Area E - Multi-Family Residential applies to all multi-family residential developments in excess of 2 units. For the purposes of this Official Community Plan, 'Multi-Family Residential Development Permit Areas' shall mean those areas of the Village of Chase now zoned, or hereafter zoned for multi family use of 3 units or more. Current areas with relevant zoning and the attendant Development Permit Area designation at the time of adoption of this bylaw are shown as Development Permit Area E – Multi-Family Residential on Schedule D - Development Permit Area Map.

21.6.3 Justification

To ensure that existing neighbourhood character is not compromised. Most residential areas in Chase already contain a variety of housing types and tenure which should be encouraged as a positive aspect of Chase.

21.6.4 Development Permit Triggers

The *Local Government Act* imposes development permit requirements in development permit areas. Unless exempted by 21.6.5, a development permit must be obtained when any of the following types of development activity occur in Development Permit Area E, in accordance with Section 489 of the *Local Government Act*:

.1 Subdivision of land;

.2 Construction, addition or alteration of a building or other structure; or

.3 Alteration of land.

21.6.5 Exemptions

In Development Permit Area E, a development permit is not required for the following:

.1 The alteration of a building that is limited to the addition, replacement or alteration of doors, windows, building trim, awnings, or roofs as long as these alterations conform with the guidelines of Development Permit Area E;

.2 Interior alterations to buildings;

.3 The construction of new buildings or structures less than 10 square metres in area; or

.4 The erection of a sign or fence.

21.6.6 Guidelines

.1 The development of new buildings should be sympathetic to the scale, mass, materials and colours found in the existing neighbourhood.

.2 For buildings three storeys or higher, the upper storeys should be set back in order to retain a pedestrian oriented scale.

.3 The use of porches, balconies, dormers, bay windows and sub-roofs should be encouraged to break up the massiveness of the structure in order to create the appearance of several smaller structures rather than one large block.

.4 The use of complementary colour tones on exterior walls is encouraged to increase the visual appeal of the building.

.5 Parking areas and service areas should be screened and landscaped.

.6 Access to parking areas should be clearly defined.

.7 Parking areas should be paved.

.8 Garages will be encouraged to be accessed from a minor street or from a laneway and should not front onto a major road.

.9 Parking lot illumination should be designed for when people are not in their vehicles and should avoid light pollution or the spilling of light onto adjacent properties but should provide adequate lighting for safety purposes.

.10 A suitable number of Electric Vehicle charging stations should be included.

.11 A suitable number of secured indoor bicycle storage lockers should be included.

.12 A Landscape Plan and Cost Estimate as outlined in Section 21.1.1 should be included for any landscaping requirements.

.13 Landscaping should be compatible with materials currently in place to reinforce continuity of character and to soften the visual effect of the streetscape. Land clearing and alteration should be minimized.

.14 Outdoor storage areas and waste and recycling bins should be screened with planting, fencing or screening structure.

.15 Planting, trees, decorative fencing, a landscaped berm or other suitable buffer should be provided adjacent to single family residential properties.

.16 Lighting should be designed to maximize safety for pedestrians and parking areas and designed not to shine on adjacent residential properties.

.17 The quality of the development should be high enough so that the value of nearby and adjacent properties are either maintained or enhanced.

.18 Transportation impacts of multi-family developments on the adjacent neighbourhoods must be addressed in development proposals.

.19 Other aspects of development such as access routes and pedestrian pathways which are relevant to individual development proposals must be addressed.

.20 Exterior walls of buildings should use a variety of complementary colours and materials

.21 Ensure high quality outdoor space for multi-family residential development that includes balconies, patio space and landscaped areas.

.22 Rooftop appurtenances should be adequately screened to not be visible from the street.

21.7. Development Permit Area F - Hazardous Slopes and Unstable Soils

21.7.1 Authorization

The Hazardous Slopes and Unstable Soils Permit Area is designated as a Development Permit Area pursuant to Section 488(1)(b) of the *Local Government Act* for the protection of development from hazardous conditions.

21.7.2 Area

Development Permit Area F – Hazardous Slopes and Unstable Soils as shown on Schedule C - Development Permit Area Map.

