

Village of Chase



**Official
Community
Plan**

VILLAGE OF CHASE

BY-LAW No. 263

A By-law to rescind the Village of Chase Official Community Plan By-law No. 180, 1979, and By-law No. 210, 1980, and adopt the Village of Chase Official Community Plan By-law No. 263, 1983.

WHEREAS pursuant to Section 710 of the Municipal Act, R.S.B.C., the Council may prepare, revise, and adopt an Official Community Plan;

AND WHEREAS Council deems it to be desirable to have an Official Community Plan stating community goals, objectives and policies and direction for future development;

AND WHEREAS a Public Hearing was held for the updated Official Community Plan pursuant to Section 720 of the Municipal Act, R.S.B.C.;

NOW THEREFORE, the Municipal Council of the Village of Chase in open meeting assembled, enacts as follows:

1. That the Village of Chase Official Community Plan By-law No. 180, 1979, and By-law No. 210, 1980, be rescinded upon the fourth reading of the new Village of Chase Official Community Plan By-law No. 263, 1983.
2. The document which is attached hereto and forms part of this By-law is hereby designated as the Official Community Plan for the Village of Chase.
3. This new By-law may be cited as the "Village of Chase Official Community Plan By-law No. 263, 1983".

READ A FIRST TIME THIS 24th DAY OF March, 1983.

READ A SECOND TIME THIS 24th DAY OF March, 1983.

READ A THIRD TIME THIS 7th DAY OF June, 1983.

Presented at a Public Hearing of the Ratepayers of the Village of Chase this 17th day of May, 1983.

RECONSIDERED AND ADOPTED THIS 9th DAY OF June, 1983.

Julie M. Thompson
Mayor

D. A. Hoare
Clerk

I hereby certify the above to be a true and correct copy of the "Village of Chase Official Community Plan By-law No. 263, 1983" as passed by the Municipal Council of the Village of Chase on the 9th day of June, 1983, A.D.

D. A. Hoare
Clerk

Approved by the Inspector of Municipalities this _____ day of _____, 1983.

Inspector of Municipalities.

A true copy of By-Law No. 263 registered in the Office of the Inspector of Municipalities this 13th day of March 19 84.

Inspector of Municipalities

VILLAGE OF CHASE
OFFICIAL COMMUNITY PLAN

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F O R E W O R D

The planning program for the original Chase Community Plan was initiated in 1978 and the plan adopted in 1979. Since the adoption of the Official Community Plan, there have been substantial changes in Chase which have implications on the future development of the Village. To ensure the Official Community Plan will continue to provide appropriate guidelines for development of the Village, Council initiated this review of the Community Plan.

The major changes which brought about this review are outlined as follows:

- a) The age and household composition of the Village residents has consistently changed during the past decade, and, as a result, the type of services demanded by the residents is changing.
- b) There has been a surge in residential growth in the Village which has substantially reduced the supply of vacant land available for residential use.
- c) The Village has recently installed a complete sanitary sewer collection system and treatment plant which will permit more intensive development of vacant land and promote the redevelopment of older large lot subdivisions.

The objectives of the Village and the plan remain unchanged, however, the policies of Council have been modified to reflect the changes outlined above and to emphasize the need to create an aesthetic, pleasing living environment.

It is the general purpose of the Chase Community Plan to provide a framework of policy guidelines which will be used by Village Council in making informed decisions with respect to managing and coordinating new development, as well as the provision and financing of public services in the community. More specifically, it is the purpose of this plan to:

- a) Work toward achieving the community objective of preserving the quality of life presently enjoyed in Chase, and of retaining the small town character of the community.
- b) Establish a process for coordinating new development such that there will be no adverse social, economic or physical effects on the municipality.
- c) Provide direction for establishing a community servicing program which is in keeping with the needs of existing and future residents and the financial capability of the municipality to provide these services.
- d) Establish objectives and policies which are the basis for land use regulating bylaws such as subdivision and zoning bylaws.
- e) Establish development objectives and policies as a basis on which Village Council may evaluate proposals which may require amendments to the development control bylaws.

- f) Reduce the element of uncertainty by establishing strategies for the location and staging of growth as a guide for private and public investment as to where and under what conditions development activity will be encouraged within the municipality.
- g) Establish objectives and policies to guide Council in evaluating proposals for new development within established neighbourhoods.

2.1 SETTING AND ECONOMY

Chase is located at the confluence of Little Shuswap Lake and the South Thompson River approximately 58 km from Kamloops. It is in the bottom of the South Thompson River valley which runs in an east-west direction and serves as the route for the Canadian Pacific Railway and Trans Canada Highway.

The area surrounding Chase was originally settled as a farming community by Whitfield Chase, around 1900. In 1909 the Adams River Lumber Company opened a sawmill in Chase employing up to 500 men during the logging season. Eventually, the mill closed and the population of Chase declined until the middle of this century when the Holding Lumber Co. opened a mill and planer operation. In 1969 the community was incorporated as a Village, with a population of approximately 1150 persons. Since then Chase has grown by 62% to a population of 1850 persons.

Since the settlement of the area and the opening of the first lumber mill, the economy of the area has been dependent on agriculture and the forest industry. Recently economic activity in Chase has diversified into other areas based on the natural amenities available in Chase. In particular, tourists and retirees are being attracted to Chase and are making substantial contributions to the economic well-being of Chase. Some of the recent economic growth in Chase can also be attributed to the rapid expansion of the Kamloops economy. Kamloops is within commuting distance of Chase and many persons choose to live in Chase because of the setting and community atmosphere.

