

Village of Chase

Bylaw Number 372, 1988

A bylaw to amend the Village of Chase Official Community Plan Bylaw No. 263, 1983.

WHEREAS the Council of the Village of Chase adopted the Village of Chase Official Community Plan Bylaw No. 263, 1983.

AND WHEREAS the Council wishes to amend Bylaw No. 263 in order to conform with recent amendments to the Municipal Act.

AND WHEREAS a Public Hearing was held by the Council of the Village of Chase in the Community Hall, Chase, British Columbia on Aug. 16, 1988 at the hour of 7:00 PM.

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

1. Replace paragraph 4.1.1(a) Downtown with the following:

"a) Downtown Commercial

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 Commercial Area which is illustrated on Map 4 - Land Use Plan. Council considers the Downtown Commercial Area to have unique qualities which require special management and therefore has designated the downtown as a Development Permit Area. The downtown development permit area provisions are contained in Section 5.2 of this Plan."

2. Change Section 4.1.1 d) Service Commercial, paragraph 3, second sentence from:

"The Highway Entry Corridor is a special management area, the policies which pertain to development of this area are in Section 4.2 of the Plan".

to:

"The Highway Entry Corridor is a development permit area, the guidelines which pertain to development of this area are in Section 5.2 of this Plan."

3. Change Section 4.1.1 e) Highway/Tourist Commercial, paragraph 1, point one, second sentence from:

"Section 4.2 contains specific policies relating to the development of the Highway Entry Corridor."

to:

"Section 5.2 contains specific development permit area guidelines relating to the development of the Highway Entry Corridor."

4. Change Section 4.1.4 b) Special Residential Areas, third sentence from:

"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."

to:

"However, Council recognizes that to integrate new housing into the existing neighbourhood, developments should be managed to be compatible with existing residences in terms of siting, scale, design and landscaping."

5. Delete the following two paragraphs from Section 4.2.4 Potential Redevelopment Areas and add them to section 4.1.4 Residential Development as e):

"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. The redevelopment areas shall be designated as development permit areas at the time of rezoning to ensure that new development within redevelopment areas is properly integrated into the neighbourhood and enhances the adjacent properties."

6. Delete Section 4.2 SPECIAL MANAGEMENT AREAS and change the number of:

- . Section 4.3 LAND SUPPLY AND SEQUENCE OF DEVELOPMENT to
Section 4.2 LAND SUPPLY AND SEQUENCE OF DEVELOPMENT;
- . Section 4.4 AREAS SUBJECT TO HAZARDOUS CONDITIONS to
Section 4.3 AREAS SUBJECT TO HAZARDOUS CONDITIONS;
- . Section 4.4.1 Areas Subject to Flooding to
Section 4.3.1 Areas Subject to Flooding;
- . Section 4.4.2 Unstable Soil Conditions to
Section 4.3.2 Unstable Soil Conditions;
- . Section 4.5 PRESERVATION OF AGRICULTURAL LAND to
Section 4.4 PRESERVATION OF AGRICULTURAL LAND;
- . Section 4.6 PRESERVATION AREAS AND RECREATION to
Section 4.5 PRESERVATION AREAS AND RECREATION;
- . Section 4.6.1 Preservation Areas to
Section 4.5.1 Preservation Areas;
- . Section 4.6.2 Recreation to
Section 4.5.2 Recreation;
- . Section 4.7 TRANSPORTATION to
Section 4.6 TRANSPORTATION;
- . Section 4.7.1 Vehicular Roadway System to
Section 4.6.1 Vehicular Roadway System;
- . Section 4.7.2 Access to Trans Canada Highway to
Section 7.6.2 Access to Trans Canada Highway;
- . Section 4.7.3 Public Transportation to
Section 4.6.3 Public Transportation
- . Section 4.7.4 Parking to
Section 4.6.4 Parking.

7. Add to Section 4.5.2, a) Open Space for Play and Recreation the following paragraph:

"It is Council's policy to establish future parks of at least 0.4 hectares in size to serve the community as a whole. The approximate location of a future community park is shown on Map No. 6."

8. Delete Section 5.1(v)

9. Add to Section 5 the following:

"5.2 DEVELOPMENT PERMIT AREAS

Areas 1 through 7 are designated as development permit areas pursuant to Section 945(4)(e) of the Municipal Act and are shown on Map No. 8.

Development permits would not be required within the specified development permit areas under the following conditions:

- for the construction of, addition to or alteration of a single family dwelling or related accessory building;
- for internal alterations which do not affect the outer appearance of the building;
- for replacement, upgrading or repair of the external covering of the building (ie: roofing or siding);
- for small additions that result in less than a 25% increase in floor area beyond the floor area that existed at the date of adoption of this bylaw.

5.2.1 Area 1 - Downtown Commercial Area

.1 Justification

The Downtown Commercial Area forms the core commercial area of Chase. A range of old and new buildings exist within the area, including buildings which may be redeveloped in the future. The objective is to encourage a standard of development which will work toward enhancing the downtown's visual quality and the function of the downtown as the central business and commercial area in Chase.

