



OFFICIAL COMMUNITY PLAN

Bylaw No. XXXX



DRAFT April 28, 2022



The City of Grand Forks respectfully acknowledges the traditional and unceded territory of the First Peoples who are connected to and have responsibility for these lands and waters.

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HOW WAS THIS OCP CREATED?

INPUTS



TECHNICAL INPUTS



SITE ANALYSIS

- WALKING & BIKING TOURS
- DESKTOP GIS & MAPPING ANALYSIS
- NATURAL SYSTEMS ANALYSIS



BEST PRACTICES & TEAM EXPERTISE

- LATEST OCP RESEARCH
- DEPTH OF OCP TEAM EXPERIENCE ACROSS MULTIPLE SMALL AND MEDIUM COMMUNITIES



DEMOGRAPHICS & STATISTICS

- ANALYSIS OF GROWTH RATES, HOUSING, HOUSEHOLD COMPOSITION, ECONOMIC SECTORS AND AGE GROUP DEMOGRAPHICS

> SEE APPENDIX A



VACANT LAND INVENTORY

- GIS ANALYSIS OF POTENTIALLY DEVELOPABLE VACANT LAND TO DETERMINE FUTURE LAND AVAILABILITY FOR DIFFERENT LAND USES (COMMERCIAL, INDUSTRIAL, RESIDENTIAL)

> SEE APPENDIX A



FLOOD MITIGATION STRATEGY



REVIEW OF EXISTING CITY PLANS, ZONING STUDIES & BYLAWS

COMMUNITY INPUTS



COMMUNITY ENGAGEMENT FEEDBACK



I like my single family home but we have a big yard and I'd like to be able to have a little house on the back of it for when my mom needs help in her old age.

I want to see our City develop the biking / hiking theme for our city. Signage, signage, signage!



We need apartments and condos. We shouldn't be afraid of towers and large mixed use developments. Pocket neighbourhoods with common greenspace.

I love the small town feel. The environment surrounding our city is amazing. There is a lot of potential here if we harness the power to work together.

> SEE APPENDIX C: WHAT WE HEARD REPORTS

COUNCIL INPUT



Council identified 4 priorities for the OCP:

1. Market District Concept
2. Housing, including social and supportive housing. Attainable infill options.
3. Form & Character definitions and expectations.
4. Active transportation policies and objectives.