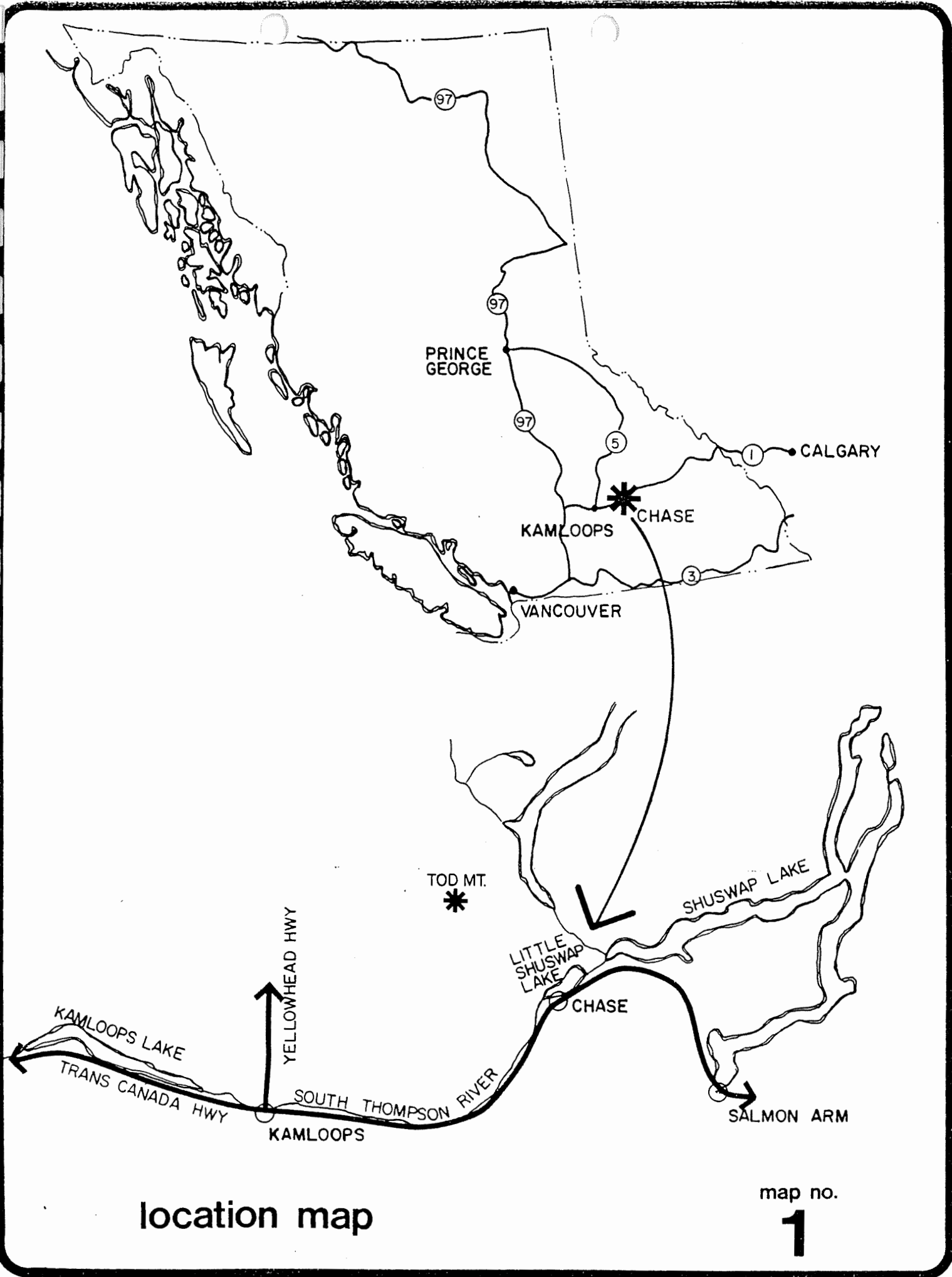
In the future, the continuing growth of tourism and the retirement community will be increasingly important to the Chase economy. Forestry and Agriculture will continue to be major contributors to the economy, but Chase will be less dependent on them for economic growth.

2.2 POPULATION

The 1981 census data recently released by Statistics Canada established the population of Chase at 1,777 persons in 1981. This is an increase of 25% over the 1976 population of 1425 and represents an annual population growth of slightly over 4%. This is a healthy rate of population growth, substantially above the average 2-3% growth rate of municipalities.

The data from statistics Canada also shows that Chase has an average family size of 2.8 persons and an average household size of 2.5 persons. The averages for the province are slightly higher at 3.1 persons per family and 2.8 persons per household. The smaller than average family and household size in Chase can be explained by analysis of the age composition and the type of population growth Chase has experienced during the past decade. This information is summarized in Table 2.1, and shows that Chase has a higher than average proportion of the population in the 65+ age bracket. Persons in this age bracket are likely to form smaller households than younger persons who may have children in the household.

Further analysis of Table 2.1 shows that the age distribution in Chase has changed substantially during the past decade. The proportion of the population in the 0-14 age bracket has dropped by 8% and the proportionate share of the population in the 15-64 and 65+ age brackets has increased by 4% in both categories.



location map

map no.

1

TABLE 2.1
AGE COMPOSITION OF CHASE*

Age Groups	1981 Population	1971 Chase	% of Total Population			1981 Deviation from Prov. Average
			1976 Chase	1981 Chase	1981 Province	
0 - 14	365	28%	23%	20%	21%	-1%
15- 64	1120	59%	61.5%	63%	68%	-5%
65+	300	13%	15.5%	17%	11%	+6%

* Sources - Statistics Canada, Population, occupied dwellings, private households, census families in private households - 1981.
- British Columbia Ministry of Economic Development, B.C. Regional Index - 1978.

2.3 COMMUNITY LAND

The location and approximate area of potentially developable vacant land and potential redevelopment areas are shown on Map No. 2. The total potentially developable land base is approximately 57 ha. (139 acres).

2.3.1 Vacant Land

Of the total potentially developable land base approximately 33 ha. (80 acres) are vacant. The vacant land between Chase Creek and Aylmer Road and the vacant land at the end of Mill Road are part of the Chase estate. The land within the estate is available for development only on a leasehold basis until the year 2003. The terms of the lease discourages the construction of permanent buildings on the land this limits the immediate use of the estate lands.

Other vacant lands total 10 ha. (25 acres) and are available for development at the demand of the market. Generally, these areas are adjacent to existing residential areas and are logical expansion areas for residential growth. The exception to this are the vacant lands fronting Shuswap Avenue and adjacent to the shopping center, these lands are potential commercial development areas.

2.3.2 Redevelopment Areas

Approximately 24 ha (59 acres) of the potentially developable land base are redevelopment areas. They have been included as a supply of developable land due to the increase in intensity of development that is anticipated. However, the redevelopment of land is influenced by a number of factors which may limit the availability of land for new development. These factors are as follows:

- i) Unlike development of vacant land, redevelopment often displaces an existing use which must be accommodated within the redevelopment area or elsewhere in the community.
- ii) The redevelopment is a more complex process which is dependent on many more factors than development on vacant land. The process is therefore slower and less predictable.

2.3.3 Future Village Expansion

Although there is not presently a shortage of developable land within existing Village boundaries, it is recognized that a shortage of developable land may arise in the future. There are basically two options available to the community to deal with this anticipated shortage.