.2 Guidelines

For developments within the Downtown Commercial Area, development permits may be issued in accordance with the following:

- a) A buffer of landscaping or planting should be provided by commercial or institutional uses where they are adjacent to residential uses.
- b) Commercial and institutional buildings should be set back from adjacent properties designated for residential use in the Official Community Plan.

- c) Large buildings should be articulated by offsetting and planting to give the appearance of smaller blocks.
- d) Adjacent properties should be encouraged to provide shared parking with one access and one egress point.
- e) If the parcels are not sharing parking, a landscaped strip or planting should be provided to buffer parking from adjacent parcels.
- f) Parking areas should be in smaller groups with visual breaks.
- g) Outside lighting should be designed not to shine on adjacent properties.
- h) Signs should be either incorporated in the design of the building or relate to the buildings and structures on the site.
- i) Outdoor storage areas should be screened with planting, fencing or a screening structure.
- j) The design and exterior finish of buildings should enhance the rural small town nature of the commercial core of Chase. The use of local materials and building styles should be encouraged.

5.2.2 Area 2 - Highway Entry Corridor

.1 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 west. The objective is to present a positive image of Chase by maintaining a high standard of development in the corridor and to encourage the travelling public to use the services available in Chase.

.2 Guidelines

For developments within the Highway Entry Corridor, the development permits may be issued in accordance with the following:

- a) A landscaped and planted strip should be provided along Shuswap Avenue and the Trans Canada Highway.
- b) Large buildings should be articulated by offsetting and planting to give the appearance of smaller blocks.

- c) Access should be from Shuswap Avenue whenever possible.
- d) Parking areas should be in smaller groups with visual breaks and landscaping.
- e) Free standing signs should be enhanced by landscaping or planting at the base.
- f) Signs should be carefully integrated into the landscape or form an integral part of the building. They should relate to the structure by means of colour, material or graphic association.
- g) Outdoor storage should be screened by planting, fencing or a screening structure to ensure that the storage is not visible from Shuswap Avenue or the Trans Canada Highway.
- h) Building and site lighting should be designed to satisfy normal safety or security standards, not for advertising purposes.
- i) 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.

5.2.3 Area 3 - Brooke Street - Commercial

.1 Justification

Area 3 is surrounded on three sides by park and residential land. The objective is to reduce potential conflicts with adjacent uses.

.2 Guidelines

For developments within Area 3 a development permit may be issued in accordance with the following:

- a) Landscaping, planting or fencing should be provided on the north and west sides of the property and along Brooke Street in order to act as a buffer and reduce any potential conflicts with adjacent public and residential uses.
- b) Large buildings should be articulated by offsetting and planting to give the appearance of smaller blocks.

- c) Consideration should be given to sharing parking with the adjacent shopping centre.
- d) Outdoor storage areas should be screened with planting, fencing or a screening structure to ensure the storage is not visible from surrounding residential, public and commercial areas.
- e) Signs should be either incorporated in the design of the building or relate to the buildings and structures on the site.
- f) 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.

5.2.4 Area 4 - Trans Canada - Industrial

.1 Justification

Area 4 is highly visible from the Trans Canada Highway. The area is also adjacent to the Village's cemetery and receives its access through the cemetery. The objective is to ensure that industrial development is adequately screened from the highway and to minimize any negative impact of development on the cemetery.

.2 Guidelines

For developments within Area 4 a development permit may be issued in accordance with the following:

- a) A landscaped berm or embankment planted with trees, shrubs and other plants should be provided along the Trans Canada Highway and along the edge of the property adjacent to the cemetery.
- b) Access should not be directly from the Trans Canada Highway. The access should be designed not to have a negative impact on the adjacent cemetery.
- c) Signs should be carefully integrated into the landscape or form an integral part of the building. They should relate to the structure by means of colour, material or graphic association.
- d) Outdoor storage should be screened from the Trans Canada Highway and adjacent cemetery by fencing, planting or a screening structure.

5.2.5 Area 5 - Little Shuswap - Multi-Family

.1 Justification

Area 5 has a prime location fronting on to Little Shuswap Lake and is currently developed as a campground. While this site is partially located within a floodplain area, potential exists for redevelopment to multiple family recreation residential use. The objective is to encourage a high quality of multi-family development that will enhance the site and maximize the recreation opportunities associated with its location on Little Shuswap Lake.

.2 Guidelines

For developments within Area 5 a development permit may be issued in accordance with the following:

- a) Landscaping, trees or natural vegetation should be provided along Little Shuswap Lake and Cummings Street.
- b) Planting, trees, decorative fencing, a landscaped berm or other suitable buffer should be provided adjacent to single family residential areas.
- c) Buildings should be designed and sited to form the appearance of individual residential units or clusters of units.
- d) Access should be from Cummings Street or Second Avenue, and not from Lakeshore Drive.
- e) Parking areas should be in smaller groups with visual breaks and landscaping.
- f) Lighting should be designed not to shine on adjacent residential areas.
- g) The general character of the exterior design and finish should allow the building to be well integrated with the surrounding landscaping and trees, and should complement the lakeshore setting.