21.7.3 Justification

Several areas within the Village of Chase are prone to hazardous slopes and/or unstable soils. Development Permit Area F - Hazardous Slopes and Unstable Soils aims to protect development within the Village from these hazardous conditions.

21.7.4 Development Permit Triggers

The *Local Government Act* imposes development permit requirements in development permit areas. Unless exempted by 21.7.5, a development permit must be obtained when any of the following types of development activity occur in Development Permit Area F, in accordance with Section 489 of the *Local Government Act*:

.1 Subdivision of land;

.2 Construction, addition or alteration of a building or other structure; or

.3 Alteration of land.

21.7.5 Exemptions

In Development Permit Area F, a development permit is not required for the following:

.1 The alteration of a building that is limited to the addition, replacement or alteration of doors, windows, building trim, awnings, or roofs;

.2 Interior alterations to buildings;

.3 The construction of new buildings or structures less than 10 square metres in area;

.4 The erection of a sign or fence;

.5 The placement of temporary construction site offices, structures used for short-term special events and emergency facilities; or

.6 The consolidation of a lot or road widening.

21.7.6 Guidelines

.1 Areas of steep slopes are identified as those having a natural slope of greater than 25% for more than 1.5 metres and/or may pose a potential for landslide or other geotechnical hazard;

.2 Ensure areas of hazardous slopes and unstable soils are generally protected from development activities.

.3 A geotechnical report prepared by a professional engineer describing the slope and soil conditions of the site as they relate to slope stability, and conditions under which development may proceed may be required. Should development proceed, it must be supervised by a professional engineer to ensure compliance with stated conditions.

.4 Registration of identified soil conditions or constraints in the form of a restrictive covenant against each legal parcel may be required by the Village as a means to protect the Village from liability in case of property damage due to slope failure, and to ensure property owners are aware of the slope stability requirements.

.5 Provisions shall be made for the disposal of surface run-off and stormwater drainage to be diverted away from hazard slope areas subject to sloughing or erosion.

.6 Existing vegetation shall be maintained in order to avoid erosion, slumping and mass wasting. Access improvements on a steep slope such as roadways, pathways and trails shall be located and constructed so as not to disturb the slope or natural drainage.

21.8. Development Permit Area G – Flood Protection

21.8.1 Authorization

The Flood Protection Permit Area is designated as a Development Permit Area pursuant to Section 488(1)(b) of the *Local Government Act* for the protection of development from hazardous conditions.

21.8.2 Area

Development Permit Area G – Flood Protection applies to the mapped 1:200 year floodplain for the South Thompson River or all land lower in elevation than the floodplain construction levels and land within the floodplain setbacks as specified within the Thompson Nicola Regional District Zoning Bylaw No. 2400, whichever is more stringent. It should be noted that this Bylaw will be updated to include flood protection mapping once this data becomes available.

21.8.3 Justification

Portions of the Village of Chase are within the 200 Year floodplains of Little Shuswap Lake, the South Thompson River and Chase Creek. Development Permit Area G – Flood Protection aims to protect development within the Village from these hazardous conditions.

21.8.4 Development Permit Triggers

The *Local Government Act* imposes development permit requirements in development permit areas. Unless exempted by 21.8.5, a development permit must be obtained when any of the following types of development activity occur in Development Permit Area G, in accordance with Section 489 of the *Local Government Act*:

.1 Subdivision of land;

.2 Construction, addition or alteration of a building or other structure; or

.3 Alteration of land.

21.8.5 Exemptions

In Development Permit Area G, a development permit is not required for the following:

.1 The alteration of a building that is limited to the addition, replacement or alteration of doors, windows, building trim, awnings, or roofs;

.2 Interior alterations to buildings;

.3 The construction of new buildings or structures less than 10 square metres in area;

.4 The erection of a sign or fence;

.5 The placement of temporary construction site offices, structures used for short-term special events and emergency facilities; or

.6 The consolidation of a lot or road widening.

21.8.6 Guidelines

.1 Prior to any development, the applicant may be required to submit a report from a qualified professional engineer in good standing with the Engineers and Geoscientists of British Columbia

(EGBC), which describes the area as suitable for the proposed development and includes mitigation measures.