Option One - The first option would entail expansion to one or more new development areas outside the existing Village boundaries. The following evaluation of potential opportunities for expansion, however, indicates that there are severe constraints to pursuing this option.

- a) V.L.A. Flats - The only physically developable Land immediately adjacent to the existing townsite is the V.L.A. Flats area south of Aylmer Road. The V.L.A. Flats area, however, cannot be considered as a future development area because of its high value for agricultural productivity. The basic objective of preserving high capability agricultural land takes precedence over the more localized objective of providing space for urban development in the "path of least resistance".

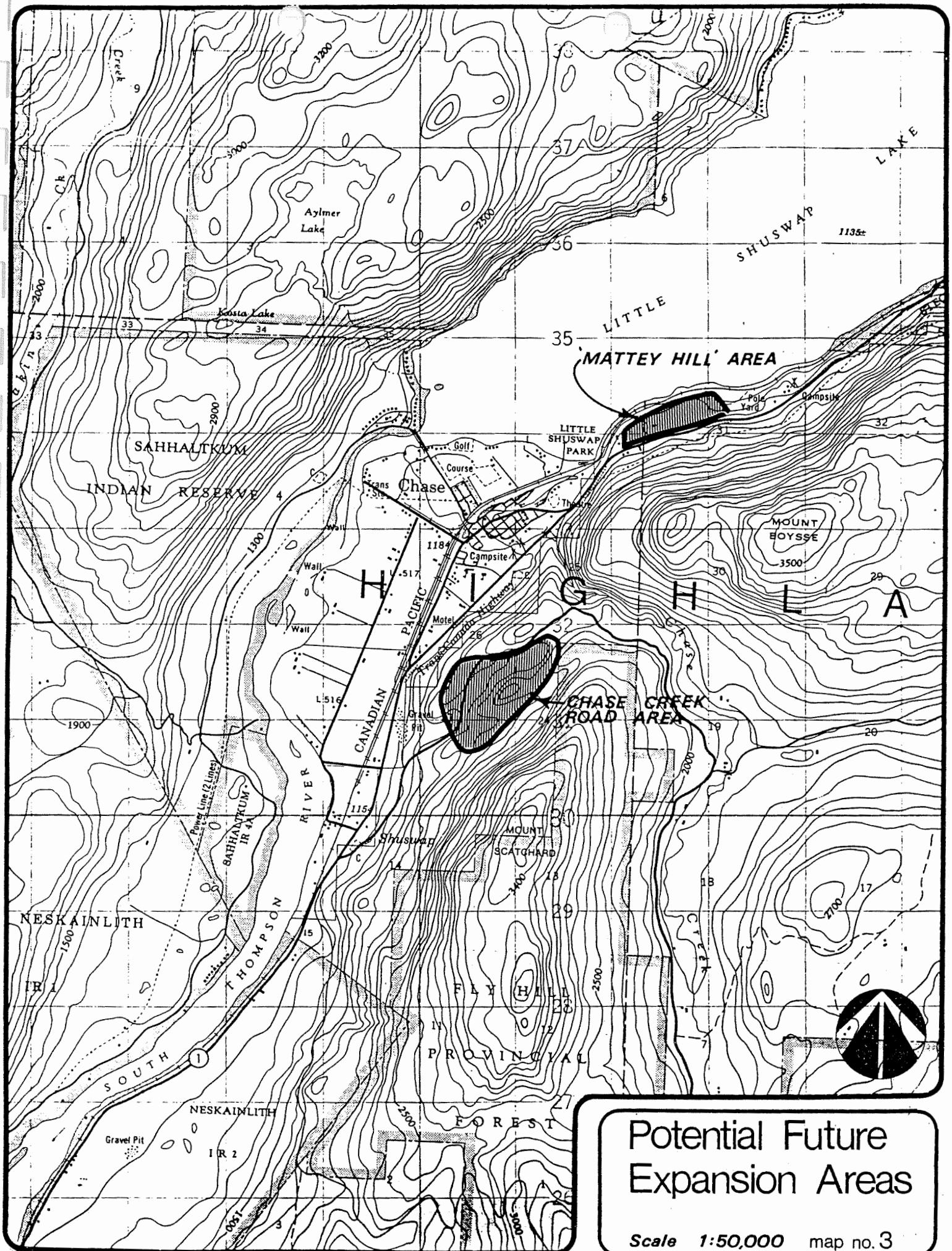
b) Matthey Hill Area - As illustrated in Map 3, the Matthey Hill area is located east of the Village on the hillside between the Trans Canada Highway and Little Shuswap Lake. This development area has recently been rezoned for residential use and will accommodate approximately 120 units. However, there are a number of deficiencies associated with development when considered in terms of the area being an extension of the community of Chase.

- i) the only means of access linking the two areas is the Trans Canada Highway.
- ii) discontinuous development implies that access to community facilities only by vehicle.
- iii) all servicing systems would be separate from existing systems.

c) Chase Creek Road Area - The Chase Creek Road area is located southeast of Chase at an elevation ranging for 600 to 800 feet above the existing townsite. Similar to the Matthey Hill area, there are also a number of deficiencies associated with development in this area:

- i) access would be via a circuitous route and would also necessitate use of the Trans Canada Highway.
- ii) extension of Village servicing systems would be costly.
- iii) discontinuous development.

Option Two - The second option would focus on accommodating demands for new development within the existing townsite rather than expansion to new development areas. Pursuit of such a development strategy would necessitate the more intensive use of land within the existing townsite; new residential development would generally be at a higher density than that of detached single family residential development.



Potential Future Expansion Areas

Scale 1:50,000 map no. 3

Objectives are end results toward which planning efforts are directed. The objectives outlined in this plan have evolved from the interaction of the Municipal Council, the public by means of a public participation program, as well as the planning consultants retained to participate in the planning program. It is intended that the following statement of objectives will serve to stimulate action within the community, to give purpose and direction to action, and to provide the basis for evaluating results of implemented policies. The objectives outlined in this section can generally be divided into the following categories:

Nature of Objectives

Social objectives

Environmental objectives

Economic objectives.

3.1 SOCIAL OBJECTIVES

The purpose of identifying social objectives is to give recognition to the wishes, needs, and lifestyles of significant social groups in the community. The following outline of social objectives has been determined by means of extensive input from the elected representatives on Council, and the general public through a comprehensive public participation program which included among other things a series of public meetings and the distribution of information bulletins.