5.2.6 Area 6 - Aylmer Road - General Industrial

.1 Justification

The land designated as general industrial along Aylmer Road is currently utilized for industrial use. This 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. The objective is to encourage any redevelopment to be compatible with its surroundings.

.2 Guidelines

For developments within Area 6 a development permit may be issued in accordance with the following:

- a) 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.
- b) Buildings should be set back far enough from the outer boundary of the planning area to avoid negative impacts on neighbouring uses.
- c) Outdoor storage areas 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 area.
- d) Lighting should be designed not to shine on parcels adjacent to the development permit area or across Chase Creek.

5.2.7 Area 7 - South Thompson - Commercial

.1 Justification

Area 7 is a large undeveloped recreation-commercial area fronting on the South Thompson River. While this site is located almost totally within a floodplain area, it still offers potential for various water-oriented recreation-commercial developments. Because this site is one of the few undeveloped areas in Chase with direct water access,

the objective is to ensure that any development takes full advantage of the waterfront location. Siting of any buildings, water access, landscaping of waterfront, and parking configurations are key considerations.

.2 Guidelines

For developments within Area 7 a development permit may be issued in accordance with the following:

- a) A landscaped or natural vegetation strip should be provided adjacent to the South Thompson River and Chase Creek.
- b) Large buildings should be articulated by offsetting and planting to give the appearance of small blocks.
- c) Parking areas should be in smaller groups with visual breaks and landscaping.
- d) Outdoor storage should be screened with fencing, planting or a screening structure, so as not be visible from the South Thompson River or adjacent residential areas.
- e) Signs should be carefully integrated into the landscape or form an integral part of the building. They should relate to the structure by means of colour, material or graphic association.
- f) Lighting should be designed not to shine on adjacent parcels.
- g) The general character of the exterior design and finish should allow the buildings to be well integrated with the surrounding vegetation and should complement the riverfront setting.

5.3 Temporary Commercial and Industrial Use

The Council of the Village of Chase hereby designates all areas within the Village of Chase for the issuance of temporary commercial and industrial use permits, except the area bounded by Little Shuswap Lake, the Canadian Pacific Railway and Chase Creek. The area designated for issuance of temporary commercial and industrial use permits is shown on Map 9."


10. Change the number of "5.2 BUDGET" to "5.4 BUDGET".
11. Change the number of "5.3 UPDATE OF COMMUNITY PLAN" to "5.5 UPDATE OF COMMUNITY PLAN".
12. Amend Maps No. 4 and No. 6 as shown in Schedule A.
13. Add Maps No. 8 and No. 9 as shown in Schedule B.
14. This new Bylaw may be cited as the "Village of Chase Official Community Plan Amendment Bylaw No. 372, 1988."

11
READ A FIRST TIME THIS 26 DAY OF MAY, 1988.

READ A SECOND TIME THIS 28th DAY OF July, 1988.

READ A THIRD TIME THIS 25th DAY OF August, 1988.

RECONSIDERED AND ADOPTED THIS 29th DAY OF August, 1988.



Mayor



Clerk

I hereby certify the above to be a true and correct copy of the "Village of Chase Official Community Plan Amendment Bylaw No. 372, 1988" as passed by the Municipal Council of the Village of Chase on the 29th day of August, 1988.

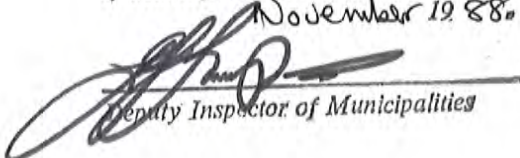


Clerk

Approved by the Inspector of Municipalities
this _____ day of _____ 198 .

Inspector of Municipalities

A true copy of By-Law No. 372
registered in the office of the Inspector
of Municipalities this 24th day of
November 1988.



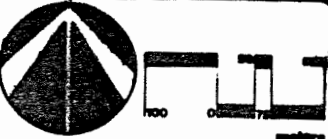
Deputy Inspector of Municipalities

SCHEDULE A

Village of Chase Official Community Plan

community facilities and pedestrian routes

-  pedestrian routes
-  existing facility
-  proposed recreation facility
-  future parkland