.2 Refer to Thompson Nicola Regional District Zoning Bylaw No. 2400 Floodplain Regulations with respect to floodplain setbacks and flood construction levels.

.3 The bank protection of Chase Creek will have to be assessed and designed by a professional engineer to meet the provincial ministry responsible for lands and natural resources standards to a minimum of the 200-year flood level. The construction of bank protection works must be supervised by a professional engineer to ensure compliance with design requirements.

.4 The habitable area of any principal building on a parcel shall be located above the 200-year flood level.

.5 Registration of a "save harmless" restrictive covenant against each legal parcel may be required by the province of BC as a means to protect the province and the Village of Chase from liability in case of property damage due to flooding, or to ensure property owners are aware of flood protection requirements.

21.9. Development Permit Area H –Source Water Protection

21.9.1 Authorization

The Source Water Protection Permit Area is designated as a Development Permit Area pursuant to Section 488(1)(b) of the *Local Government Act* for the protection of the natural environment, its ecosystems and biological diversity.

21.9.2 Area

Development Permit Area H – Source Water Protection as shown on Schedule C - Development Permit Area Map. This area is based on proposed primary and secondary groundwater source protection areas as outlined in the 2016 Village of Chase Groundwater and Surface Water Source Assessment and Protection Strategy, as well as the Village's Province Licence of Occupation tenure over the bed of the South Thompson River.

21.9.3 Justification

While the Village of Chase historically relied on the South Thompson River as a water source, in 2014 the Village commissioned a new groundwater production well which draws from the Chase Creek aquifer. This development permit area aims to protect this groundwater source from the impacts of development and potential contamination.

21.9.4 Development Permit Triggers

The *Local Government Act* imposes development permit requirements in development permit areas. Unless exempted by 21.9.5, a development permit must be obtained when any of the following types of development activity occur in Development Permit Area H, in accordance with Section 489 of the *Local Government Act*:

.1 Subdivision of land;

.2 Construction, addition or alteration of a building or other structure; or

.3 Alteration of land.

21.9.5 Exemptions

In Development Permit Area H, a development permit is not required for the following:

.1 The alteration of a building that is limited to the addition, replacement or alteration of doors, windows, building trim, awnings, or roofs;

.2 Interior alterations to buildings;

.3 The construction of new buildings or structures less than 10 square metres in area;

.4 The erection of a sign or fence;

.5 The placement of temporary construction site offices, structures used for short-term special events and emergency facilities; or

.6 The consolidation of a lot or road widening.

21.9.6 Guidelines

.1 Prohibit the construction of any new private septic systems.

.2 Discourage new marinas and docks within the surface water intake protection area as outlined on Schedule C. Existing docks may be replaced and/or maintained.

.3 Require that prior to development, any unused private wells on the subject property(ies) be decommissioned. This will be done at the applicant's expense.

.4 Prior to any development in the primary groundwater source protection area as outlined on Schedule C, the applicant may be required to investigate, monitor, control and/or remediate land and groundwater contamination.

.5 For proposed developments that will include any of the purposes or activities listed in Schedule 2 of the *Contaminated Sites Regulation* [B.C. Reg. 375/96], the Village will require a report certified by a member in good standing of the Engineers and Geoscientists of BC and experienced in hydrogeological investigations, including capture zone analysis and groundwater stewardship. The report must include:

.1 Assurance that hazardous materials storage and handling procedures, and facility design and operation will not compromise the integrity of the underlying aquifer;

.2 Site design and Best Management Practices for sewage disposal and hazardous materials handling, storage, clean-up, and disposal;

.3 The location of fuel storage tanks, abandoned or operational water wells and underground pipelines such as water, wastewater or natural gas;

.4 Mitigation measures, such as descriptions of physical structures and/or facility-specific operational plans and guidelines.

.6 A Surface and Foundation Drainage Plan may also be required which shows that storm waters will be appropriately collected and discharged as part of a system designed, certified, and inspected as-built by a member of the Engineers and Geoscientists of BC, experienced with hydrogeological investigations. shall be identified in the report.