The social objectives for the Village of Chase are outlined as follows:

- a) To preserve the small town character of Chase.
- b) To preserve the attractive semi-rural setting of Chase.
- c) To preserve and enhance the character of established residential neighbourhoods.
- d) to create a future land use pattern which will ensure the compatibility of different types of land use.
- e) To provide an adequate supply and variety of housing types which are economically accessible and meet the housing needs of Chase residents.
- f) To ensure the provision of essential services, including among others, transportation, health services, education, water and sewer in compliance with recognized needs and servicing standards.
- g) To provide recreation facilities and public open space in accordance with demand levels and willingness to pay on the part of beneficiaries.

3.2 ENVIRONMENTAL OBJECTIVES

The purpose of identifying environmental objectives is to ensure that the probable consequences of physical development on the environmental base of the community are taken into consideration in the formulation of land use and development policies. It should be noted that a number of environmental objectives outlined below are pertinent not only to the community of Chase, but are of concern to the region and the province as well.

The environmental objectives of the Village of Chase are outlined as follows:

- a) To protect the agricultural viability of lands with a capability for agricultural production.
- b) To preserve and enhance for public use and enjoyment high amenity areas with natural scenic or recreational potential.
- c) To protect water quality in the Shuswap Lake/South Thompson River system, taking into consideration recreational use, fisheries, and downstream users.
- d) To ensure the appropriate uses of land subject to hazardous conditions; in particular, flood prone areas and areas with unstable soils.

3.3 ECONOMIC OBJECTIVES

The purpose of identifying economic objectives is to ensure that plan policies relate to the development and distribution of economic opportunities, are consistent with the fiscal capabilities of the municipality, and that existing public and private investments will be reasonably protected.

The economic objectives for the Village of Chase are outlined as follows:

- a) To enhance the economic function of Chase as a service and distribution center for the West Shuswap area, as well as a tourist accommodation and retirement center.
- b) To retain the existing central business district as the dominant general commercial area for Chase and its surrounding trade area.
- c) To minimize the effects of a shortage of supply situation in the real estate market, thereby avoiding a situation in which property values are likely to become unrealistically inflated.
- d) To provide new and expanded public services in accordance with need, recognizing the ability and willingness of taxpayers to pay for these services.
- e) To expand the employment base by attracting new labor intensive industrial uses to the Village.

Policies are statements of Council's intent indicating a course of action to achieve to the maximum extent possible the planning objectives outlined in the previous section.

The planning policy statements address issues which are important in directing future growth and development of the Village. These issues are specifically identified in Section 810 of the Municipal Act.

4.1 GENERAL FORM AND CHARACTER OF DEVELOPMENT

The general form and character of future development in Chase is shown on Map No. 4, the Land Use Plan. To ensure Chase develops in accordance with this plan, Council has established policy statements which will guide development and land use within the boundaries of Chase. The policy statements address the specific areas designated on the Land Use Plan Map and the uses which may be permitted within these areas. Council's policies are outlined in the following subsections.

4.1.1 Commercial Development

a) Downtown

It is Council's policy to retain the existing downtown as the dominant general commercial area for Chase and its surrounding trade area. Council will encourage the expansion of the existing downtown area to the extent of the Downtown Development Area which is illustrated on Map No. 4. Land Use Plan. Council considers the Downtown Development to have unique qualities which require

special management and therefore has designated the downtown a special management area. The policies of Council which will guide the development of this area are contained in Section 4.2 of this Plan.

b) Shopping Center Commercial

To avoid further fragmentation of general commercial activities, it is Council's policy to limit further development of general commercial areas to the area in the immediate vicinity of the existing shopping center. This area is designated Shopping Center Commercial on Map No. 4 - Land Use Plan.

It is Council's intention that the uses permitted in commercial areas outside the downtown development area should be more restricted. Therefore the zoning bylaw restricts the commercial uses permitted in this area and establishes a lower density of development.

c) Local Commercial

It is Council's policy that local convenience retail stores may be permitted in residential areas subject to the following conditions:

- the function of the business shall be to serve the day-to-day commercial needs of a particular neighbourhood rather than the community as a whole or non-local users.
- the location of the site and the neighbourhood shall be such that the convenience needs of neighbourhood residents could not be conveniently provided in the central business district.
- access to the site shall be such that traffic does not increase to the point of creating safety hazards on local residential streets.

- adequate landscaping or screening shall be provided to buffer adjacent residential uses.
- a precondition to development shall be a rezoning procedure to enable neighbourhood residents to voice their opinions during the public hearing process.

d) Service Commercial

Service commercial uses are vehicular oriented commercial uses of low intensity, and commercial uses requiring large areas for storage and handling of materials, goods, and equipment.

In identifying areas suitable for service commercial areas, the following criteria have been taken into consideration:

- relatively large areas of vacant land which can be subdivided into regular shaped parcels.
- good access to major municipal street network.
- minimize exposure or interface with existing and future residential areas in order to avoid conflicts.

Council will permit service commercial uses to locate in areas designated Light Industrial and the Highway Entry Corridor. The Highway Entry Corridor is a special management area, the policies which pertain to development of this area are in Section 4.2 of this Plan.

Where service commercial establishments abut existing or proposed residential areas, a landscaping or screening shall be provided to buffer the adjacent residential uses.

e) Highway/Tourist Commercial

It is Council's policy to provide suitable space to accommodate the development and expansion of commercial facilities for tourist and highway oriented traffic. Council will permit this use in areas with the proper relationship to the Trans Canada Highway and Little Shuswap Lake. The areas suitable for this type of development are as follows:

- the land within the Highway Entry Corridor, which fronts the eastern side of Shuswap Avenue from Bell Street to the southern end of Brooke Street. Section 4.2 contains specific policies relating to the development of the Highway Entry Corridor.
- the redevelopment areas abutting the Trans Canada Highway provided access is obtained off Coburn Street via Cedar Street and Paquette Road.
- the vacant parcel of land at the end of Aylmer Road, provided it is developed for relatively low intensity commercial use (eg. recreational campground) and precautions are taken to buffer the adjacent residential uses and flood proof all buildings and services.

Council recognizes the importance of maintaining safe and efficient traffic flows along the Trans Canada Highway, therefore Council will require proposals for new highway and tourist commercial developments adjacent to the Trans Canada Highway to be approved by the Ministry of Highways. A proposed commercial development shall not obtain access directly off the Trans Canada Highway and should the development require improvements, such as the addition of turning lanes to the Trans Canada Highway, the development will be phased to correspond with those improvements.