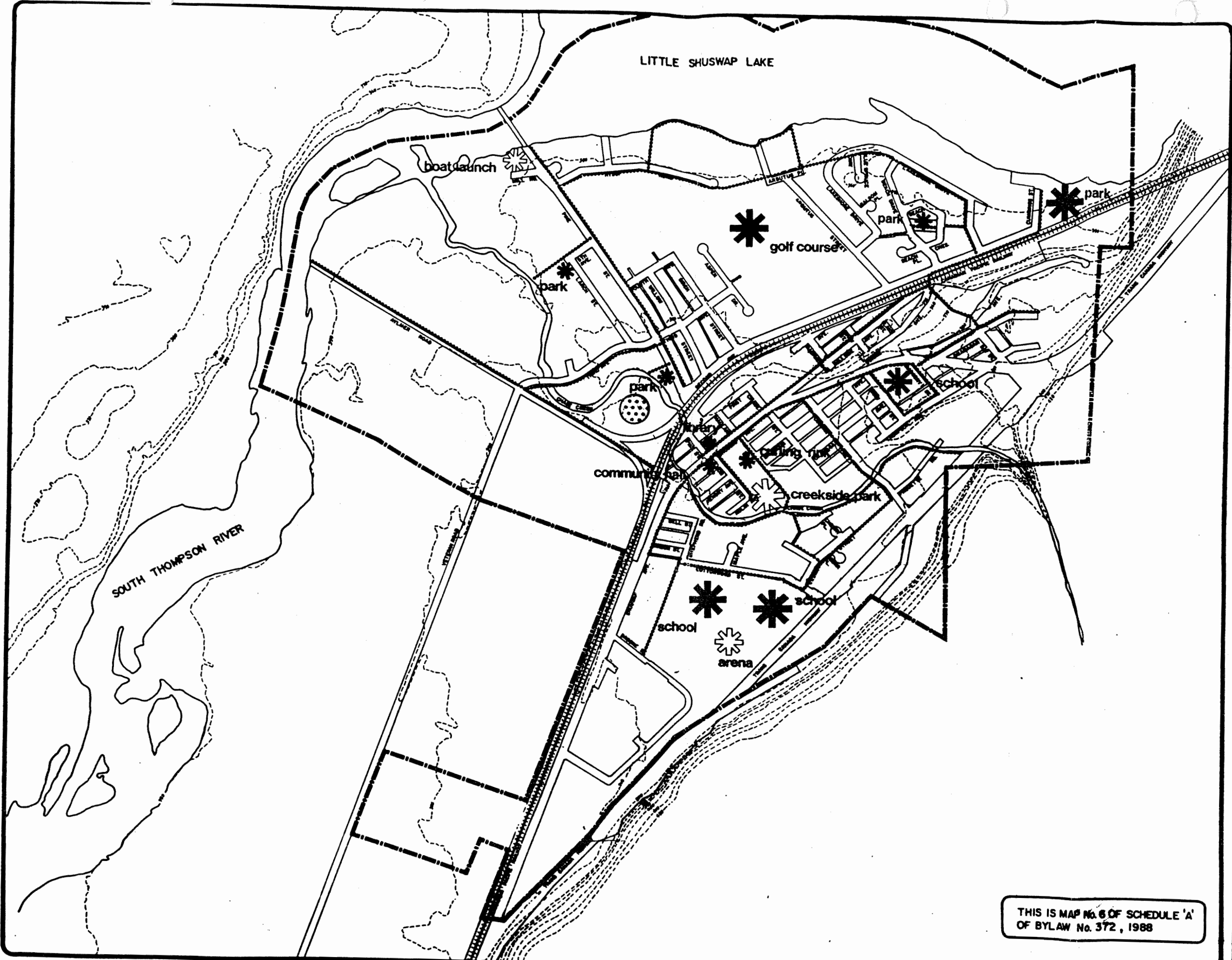


prepared for:
Village of Chase

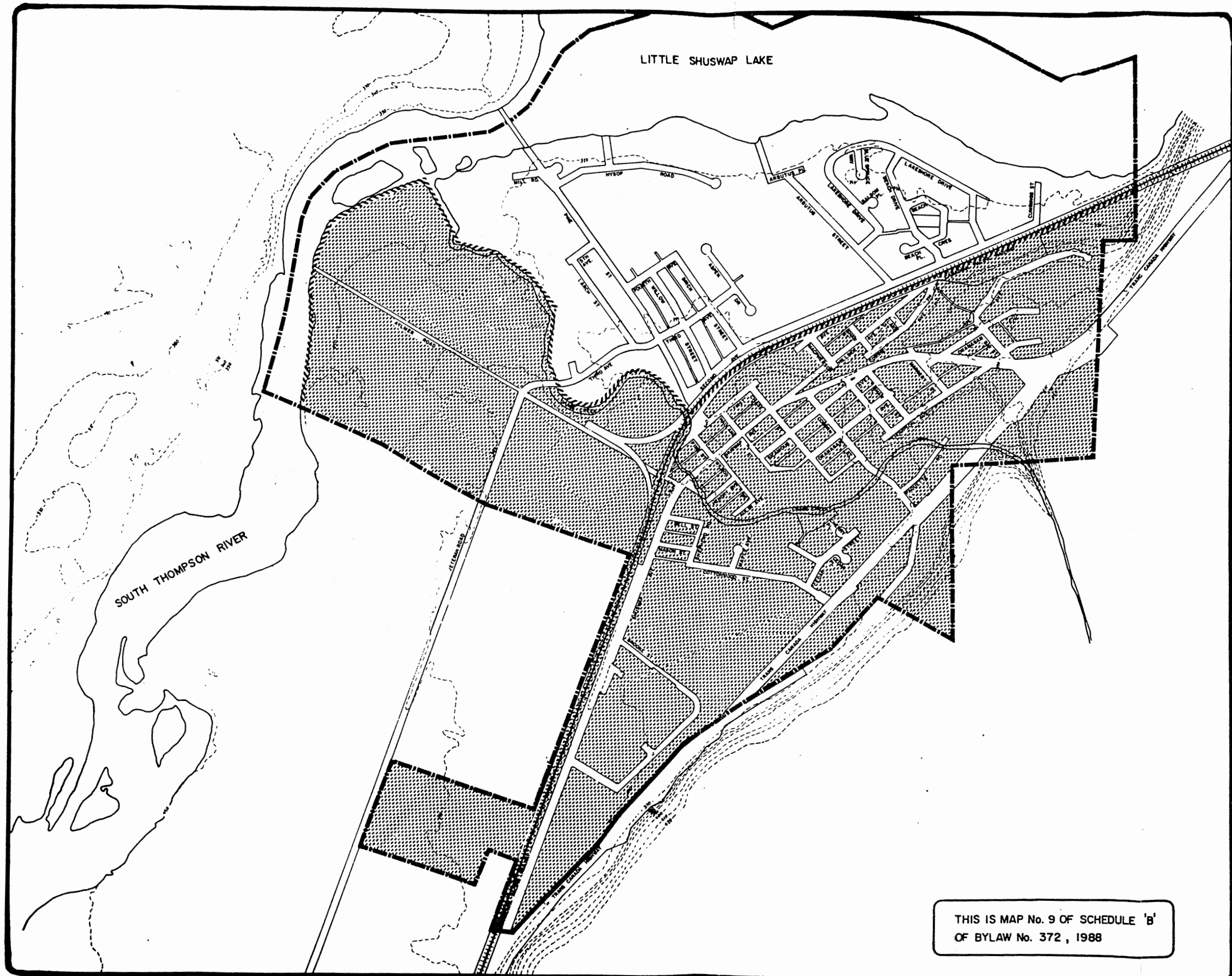
prepared by:
U&L urban systems ltd.

map number:
6

THIS IS MAP No. 6 OF SCHEDULE 'A'
OF BYLAW No. 372, 1988




SCHEDULE B



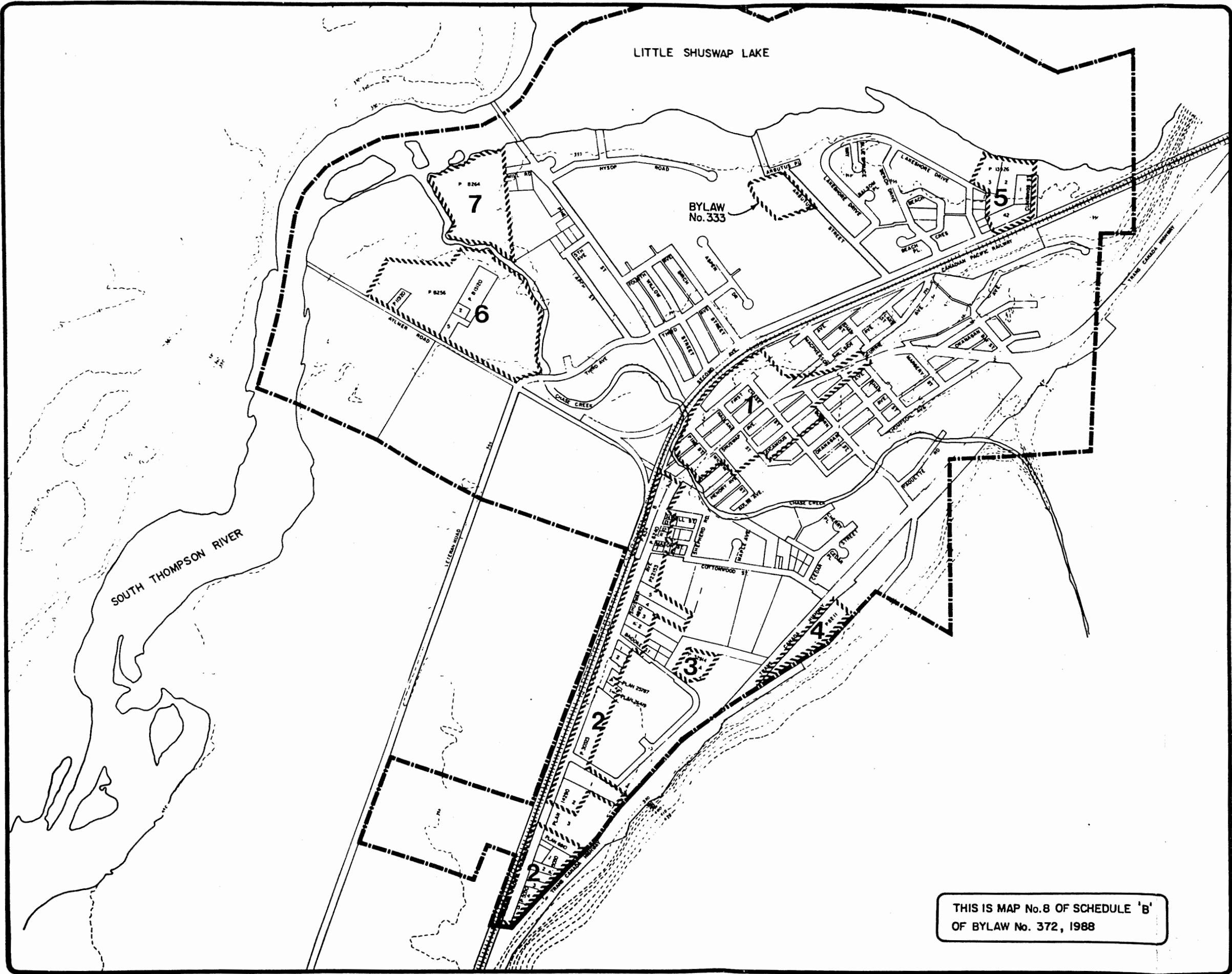
**Village
of
Chase
Official
Community
Plan**