.7 The report will be used to assist the Village of Chase in determining whether to issue a Development Permit and the conditions and requirements the Village will impose in the Development Permit. The report may be incorporated into Development Permit terms and conditions, if a Development Permit is granted.

21.10. Area I – Special Development Area

21.10.1 Authorization

The Special Development Permit Area is designated as a Development Permit Area pursuant to Section 488(1)(f) of the *Local Government Act* for the establishment of objectives and the provisions of guidelines for the form and character of commercial, industrial or multi-family residential development.

21.10.2 Area

Development Permit Area I – Special Development as shown on Schedule D - Development Permit Area Map. This area includes the four parcels which currently comprise the Chabelos Resort.

21.10.3 Justification

The lands comprising the Area I - Special Development Permit Area have been identified as an area with substantial potential for a resort commercial or tourist development. The lands are located adjacent to Memorial Park along the shores of Little Shuswap Lake. The objective is to ensure that any redevelopment on the subject parcels be of high quality and supports the development of tourism and recreational uses in Chase.

21.10.4 Development Permit Triggers

The *Local Government Act* imposes development permit requirements in development permit areas. Unless exempted by 21.10.5, a development permit must be obtained when any of the following types of development activity occur in Development Permit Area I, in accordance with Section 489 of the *Local Government Act*:

.1 Subdivision of land;

.2 Construction, addition or alteration of a building or other structure; or

.3 Alteration of land.

21.10.5 Exemptions

In Development Permit Area I, a development permit is not required for the following:

.1 The alteration of a building that is limited to the addition, replacement or alteration of doors, windows, building trim, awnings, or roofs as long as these alterations conform with the guidelines of Development Permit Area I;

.2 Interior alterations to buildings;

.3 The construction of new buildings or structures less than 200 square metres in area;

.4 The erection of a sign or fence; or

.5 The maintenance of existing landscaping.

21.10.6 Guidelines

.1 Redevelopment of the site should result in stronger integration with Memorial Park and 2nd Avenue.

.2 For buildings three storeys or higher, the upper storeys should be set back in order to retain a pedestrian oriented scale.

.3 Elements of the local Secwépemc culture should be encouraged within the building and landscaping design.

.4 Plantings, trees, decorative fencing, a landscaped berm or other suitable buffer should be provided adjacent to single family residential properties.

.5 Parking areas and service areas should be screened and landscaped.

.6 Lighting should be designed to maximize safety for pedestrians and parking areas and designed not to shine on adjacent residential properties.

.7 Outdoor storage areas should be located out of view of the public access areas along the waterfront and should not be visible from Memorial Park and 2nd Avenue.

.8 Waste and recycling bins and commercial building appurtenances should be screened with planting, fencing or screening structure.

.9 The quality of the development should be high enough such that the value of nearby and adjacent properties are either maintained or enhanced.

.10 Transportation impacts of proposed developments on the adjacent neighbourhoods must be addressed in development proposals.

.11 Pedestrian pathways will be required through the subject properties with linkages to the Village's active transportation network.

.12 Public access to the waterfront will be required, including amenities such as benches and garbage receptacles.

.13 Appropriate transition areas are encouraged between private and public open space areas.

.14 Direct access from 2nd Avenue will be encouraged and vehicular access eliminated from Cummings Street.

.15 Fencing or solid berms should be discouraged along 2nd Avenue and Cummings Street.

.16 Trees, flower beds and other features are encouraged to be used to provide separation between 2nd Avenue and the Memorial Park access road and the development.

21.11. Development Permit Area J – Riparian Area Protection

21.11.1 Authorization

Lands adjacent to streams, Little Shuswap Lake, Adams Lake and the South Thompson River are designated as a Development Permit Area pursuant to Section 488(1)(a) of the *Local Government Act* for the protection of the natural environment, its ecosystems and biological diversity.

21.11.2 Area

Development Permit Area J – Riparian Area Protection is as illustrated on **Schedule C**.

21.11.3 Justification

Development Permit Area J – Riparian Area Protection seeks to protect riparian areas to support fish life processes. Council seeks to protect this resource from any potentially negative impacts associated with development.