4.1.2 Industrial Development

In order to broaden the employment opportunities available in Chase and to attract new capital investment to the Village, Council will encourage industries with the following characteristics to locate in Chase:

- industries which require immediate access to highway and rail transportation routes.
- industries which are labor intensive.
- industries which will not adversely affect the natural environment of the Village.
- industries which compliment the established industrial uses.
- industries which can choose their location based on the amenities an area offers.

It is Council's policy that all industrial uses shall be located in well defined industrial areas which are effectively buffered from adjacent land uses. All industrial areas shall be located in areas with good access such that traffic generated by the industrial activity will not infringe on local residential or commercial streets.

To the greatest extent possible, taking into consideration the nature of activities in industrial areas, it is Council's intention to promote the attractive appearance of industrial areas by means of regulations pertaining to the provision of adequate parking areas, screening of storage areas, and use of minimal standards for landscaping (namely dust and weed control).

The Land Use Plan, designates the areas suitable for two categories of industrial uses; general industrial and light industrial. The types of industrial uses permitted in these areas are specified in the zoning bylaw.

Council recognizes that in the long run, a shortage of land suitable for industrial uses will arise as a result of the policy to preserve Agricultural Land in the V.L.A. Flats area south of Aylmer Road.

4.1.3 Institutional and Public Utility

It is anticipated that new developments of an institutional nature in Chase will generally be of a relatively small scale, functioning primarily as a local service facility, rather than a regional or provincial facility. The types of institutional uses envisaged would include, among others, churches, community health facilities (e.g. diagnostic and treatment center), local government offices and local provincial government offices. Uses of this nature will generally be permitted in other land use districts.

There are no indications that there will be significant space demands in the foreseeable future for public utilities uses, including the Ministry of Highways, CP Rail, B.C. Hydro, B.C. Telephone, and Inland Natural Gas.

a) Schools

Information obtained from School District #24 indicates that the existing school sites will be adequate to accommodate the anticipated population increases arising from new development within the existing municipal boundaries. A new primary school is planned in the Pritchard area which will relieve the crowded conditions at Chase Primary School. In the long term, if expansion to a new development area takes place, the need for additional school sites will have to be re-evaluated.

b) Domestic Water System

The community water system of Chase was the subject of an indepth analysis in 1978. In the final report the engineers identified several deficiencies in the supply and distribution component of the community water system. The Village has proceeded with the upgrading of components of the water system based on the report. As of December 1982, a second reservoir had been constructed to supply additional storage capacity and various supply and distribution lines had been upgraded. The completion of the upgrading of the water system and renovation of the pumphouse will provide adequate water service to a population threshold of approximately 4000.

c) Sanitary Sewer

The Village of Chase has recently installed a sanitary sewer system and treatment plant with sufficient capacity to accommodate growth within the time frame of this plan. New medium and high density developments will be connected to this system.

d) Solid Waste Disposal

The Chase solid waste disposal site is presently operated and financed jointly with the Regional District. The existing site is considered to be adequate to accommodate the needs of Chase and surrounding area for the foreseeable future.

4.1.4 Residential Development

The residential category contains policies to provide a full range of housing types. This range is divided into three groupings:

- single family detached - detached single family residences including mobile homes in mobile home developments.
- medium density multiple family - duplexes, multi-plexes, townhouses and rowhouses.
- high density multiple family - walk up apartments.

It is Council's policy that new residential development shall take place in compliance with the standards and criteria established in the zoning bylaw. All new medium and high density residential developments shall be served by the community sanitary sewer system. All new residential developments shall be served by the community water system.

Council will permit residential development within areas designated, on Map No. 4, Land Use Plan as established residential, special residential, future residential, downtown development area, recreation residential, and in certain redevelopment areas.

The policies of Council which address the type and character of residential uses permitted in each area are addressed as follows:

a) Established Residential

Although occasional areas of medium density housing do exist, the predominant housing type in the neighbourhoods designated established residential is detached single family. Council recognizes that the new community sewer system will allow higher intensity development in these neighbourhoods that may detract from the adjacent residential properties. To ensure the quality and low density character of the neighbourhoods are maintained, the only new development Council will permit in areas designated Established Residential is detached single family housing and ancillary recreation facilities for use by the residents of the Established Residential Areas.

Council may permit the subdivision of existing large residential lots provided the detached single family housing developed will not detract from the surrounding neighbourhood. Mobile home developments may be permitted on suitable sites in established residential areas. It must be demonstrated that the proposed mobile home development is compatible with the surrounding uses and the development conforms to all applicable Village bylaws.

Specific criteria for servicing, density and siting of detached single family housing are contained in the zoning and subdivision control bylaws of Chase.

b) Special Residential Areas

Upon completion of the community sanitary sewerage collection system in Chase, there will likely be considerable pressure to redevelop the residential neighbourhoods near the Central Business District to higher intensity residential uses. Council recognizes that this neighbourhood area has suitable locations for higher intensity housing and will encourage new residential development on these sites. However, Council recognizes that to integrate new housing into the existing neighbourhood special management policies will have to be established. These policies are contained in Section 4.2 of this Plan.

c) Future Residential Areas

To provide flexibility in the development of future residential areas, Council has designated all vacant land, suitable for residential development, as future residential areas. A compatible mix of detached single family and medium density multi-family may be permitted in these areas.

Council shall require development permits for multi-family housing developments which interface single family housing within this area. The development permit will address siting, scale, finishing and screening of multi-family developments.

d) Recreation Residential

Council, in recognition of the high amenity value of the Little Shuswap Lake Shoreland, and the potential for future tourism development in Chase, has designated a potential redevelopment cell on the lake as Recreation Residential. The intent of this designation is to permit a multi-family development to be carried out at a single family density.

In addition, a limited amount of commercial development may be permitted provided it:

- is clearly ancillary to the principal, residential use of the site.
- caters to the residences of the development area.

Any development occurring within the designated Recreation Residential area will be subject to the approval of a development permit. The permit will ensure that the potential with adjacent single family residences is minimized and the recreational opportunities of the site are optimized.