temporary
use
permits

 area designated for the issuance of temporary commercial and industrial use permits.

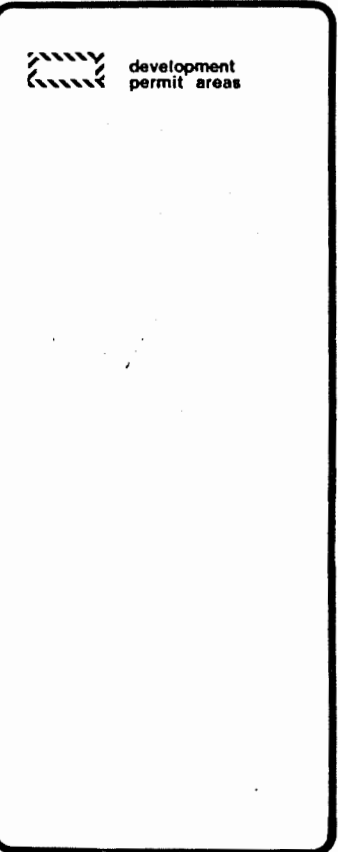
THIS IS MAP No. 9 OF SCHEDULE 'B'
OF BYLAW No. 372, 1988


 prepared for:
Village of Chase
 prepared by:
USI urban systems ltd.
 consulting planners and engineers
 C.I.S./USI
 dm/chk by
 April, 1988



Village
of
Chase
Official
Community
Plan

development
permit
areas



THIS IS MAP No. 8 OF SCHEDULE 'B'
OF BYLAW No. 372, 1988

prepared for:
Village of Chase

prepared by:
USI urban systems ltd.
consulting planners and engineers

C-15 / JS Gruhl	map number 8
April 1988	

Village of Chase

Bylaw Number 372, 1988

A bylaw to amend the Village of Chase Official Community Plan Bylaw No. 263, 1983.

WHEREAS the Council of the Village of Chase adopted the Village of Chase Official Community Plan Bylaw No. 263, 1983.

AND WHEREAS the Council wishes to amend Bylaw No. 263 in order to conform with recent amendments to the Municipal Act.

AND WHEREAS a Public Hearing was held by the Council of the Village of Chase in the _____, Chase, British Columbia on _____, 1988 at the hour of _____.

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

1. Replace paragraph 4.1.1(a) Downtown with the following:

"a) Downtown Commercial

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 Commercial Area which is illustrated on Map 4 - Land Use Plan. Council considers the Downtown Commercial Area to have unique qualities which require special management and therefore has designated the downtown as a Development Permit Area. The downtown development permit area provisions are contained in Section 5.2 of this Plan."

2. Change Section 4.1.1 d) Service Commercial, paragraph 3, second sentence from:

"The Highway Entry Corridor is a special management area, the policies which pertain to development of this area are in Section 4.2 of the Plan".

to:

"The Highway Entry Corridor is a development permit area, the guidelines which pertain to development of this area are in Section 5.2 of this Plan."

3. Change Section 4.1.1 e) Highway/Tourist Commercial, paragraph 1, point one, second sentence from:

"Section 4.2 contains specific policies relating to the development of the Highway Entry Corridor."

to:

"Section 5.2 contains specific development permit area guidelines relating to the development of the Highway Entry Corridor."

4. Change Section 4.1.4 b) Special Residential Areas, third sentence from:

"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."

to:

"However, Council recognizes that to integrate new housing into the existing neighbourhood, developments should be managed to be compatible with existing residences in terms of siting, scale, design and landscaping."