21.11.4 Development Permit Triggers

The *Local Government Act* imposes development permit requirements in development permit areas. Unless exempted by 21.11.5, a development permit must be obtained when any of the following types of development activity occur in Development Permit Area J, in accordance with Section 489 of the *Local Government Act*:

.1 Subdivision of land;

.2 Construction, addition or alteration of a building or other structure; or

.3 Alteration of land.

21.11.5 Exemptions

In Development Permit Area J, a development permit is not required for the following:

.1 Development Permit Area J does not apply to the reconstruction or repair of a permanent structure if the structure remains on its existing foundation.

.2 Development Permit Area J does not apply to agricultural, mining, or forestry related development.

21.11.6 Guidelines

.1 A qualified environmental professional carries out an assessment of the proposed development in accordance with the *Riparian Areas Protection Regulation* of the *Fish Protection Act*, and shows that the proposed development protects riparian areas as required by the *Riparian Areas Protection Regulation;* and a notification is received from the appropriate federal and provincial government ministries stating that they have been notified of the development proposal as per the requirements of the *Riparian Areas Protection Regulation*; or

.2 The relevant federal government ministries or a regulation under the *Fisheries Act* (Canada) authorizes the harmful alteration, disruption, or destruction of natural features, functions and conditions that support fish life processes in the riparian assessment area that would result from the implementation of the development proposal.

22. Temporary Use Permits

Council may issue Temporary Commercial and Industrial Permits in all areas within the Village of Chase. These Permits are valid for a maximum of three years and may be renewed only once. The Permit may be issued only under the following conditions:

.1 Does not have a negative impact on lands in the vicinity;

.2 Does not create a significant increase in the level of demand for services;

.3 Does not permanently alter the site upon which it is located;

.4 Complies with all the conditions specified by Council in the Temporary Commercial and Industrial Permit; and

.5 If within the ALR, complies with the conditions of any approval by the Provincial Agricultural Land Commission.

Part 5:

IMPLEMENTATION STRATEGY

Part 5 summarizes the strategy for implementing the policies and actions outlined in this OCP and suggests potential timelines and responsibilities for implementation.

Action	Relevant Policies	Priority	Leadership	Support
Investigate options for increasing affordable social housing and rental accommodations in Chase, in particular for seniors and young families.	6.2.1 12.2.1.3 12.2.1.11	High	Village of Chase	BC Housing
Implement the Village of Chase Active Transportation Plan.	7.2.1.3 9.2.1.8 13.3.1.7 16.3.3.1 16.3.4.2 16.3.4.3 20.2.4.4	High	Village of Chase	Ministry of Transportation and Infrastructure
Develop an Active and Safe Street to School Program.	7.2.5.8	Moderate	School District # 73	Village of Chase
Develop a community calendar to market, and encourage greater coordination of, community events.	7.2.5.10	Low	Chase Community Groups	Village of Chase
Implement the Child Care Space strategic Action Plan.	7.2.5.12	Moderate	Village of Chase	
Explore the development of a community energy plan, which includes educational programs and reviews clean energy alternatives.	8.2.1.1 8.2.2.2 9.2.2	Moderate	Village of Chase	
Review the feasibility of a pesticide ban on non-agricultural lands.	8.2.1.4	Low	Village of Chase	
Implement the recommendations outlined in the Village of Chase Groundwater and Surface Water Source Assessment and Protection Strategy.	8.2.1.5 8.2.4.1 20.2.1.9	Moderate	Village of Chase	
Develop a community compost program and become a part of Recycling BC.	8.2.1.7 9.2.1.12	Low	Village of Chase	Chase Community Groups
Pursue the development of a linear park along Chase Creek.	8.2.3.3 16.3.2 19.2.4	High	Village of Chase	