4.2 SPECIAL MANAGEMENT AREAS

Council has identified several development areas in Chase with characteristics which will require special consideration during the development process. These areas are designated as the Downtown Development Area, Highway Entry Corridor, Special Residential Area and Redevelopment Areas on Map No. 4 - the Land Use Plan. The policies of Council which pertain to the development of these areas are as follows:

4.2.1 Downtown Development Area

To encourage the development of a strong and active downtown area in Chase, Council will permit a mix of general commercial uses and high density residential developments will be permitted, either in the form of individual apartment buildings or mixed commercial/residential buildings to locate within the Downtown Development Area. Council will also permit the conversion of existing residential buildings to commercial uses. The maximum densities for new development in the downtown development area are established in the zoning bylaw.

Council recognizes the special conditions that prevail with respect to design and siting considerations in the Downtown Development Area, and as such, Council has designated this area as a Development Permit Area. This decision is based on the following considerations:

- small lot sizes and multiple ownership in the area could lead to uncoordinated decision-making and inappropriate development, e.g. "locked-in" vacant lots, aesthetic disharmony between old and new buildings, etc. Matters pertaining to design and siting must therefore be considered on an individual basis for each development proposal.

- during the transition period of redevelopment from low density residential, there will be mixing of new commercial uses with existing low density residential uses. This will require special consideration to minimize the interface conflicts during this transition.
- flexibility is required in the provision of off-street parking so that new development and expansion is not discouraged by excessively stringent parking requirements.

Council will also encourage upgrading and revitalization of the Downtown Development Area and will support a cooperative effort by the downtown business community towards revitalization of the downtown. As part of the effort to improve the downtown, Council will encourage the business community to organize and initiate a program to utilize existing parking areas more efficiently and to provide additional parking spaces.

4.2.2 Highway Entry Corridor

In order to maintain Shuswap Avenue as an attractive entry feature into Chase, Council has designated the development areas fronting Shuswap Avenue as a Highway Entry Corridor. Council will permit highway/tourist commercial and a limited scope of service commercial uses to locate in the Highway Entry Corridor. The uses locating in this area will be subject to Development Permits which will specify special criteria for the siting, finishing and landscaping of new developments. These requirements will be specifically addressed when Development Permits are issued but can generally be classified as follows:

1. Siting - provide sufficient setbacks and appropriate site planning to protect adjoining uses and create a pleasing streetscape.
2. Scale and design - require the design and scale of development to be compatible with adjacent development.

3. Landscaping - require screening for the adjacent residential uses and attractive landscaping fronting the highway.
4. Signage - establish maximum size, lighting levels, and appropriate sign format.

4.2.3 Special Residential Area

The installation of a sanitary sewer system in Chase will permit the redevelopment of existing, large lot single family residences to more intensive residential uses. Council has identified an older residential area adjacent to the downtown which may be suitable for higher density development and designated it Special Residential on Map No. 4, the Land Use Plan.

Single family, medium density, and high density housing types, which are appropriately scaled to the neighbourhood, may be permitted within this area. Specific criteria for density servicing and siting of single family and multi-family housing are contained in the Chase Zoning Bylaw. It is anticipated that new developments will have different characteristics than the existing development and will require careful integration into the neighbourhood. To ensure the neighbourhood is enhanced by the new developments, Council will require development permits for all medium and high density housing within this neighbourhood. The development permit will address the following:

Siting - To provide access points and parking areas which will not adversely affect neighbourhood traffic patterns. To ensure the provision of front yards and side yards consistent with the neighbourhood.

Scale - To ensure the scale of the development is appropriate for the site and the neighbourhood.

Design and finishing - To ensure the new development is compatible with the design of the adjacent buildings and the exterior forms part of an attractive streetscape.

Landscaping - To provide adequate landscaped and green spaces for the enjoyment of the residents of the development and to buffer and screen the adjacent residences.

4.2.4 Potential Redevelopment Areas

Council's intent with respect to the designation of potential redevelopment areas is to recognize that even though the existing uses of the properties are generally acceptable as they are, the property owners may at some time find it economically desirable to redevelop their property to a more intensive use. The locations of the potential redevelopment areas are shown on Map No. 4 - Land Use Plan.

Council will encourage new development within the designated redevelopment areas provided it is of the same character as suggested on Map No. 4. Development permits shall be required at the time of rezoning to ensure that new development within redevelopment areas is properly integrated into the neighbourhood and enhances the adjacent properties.

4.3 LAND SUPPLY AND SEQUENCE OF DEVELOPMENT

It is Council's policy to ensure that an adequate supply of land exists for residential use and to ensure that a shortage of supply situation in the housing market does not arise, Council will monitor the supply of land within the Village and take action to avoid a situation in which property values are likely to become unrealistically high.

As illustrated in Map No. 2, vacant developable areas within the present municipal boundaries are generally relatively small and are scattered throughout the community. As such, Council will permit the timing and sequence of new development to take place in the Village in accordance with demand of the private market.

In order to achieve the long range goal of providing an adequate supply of land for all types of residential development, Council recognizes that expansion to either the Matthey Hill area or the Chase Creek Road area, or both, will be required at some time in the future. Recognizing the difficulties and costs associated with expansion to either of these areas, Council realizes the importance of enlisting the active and positive support of Provincial Government agencies (e.g. Ministry of Highways, Ministry of Municipal Affairs, B.C. Agricultural Land Commission) in formulating an implementation program which will ultimately culminate in the undertaking of development in these areas. Such a program would address itself to the following matters:

- a) market conditions, timing.
- b) economic and physical feasibility of development.
- c) securing of approvals to proceed with development. In this regard, the Ministry of Highways will have a major input.
- d) preparation of a comprehensive development plan.
- e) financing of services - private, public or combination.
- f) local government jurisdiction, boundary extensions.

4.4 AREAS SUBJECT TO HAZARDOUS CONDITIONS

The following policies are established to ensure the appropriate use of areas subject to hazardous conditions, including areas subject to flooding, and areas with unstable soil conditions. Areas possibly subject to these conditions are shown on Map No. 5 - Potential Development Restrictions.

4.4.1 Areas Subject to Flooding

In Chase, areas within the 200 Year Plus 2 Foot Flood Plain Level as designated by the Ministry of the Environment are illustrated in Map No. 5. Most vacant properties within the flood plain are designated for uses such as public open space or campgrounds. All other flood prone areas are designated for low density residential use. In all areas which may reasonably be suspected to be subject to flooding, Council will require all subdivision plans to be approved by the Ministry of Environment as per Section 82 of the Land Titles Act. Where residential development is to be permitted, Council supports the principals of flood proofing inherent in the building location criteria established by the Water Investigations Branch.