5. Delete the following two paragraphs from Section 4.2.4 Potential Redevelopment Areas and add them to section 4.1.4 Residential Development as e):

"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.

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6. Delete Section 4.2 SPECIAL MANAGEMENT AREAS and change the number of:

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- . Section 4.5 PRESERVATION OF AGRICULTURAL LAND to
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Section 4.6.3 Public Transportation
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Section 4.6.4 Parking.

7. Add to Section 4.5.2. a) Open Space for Play and Recreation the following paragraph:

"It is Council's policy to establish future parks of at least 0.4 hectares in size to serve the community as a whole. The approximate location of a future community park is shown on Map No. 6."

8. Delete Section 5.1(v)

9. Add to Section 5 the following:

"5.2 DEVELOPMENT PERMIT AREAS

Areas 1 through 7 are designated as development permit areas pursuant to Section 945(4)(e) of the Municipal Act and are shown on Map No. 8.

Development permits would not be required within the specified development permit areas under the following conditions:

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- for replacement, upgrading or repair of the external covering of the building (ie: roofing or siding);
- for small additions that result in less than a 25% increase in floor area beyond the floor area that existed at the date of adoption of this bylaw.

5.2.1 Area 1 - Downtown Commercial Area

.1 Justification

The Downtown Commercial Area forms the core commercial area of Chase. A range of old and new buildings exist within the area, including buildings which may be redeveloped in the future. The objective is to encourage a standard of development which will work toward enhancing the downtown's visual quality and the function of the downtown as the central business and commercial area in Chase.

.2 Guidelines

For developments within the Downtown Commercial Area, development permits may be issued in accordance with the following:

- a) A buffer of landscaping or planting should be provided by commercial or institutional uses where they are adjacent to residential uses.
- b) Commercial and institutional buildings should be set back from adjacent properties designated for residential use in the Official Community Plan.

- c) Large buildings should be articulated by offsetting and planting to give the appearance of smaller blocks.
- d) Adjacent properties should be encouraged to provide shared parking with one access and one egress point.
- e) If the parcels are not sharing parking, a landscaped strip or planting should be provided to buffer parking from adjacent parcels.
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- i) Outdoor storage areas should be screened with planting, fencing or a screening structure.
- j) The design and exterior finish of buildings should enhance the rural small town nature of the commercial core of Chase. The use of local materials and building styles should be encouraged.

5.2.2 Area 2 - Highway Entry Corridor

.1 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 west. The objective is to present a positive image of Chase by maintaining a high standard of development in the corridor and to encourage the travelling public to use the services available in Chase.

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- a) A landscaped and planted strip should be provided along Shuswap Avenue and the Trans Canada Highway.
- b) Large buildings should be articulated by offsetting and planting to give the appearance of smaller blocks.

- c) Access should be from Shuswap Avenue whenever possible.
- d) Parking areas should be in smaller groups with visual breaks and landscaping.
- e) Free standing signs should be enhanced by landscaping or planting at the base.
- f) Signs should be carefully integrated into the landscape or form an integral part of the building. They should relate to the structure by means of colour, material or graphic association.
- g) Outdoor storage should be screened by planting, fencing or a screening structure to ensure that the storage is not visible from Shuswap Avenue or the Trans Canada Highway.
- h) Building and site lighting should be designed to satisfy normal safety or security standards, not for advertising purposes.
- i) 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.

5.2.3 Area 3 - Brooke Street - Commercial

.1 Justification

Area 3 is surrounded on three sides by park and residential land. The objective is to reduce potential conflicts with adjacent uses.

.2 Guidelines

For developments within Area 3 a development permit may be issued in accordance with the following:

- a) Landscaping, planting or fencing should be provided on the north and west sides of the property and along Brooke Street in order to act as a buffer and reduce any potential conflicts with adjacent public and residential uses.
- b) Large buildings should be articulated by offsetting and planting to give the appearance of smaller blocks.

- c) Consideration should be given to sharing parking with the adjacent shopping centre.
- d) Outdoor storage areas should be screened with planting, fencing or a screening structure to ensure the storage is not visible from surrounding residential, public and commercial areas.
- e) Signs should be either incorporated in the design of the building or relate to the buildings and structures on the site.
- f) 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.

5.2.4 Area 4 - Trans Canada - Industrial

.1 Justification

Area 4 is highly visible from the Trans Canada Highway. The area is also adjacent to the Village's cemetery and receives its access through the cemetery. The objective is to ensure that industrial development is adequately screened from the highway and to minimize any negative impact of development on the cemetery.

.2 Guidelines

For developments within Area 4 a development permit may be issued in accordance with the following:

- a) A landscaped berm or embankment planted with trees, shrubs and other plants should be provided along the Trans Canada Highway and along the edge of the property adjacent to the cemetery.
- b) Access should not be directly from the Trans Canada Highway. The access should be designed not to have a negative impact on the adjacent cemetery.
- c) Signs should be carefully integrated into the landscape or form an integral part of the building. They should relate to the structure by means of colour, material or graphic association.
- d) Outdoor storage should be screened from the Trans Canada Highway and adjacent cemetery by fencing, planting or a screening structure.