Action	Relevant Policies	Priority	Leadership	Support
Develop a waste collection program throughout Chase, and in particular along Chase Creek.	8.2.3.4	Low	Chase Community Groups	Village of Chase
Implement the Village's Water Utilization Strategy and promote water conservation.	8.2.4.2 20.2.1.5 20.2.1.7 20.2.1.8	Moderate	Village of Chase	
Obtain FireSmart certification.	8.2.5.1	Moderate	Village of Chase	
Undertake a community climate change adaptation strategy.	8.2.5.3	Moderate	Village of Chase	
Develop a flood mitigation strategy.	8.2.2.3 8.2.5.6	High	Village of Chase	
Finalize the Community Wildfire Protection Plan.	8.2.5.8	High	Village of Chase	
Develop educational materials for residents that outline how they can reduce their greenhouse gas emissions.	9.2.1.1	Moderate	Village of Chase	
Review the feasibility of developing an anti-idling program.	9.2.1.2	Low	Village of Chase	
Consider the development of a local food security program.	9.2.1.4 10.2.4 17.3.5	Moderate	Chase Community Groups	Village of Chase
Review the feasibility of a car share program in Chase.	9.2.1.9	Low	Chase Community Groups	Village of Chase
Implement the Village of Chase Economic Development and Tourism Strategy.	10.2.1.3 10.2.3.2 10.2.3.4	Moderate	Village of Chase	Local Business Organizations
Review the feasibility of a beautification program for the Shuswap Avenue Corridor.	10.2.2.2 13.3.1.5	Moderate	Village of Chase	Local Business Organizations
Review options for expanded camping opportunities in Chase.	10.2.3.6 16.3.4.4	Low	Village of Chase	