4.4.2 Unstable Soil Conditions

Although soils engineering studies of developable areas in Chase and area have not been carried out, it is Council's policy that in areas which are considered to be possibly unstable, Council may require that soils engineering studies be carried out to confirm stability prior to approval of any forms of development.

4.5 PRESERVATION OF AGRICULTURAL LAND

In Chase, the V.L.A. Flats area southwest of Aylmer Road has a very high agricultural capability, as indicated by the current level of agricultural activity as well as inclusion within the Agricultural Land Reserve. In recognition of the Province-wide objective of preserving high capability land for agricultural production in the future, Council supports the policy of the B.C. Agricultural Land Commission of retaining the area for ongoing agricultural use, thereby precluding any form of urban development in the area. As outlined in Section 4.3, the long range expansion of the community will therefore be directed to areas with a low agricultural capability, such as the Matthey Hill area and the Chase Creek Road Area.

4.6 PRESERVATION AREAS AND RECREATION

4.6.1 Preservation Areas

In Chase, areas worthy of preservation, protection or enhancement are considered as follows:

- a) Salmon fisheries resource - Council recognizes and supports the policies of the Department of Fisheries with respect to disturbance of, or development adjacent to Chase Creek, South Thompson River, and Little Shuswap Lake.
- b) Natural amenity areas for recreation use - Council recognizes the potential recreational and scenic values of the areas adjacent to Chase Creek, South Thompson River, and Little Shuswap Lake. For properties adjoining the lake or river a dedication may be required

of a strip of land not exceeding seven meters in width along the bank or shore for the purpose of providing public access. Council may also require the dedication of a seven meter strip of land abutting the southerly side of Chase Creek from Shuswap Avenue to the Trans Canada Highway. In addition, Council will continue to develop the several areas along the lake, river and creek areas that are designated on Map No. 4 - the Land Use Plan as proposed recreation facilities.

- c) It is Council's desire that the steep hillside rising above the east side of Chase be protected to preserve the natural scenic and recreational values of the area. This area is not within the municipal boundaries and as such, Council intends to seek cooperation from the present approving authority, the Thompson Nicola Regional District in ensuring the protection of this area from any activities which may detract from the hillside's natural beauty.

4.6.2 Recreation

a) Open Space for Play and Recreation

It is Council's policy that all existing public open space areas, shall be preserved in perpetuity for recreation and leisure activities.

It is recognized that only a small proportion of those areas of high natural amenity (i.e. lakeshore, rivershore, Chase Creek) are presently accessible for public use and enjoyment. Council, in recognition of this shortfall, has purchased property to make these areas more accessible to the public. Development of these properties will provide the following facilities:

- a boat launch and public access point to the South Thompson River and Little Shuswap Lake.
- a creekside picnic area and a pedestrian pathway along the southerly side of Chase Creek, between the Trans Canada Highway and Shuswap Avenue.

b) Pedestrian Routes

Map No. 6 illustrates a proposed system of pedestrian routes which will provide circulation to all major locations in Chase.

The two main categories of pedestrian routes include:

- Park walkways for leisure and recreational use.
- Sidewalks to separate vehicular and pedestrian traffic for safety and convenience. Proposed sidewalk routes are outlined in the following order to priority:

- i) Pine Street - sidewalk on one side of Pine Street from bridge, across railway, and along the Douglas Street extension to Shuswap Avenue.
- ii) Shuswap Avenue North - sidewalk on east side of street to provide safer pedestrian access to Chase Elementary School.
- iii) Cottonwood Street - sidewalk on the south side of the street, to provide safer access to the secondary and elementary schools on Cottonwood Street.
- iv) Railway pedestrian underpass - to provide safer pedestrian access to the north west section, should preferably be located in the vicinity of Arbutus Street.
- v) Bay Street - a pathway along Bay Street and then a utility easement from Okanagan Avenue to the Hillside Avenue pathway.
- vi) Shuswap Avenue South - sidewalk on east side of street, from Wilson Street south past Mason Street.

- vii) Coburn Street/Paquette Road - sidewalk linking Coburn Street, Paquette Road, and Cottonwood Street, assuming that Paquette Road will at some time be extended southward to Cedar Avenue.
- viii) Second Avenue - sidewalk on north side of street will serve as a collector for pedestrians destined for the downtown area.
- ix) Aylmer Road - the need for a sidewalk along the entire length of one side of Aylmer Road will become apparent with further industrial and residential development taking place in the area.
- x) Okanagan Avenue - a sidewalk extending north from the Chase Elementary School to the end of Okanagan Avenue.

In addition to the foregoing, new sidewalks will be required on an ongoing basis as the downtown area continues to be further developed and in conjunction with an on-street parking upgrading program.

c) Recreation and Cultural Facilities

Ice Arena

A recurring issue raised by residents during the public participation program is the need for an indoor ice arena. A site is available for this purpose. Council recognizes that because of the magnitude of the capital and operating costs of a conventionally sized and equipped arena, a community the size of Chase would not be able to financially support such a facility. Further evaluation of the matter is required to investigate alternate methods of financing, and the feasibility and desirability of constructing a less than standard sized facility.

4.7 TRANSPORTATION

4.7.1 Vehicular Roadway System

A schematic plan of a roadway system to serve the projected land use patterns in Chase is presented on Map No. 5 - Land Use Plan. Existing and proposed major municipal highways, or arterial roadways, are identified as follows:

- a) Shuswap Avenue/Old Trans Canada Highway - this roadway which is presently designated by the Ministry of Highways as a secondary highway, provides the Village with two points of access to the Trans Canada Highway. It also functions as the major commercial street in Chase.
- b) Pine Street - in addition to providing the only present means of access from Shuswap Avenue to the CPR tracks, this route also provides access to areas outside the Village on the west side of the South Thompson River. As such, large volumes of traffic use this roadway. Pine Street is also presently designated as a secondary highway.
- c) 3rd Avenue/Veteran Road - recently 3rd Avenue has been extended to Aylmer Road, across Chase Creek. The rationale for designating this road as a major municipal highway is that in addition to providing access to the planned industrial area from either Aylmer Road or Pine Street, this route would also provide a second access to the residential development area to the west of the CPR tracks.
- d) Coburn Street - this street provides a third point of access from the Trans Canada Highway to the Central Business District, as well as several potential redevelopment areas between.

- e) 2nd Avenue - provides the only access to the new residential area in the northeast corner of the Village. This road also carries traffic to the government wharf and beach front park.
- f) Aylmer Road - This road will likely carry large volumes of traffic as the industrial area and residential areas of the Chase estate property develops. Aylmer Road provides the only link between these areas and downtown Chase.