5.2.5 Area 5 - Little Shuswap - Multi-Family

.1 Justification

Area 5 has a prime location fronting on to Little Shuswap Lake and is currently developed as a campground. While this site is partially located within a floodplain area, potential exists for redevelopment to multiple family recreation residential use. The objective is to encourage a high quality of multi-family development that will enhance the site and maximize the recreation opportunities associated with its location on Little Shuswap Lake.

.2 Guidelines

For developments within Area 5 a development permit may be issued in accordance with the following:

- a) Landscaping, trees or natural vegetation should be provided along Little Shuswap Lake and Cummings Street.
- b) Planting, trees, decorative fencing, a landscaped berm or other suitable buffer should be provided adjacent to single family residential areas.
- c) Buildings should be designed and sited to form the appearance of individual residential units or clusters of units.
- d) Access should be from Cummings Street or Second Avenue, and not from Lakeshore Drive.
- e) Parking areas should be in smaller groups with visual breaks and landscaping.
- f) Lighting should be designed not to shine on adjacent residential areas.
- g) The general character of the exterior design and finish should allow the building to be well integrated with the surrounding landscaping and trees, and should complement the lakeshore setting.

5.2.6 Area 6 - Aylmer Road - General Industrial

.1 Justification

The land designated as general industrial along Aylmer Road is currently utilized for industrial use. This 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. The objective is to encourage any redevelopment to be compatible with its surroundings.

.2 Guidelines

For developments within Area 6 a development permit may be issued in accordance with the following:

- a) 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.
- b) Buildings should be set back far enough from the outer boundary of the planning area to avoid negative impacts on neighbouring uses.
- c) Outdoor storage areas 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 area.
- d) Lighting should be designed not to shine on parcels adjacent to the development permit area or across Chase Creek.

5.2.7 Area 7 - South Thompson - Commercial

.1 Justification

Area 7 is a large undeveloped recreation-commercial area fronting on the South Thompson River. While this site is located almost totally within a floodplain area, it still offers potential for various water-oriented recreation-commercial developments. Because this site is one of the few undeveloped areas in Chase with direct water access,

the objective is to ensure that any development takes full advantage of the waterfront location. Siting of any buildings, water access, landscaping of waterfront, and parking configurations are key considerations.

.2 Guidelines

For developments within Area 7 a development permit may be issued in accordance with the following:

- a) A landscaped or natural vegetation strip should be provided adjacent to the South Thompson River and Chase Creek.
- b) Large buildings should be articulated by offsetting and planting to give the appearance of small blocks.
- c) Parking areas should be in smaller groups with visual breaks and landscaping.
- d) Outdoor storage should be screened with fencing, planting or a screening structure, so as not be visible from the South Thompson River or adjacent residential areas.
- e) Signs should be carefully integrated into the landscape or form an integral part of the building. They should relate to the structure by means of colour, material or graphic association.
- f) Lighting should be designed not to shine on adjacent parcels.
- g) The general character of the exterior design and finish should allow the buildings to be well integrated with the surrounding vegetation and should complement the riverfront setting.

5.3 Temporary Commercial and Industrial Use

The Council of the Village of Chase hereby designates all areas within the Village of Chase for the issuance of temporary commercial and industrial use permits, except the area bounded by Little Shuswap Lake, the Canadian Pacific Railway and Chase Creek. The area designated for issuance of temporary commercial and industrial use permits is shown on Map 9."

10. Change the number of "5.2 BUDGET" to "5.4 BUDGET".
11. Change the number of "5.3 UPDATE OF COMMUNITY PLAN" to "5.5 UPDATE OF COMMUNITY PLAN".
12. Amend Maps No. 4 and No. 6 as shown in Schedule A.
13. Add Maps No. 8 and No. 9 as shown in Schedule B.
14. This new Bylaw may be cited as the "Village of Chase Official Community Plan Amendment Bylaw No. 372, 1988."

READ A FIRST TIME THIS 26 DAY OF MAY, 1988.

READ A SECOND TIME THIS _____ DAY OF _____, 198 .

READ A THIRD TIME THIS _____ DAY OF _____, 198 .

RECONSIDERED AND ADOPTED THIS _____ DAY OF _____, 198 .

Mayor

Clerk

I hereby certify the above to be a true and correct copy of the "Village of Chase Official Community Plan Amendment Bylaw No. 372, 1988" as passed by the Municipal Council of the Village of Chase on the _____ day of _____, 198 .

Clerk

Approved by the Inspector of Municipalities this _____ day of _____ 198 .

Inspector of Municipalities

Approved under the Highway Act this 12th day of May 1993 . *Daniel H. Turner*
D.H. Turner, Sr. Dist. Dev. Tech.
Ministry of Transportation & Highways