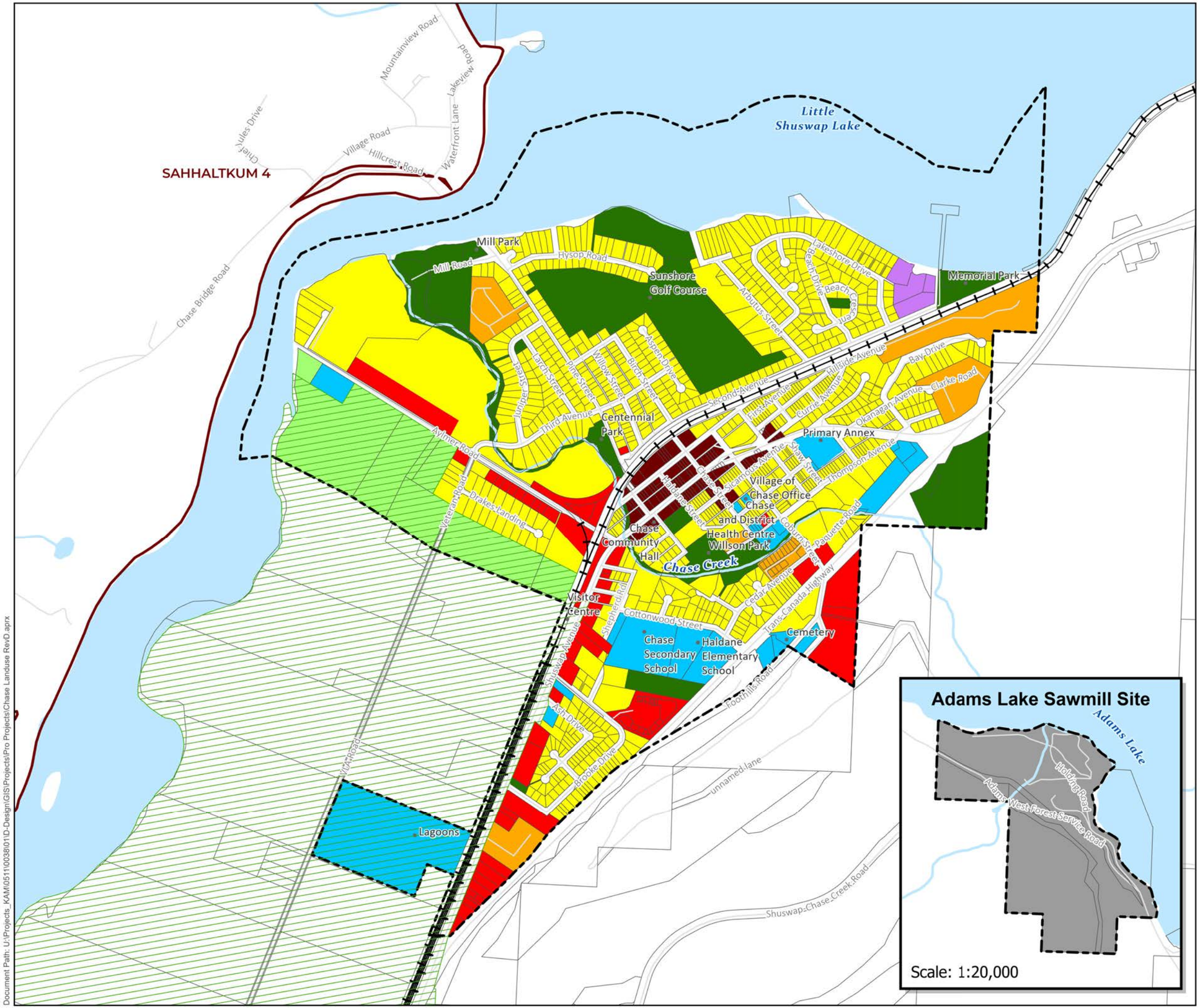
Action	Relevant Policies	Priority	Leadership	Support
Develop a wayfinding strategy to facilitate tourism in Chase.	10.2.3.8	Low	Village of Chase	Local Business Organizations
Develop a local program for the restoration and demarcation of historic buildings in Chase.	11.2.6	Moderate	Village of Chase	Chase & District Museum and Archives Society
Engage Chase residents in order to establish an architectural 'theme' for the downtown core.	13.3.1.4	Low	Village of Chase	Local Business Organizations
Develop a parking strategy to address on-street parking issues in the Village Core that occur in the summer tourist months.	13.3.1.6 20.2.4.10	Low	Village of Chase	
Consider the establishment of a downtown revitalization tax exemption program.	13.3.1.13	Moderate	Village of Chase	
Consider undertaking a review to assess the demand for heavy industrial uses in the area and if such a demand exists, explore options for making more land available outside of the Village townsite for these uses.	14.3.2	Low	Village of Chase	
Engage with School District # 73 to explore options for the future use of the Primary Annex building.	15.3.8 16.3.6	Moderate	School District # 73	Village of Chase
Develop a parks and recreation master plan in order to assess and prioritize upgrades to existing facilities, as well as explore the feasibility of developing new facilities.	16.3.3.3 16.3.4.7 16.3.3.4 16.3.3.6 16.3.4.1 16.3.4.6 16.3.4.8 16.3.4.9 16.3.4.10 16.3.5	Moderate	Village of Chase	Chase Community Groups
Implement a cross connection control program for the Village's water infrastructure.	20.2.1.6	Moderate	Village of Chase	

Action	Relevant Policies	Priority	Leadership	Support
Complete necessary upgrades to the Village's sanitary sewer system.	20.2.4	Moderate	Village of Chase	
Develop a stormwater management system in steep slopes areas.	20.2.3.9	Moderate	Village of Chase	
Develop a bylaw to address on-site stormwater management.	20.2.3.10	Moderate	Village of Chase	
Work with BC Hydro to explore the feasibility of removing power poles in Chase which impeded pedestrian movement.	20.2.4.5	Low	Village of Chase	BC Hydro
Consider implementing traffic calming measures in residential neighbourhoods, as well as 30 km/hr speed limit in the Village Core.	20.2.4.7 20.2.4.8	Moderate	Village of Chase	
Explore options to improve the communications network in Chase, including the cellular, high-speed internet and fibre optic networks.	20.2.5	Moderate	Village of Chase	Various Service Providers
Develop and implement an asset management strategy to ensure infrastructure and facilities are proactively maintained and funded over the long-term.	20.2.6 20.2.7	High	Village of Chase	
Update the Development Cost Charges (DCC) bylaw	20.2.8	High	Village of Chase	

Schedule B

Land Use Plan

Village of Chase
Official Community Plan
Bylaw No. 896, 2021



- Chase Municipal Boundary
- First Nations Reserve Boundary
- Agricultural Land Reserve
- Railway