In the Community Planning Study, a number of additional suggestions of a more minor nature for improving the roadway system are presented. These suggested improvements are summarized as follows:

- a) Paquette Road Extension - connecting route linking Cottonwood Street to Coburn Street by means of extending Paquette Road to tie into Cedar Street.
- b) Hysop, Arbutus, Lakeshore Emergency Access - provision of an emergency access route (which could also function as a walkway) connecting Hysop Road, Arbutus Street and Lakeshore Drive.
- c) Cottonwood Street - upgrading of intersection of Cottonwood Street, Shepherd Road, and Mason Street to provide better continuity in routing of traffic from Shuswap Avenue to Cottonwood Street.

4.7.2 Access to Trans Canada Highway

Following consultation with Ministry of Highways Representatives, the following approach has been adopted with respect to development within one kilometer of the Trans Canada Highway.

- a) Direct access from the community to the Trans Canada Highway will be limited to the three existing routes of access - Shuswap Avenue South (old Trans Canada Highway), Coburn Street, and Shuswap Avenue North (old Trans Canada Highway).
- b) Development on the east side of the Trans Canada Highway will be limited to uses which generate low traffic volumes and limited pedestrian traffic.
- c) New highway commercial development adjacent to the Trans Canada Highway will be limited to areas in the vicinity of Coburn Street. Access to the highway will be gained indirectly via Coburn Street.

4.7.3 Public Transportation

Because it is expected that Chase will continue to exist as a relatively small community, it is considered that a demonstrated need for public transit services is very unlikely in the foreseeable future. Consequently, considerations relating to public transit services are not relevant in the context of this plan.

4.7.4 Parking

In recognition of the apparent shortage of parking in the downtown area, Council intended to approach the issue in the following manner:

- a) Seek the voluntary cooperation of the business community by means of self-regulation to ensure that the more convenient public parking spaces (i.e. along Shuswap Avenue and Chase Street) are made available to short and medium term users. The implication of this policy would be that long term users (businessmen and employees) would use either private off-street parking facilities or would park in less convenient public parking spaces on the periphery of the downtown.

- b) Undertake an improvement program to provide additional parking spaces by utilizing available space on streets more effectively (i.e. use of angle parking, unused streets, etc.), as illustrated in Map No. 7.
- c) To encourage the downtown business community to organize and work towards the implementation of a comprehensive downtown parking strategy.
- d) Where the provision of additional parking spaces will entail the expenditure of public funds, financing will be carried out on a benefitting area basis. The rationale for this policy is that the beneficiaries of public parking in the downtown area are the business establishments, particularly in a community such as Chase where a large portion of the trade area lies outside the Village boundaries.

There are two principal means for carrying out the policies contained in this plan. The first includes physical development regulations which are a means of coordinating activities of all types when development occurs. The other is the budget which controls the substance and timing of municipal activities such as the provision of services and facilities.

5.1 DEVELOPMENT REGULATIONS

- a) Zoning Bylaw - it is Council's intention to revise the zoning bylaw to implement the development guidelines and policies of Council contained in the Community Plan. The zoning bylaw contains regulations pertaining to the following matters:
- i) designation of zoning districts throughout the Village.
 - a list of permitted uses.
 - standards for density or intensity of development.
 - standards for building height and yard setbacks.
 - ii) parking requirements for all zoning districts and land types.
 - iii) supplementary regulations relating to the number of buildings and uses, temporary buildings, home occupations, living accommodations in basements, minimum floor area for dwelling units, yards, vision clearance at intersections, fences, screening and flood control requirements.

- iv) administration and enforcement of the bylaw.
- v) provision for the use of the Development Permit mechanism, both by means of designation Development Permit areas, and on the application of the owner of land.

Specifically, Development Permits may:

- regulate the dimensions and siting of buildings.
- regulate the siting and design of parking and loading areas.
- establish roadway and building construction requirements.
- require the dedication of amenity and recreation areas for public use.
- establish criteria for signage.
- establish criteria for the exterior finishing of buildings.

- b) Subdivision Control Bylaw - Council is presently in the process of revising the subdivision control bylaw, which is a mechanism for regulating standards of services for new subdivisions in the municipality. The bylaw may:
 - regulate the area, shape and dimensions of parcels.
 - the location, alignment, grade and construction of roadways.
 - ensure the subdivision permits future subdivision of adjacent land.
 - establish criteria for the design and construction of community water, sanitary sewer and storm sewer systems.
 - specify the approving authority and the procedure of subdivision approval.

- c) Development Cost Charge Bylaw - Council has adopted a Development Cost Charge Bylaw for the purpose of recovering the additional direct and indirect costs incurred by the municipality in providing municipal services to a development. Funds derived by the imposition of development cost charges on developers are allocated for paying the capital cost of providing, altering, or expanding sewerage, water, drainage and highway facilities, and public open space, and pedestrian routes to the general benefit of the development in respect of which the charges are imposed.

5.2 BUDGET

Implementation of those components of the community plan pertaining to the provision of public services and facilities will generally entail the expenditure of public funds by the Village of Chase. Planning for the expenditure of funds will therefore have to be incorporated into both the annual budgets and the five year capital expenditure budgets of the municipality. The allocation of funds on an annual basis will be determined taking into consideration, among other things, needs and priorities as outlined in the community plan, magnitude of capital costs, availability of funds from sources other than property tax (e.g. senior government assistance programs, revenues from Development Cost Charge Bylaw), and the effect on municipal taxation levels.

Certain public works are initiated at the request of the residents of a specific area and provide benefits to only the residents of a portion of Chase. Public Works of this nature will be funded by a specified area or frontage tax imposed on those benefitting from the work.

5.3 UPDATE OF COMMUNITY PLAN

It is not Council's intention that the Community Plan will remain static and unchanged over the long term. Circumstances change over time, and as such, Council recognizes the importance of continuously monitoring and reviewing the plan, and of making modifications where necessary to ensure that all policies are appropriate for and can effectively deal with current conditions. As a recommendation for future councils, the Village Council of Chase recommends that a comprehensive review of the community plan should be undertaken at five-year intervals and should include a program of full public participation.

Amendments to the Community Plan are effected in the same manner as amendments to the Zoning Bylaw. An Official Public Hearing must be held prior to adoption of a bylaw amending the Official Community Plan.