Land Use

- Agriculture
- Civic and Institutional
- General Commercial
- General Residential
- Industrial
- Manufactured Home Residential
- Parks, Recreation and Open Space
- Special Development Area
- Village Core

0 100 200 400 600 Meters

Scale: 1:12,000

SCHEDULE B

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Schedule C

Environmentally Sensitive and Hazardous Areas

Village of Chase
Official Community Plan
Bylaw No. 896, 2021

Environmental and Hazard Areas Development Permit Areas

- Chase Municipal Boundary
- Railway
- Riparian setback
- Area F - Hazardous Slopes and Unstable Soils

Area H - Water Source Protection

- Primary Groundwater Source Protection Area
- Secondary Groundwater Source Protection Area
- Surface Water Intake Protection Area

Refer to Section 21.8 of the Village of Chase Official Community Plan Bylaw No. XX for additional guidelines related to Flood Protection

0 100 200 400 600 Meters

Scale: 1:11,000

SCHEDULE C

Adams Lake Sawmill Site

Scale: 1:20,000

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Schedule D

Development Permit Areas

Village of Chase
Official Community Plan
Bylaw No. 896, 2021

Form and Character Development Permit Areas

- Chase Municipal Boundary
- Railway

Development Permit Areas

- Area A - Village Core Revitalization
- Area B - Highway Entry Corridor
- Area C - Brooke Drive Commercial
- Area D - Aylmer Road Industrial
- Area E - Multi-Family Residential
- Area I - Special Development

0 100 200 400 600 Meters

Scale: 1:12,000

SCHEDULE D

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Schedule E

Public Utilities

Village of Chase
Official Community Plan
Bylaw No. 896, 2021

Public Utilities

- Chase Municipal Boundary
- Railway
- Water Treatment Plant
- Lift Station
- Lift Station (Private)
- Water Main
- Storm Main
- Sanitary Gravity Main
- Sanitary Forcemain
- Proposed Sanitary
- Proposed Water

Little Shuswap Lake

Chase Creek

Shuswap Avenue

Pine Street

Okanagan Street

Trans-Canada Highway

unnamed lane

Shuswap-Chase-Creek-Road

PS

Adams Lake Sawmill Site

Adams Lake

Scale: 1:20,000

0 100 200 400 600 Meters

Scale: 1:13,000

SCHEDULE E

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Schedule F

Major Road Network

Village of Chase
Official Community Plan
Bylaw No. 896, 2021

Major Road Network

- Chase Municipal Boundary
- Railway

Roads

- Highway
- Arterial/Collector
- Local

Future emergency vehicle access only to Coburn St. No access to Foothills Rd.

Future Connection

Future interchange location

Trans Canada Highway to be expanded to 4 lanes and highway access to be modified

Little Shuswap Lake

Chase Creek

Mill Park
Sunshore Golf Course
Memorial Park
Centennial Park
Primary Annex
Village of Chase Office
Chase Community Hall
Chase and District Health Centre
Willson Park
Visitor Centre
Haldane Elementary School
Chase Secondary School
Cemetery
Lagoons

Mountainview Road
Village Road
Hillcrest Road
Lakeview Road
Ghiles Drive
Ghase Bridge Road
Mill Road
Hysop Road
Lakeshore Drive
Beach Drive
Arbutus Street
Hillside Avenue
Bay Drive
Clarke Road
Okanagan Avenue
Thompson Avenue
Currie Avenue
First Avenue
Second Avenue
Third Avenue
Aspen Drive
Birch Street
Willow Street
Pine Street
Larch Street
Juniper Street
Aylmer Road
Veterans Road
Drakes Landing
Shaw Street
Paquette Road
Cedar Avenue
Trans Canada Highway
Cottonwood Street
Shuswap Avenue
Ash Drive
Brooke Drive
Vita Road
Shuswap Chase Creek Road

Adams Lake Sawmill Site

Adams Lake
Holding Road
Adams West Forest Service Road

Scale: 1:20,000

0 100 200 400 600 Meters

Scale: 1:12,000

SCHEDULE F

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