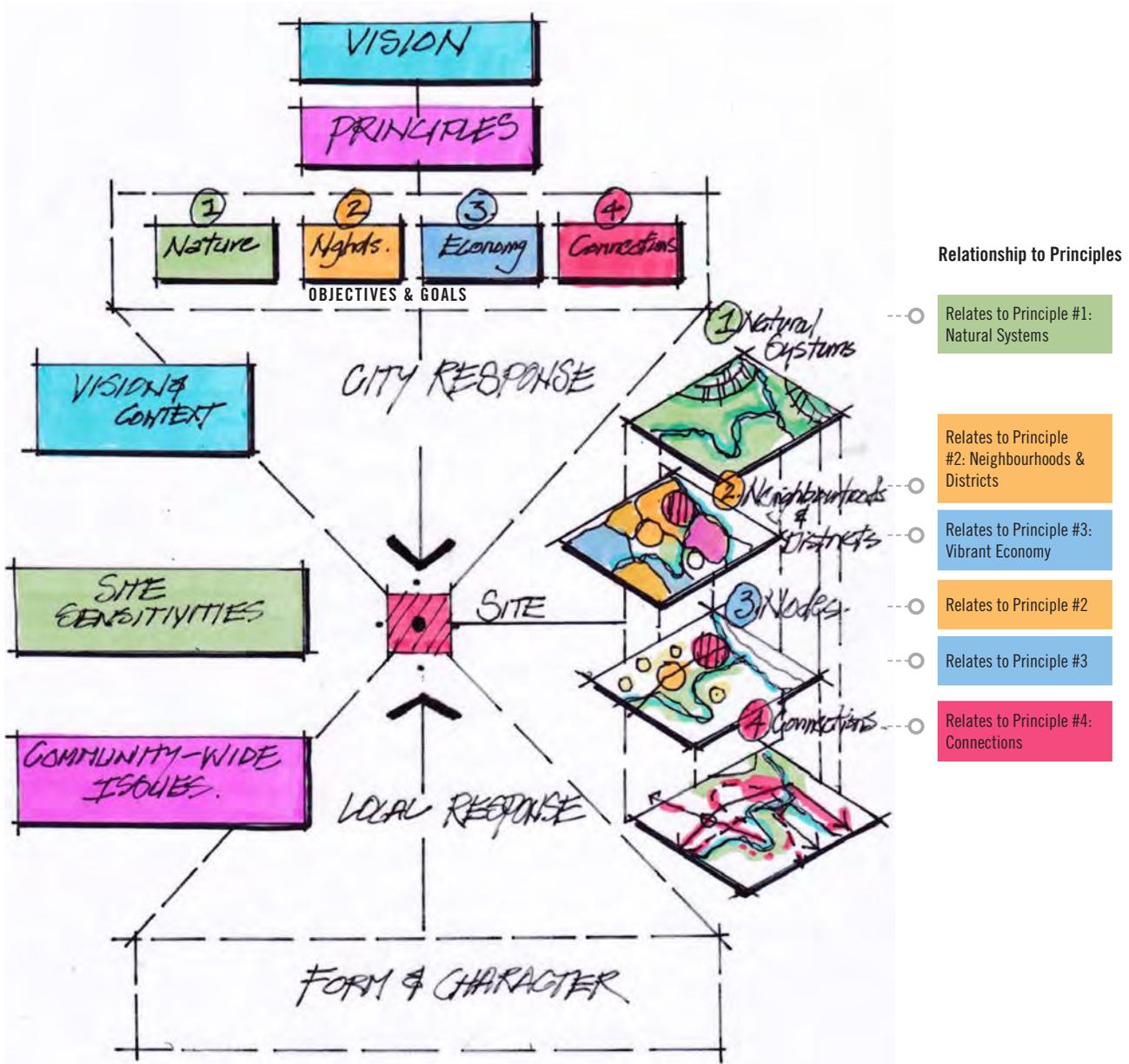
STAFF INPUT



The OCP should better assist staff and developers when looking at rezoning and development permit area applications. It should be easy to use and read.

The OCP should be clear what policies apply to City departments and which apply to developers or citizens.

OCP STRUCTURE



OCP USER GUIDE

OCP SECTION	KEY DEVELOPMENT QUESTION(S)	SCALE OF ANALYSIS	USER/AUDIENCE/ROLE
Sec. 1.0 VISION			<p>Council - sets Vision & Principles</p> <p>GF Staff - Implement Vision & Principles through all departments and all plans, strategies and policies</p> <p>Citizens, Development Community, and City project leaders - Enact it</p>
Sec. 2.0 PRINCIPLES, OBJECTIVES & GOALS			
Sec. 3.0 NATURAL SYSTEMS 3.1 Land Use Map & Policies 3.2 DPAs (Enviro) 3.3 Community Wide Enviro Policies	<ul style="list-style-type: none"> What is the capability of the land for development? What constraints exist? 	<p>scale of analysis: City Wide - how the site fits within the City's natural system</p>	<p>Council - sets Policy</p> <p>GF Staff - Compare development applications to policies & DPAs</p> <p>Citizens, Development Community, and City project leaders - Enact it</p>
Sec. 4.0 Neighbourhoods & Nodes 4.1 Land Use Map & Policies 4.2 DPAs (Form & Character)	<ul style="list-style-type: none"> What neighbourhood/district or node is it in? Does it align with policies for that area and any applicable DPAs? 	<p>scale of analysis: Neighbourhood / District - how the site fits within the local neighbourhood context</p>	<p>Council - sets Policy</p> <p>GF Staff - Compare development applications to policies & DPAs</p> <p>Citizens, Development Community, and City project leaders - Enact it</p>
Sec. 5.0 Districts 5.1 Land Use Map & Policies 5.2 DPAs (Form & Character)			
Sec. 6.0 CONNECTIONS, CORRIDORS, MOBILITY & INFRASTRUCTURE 6.1 Maps & Policies for Trails, Parks, Mobility, Infrastructure, etc.	<ul style="list-style-type: none"> What does this develop need to connect to? (e.g. infrastructure, corridors, mobility) 	<p>scale of analysis: City Wide - how the site connects to the rest of the City's corridors/ infrastructure/trails</p>	<p>Council - sets Policy</p> <p>GF Staff - Compare development applications to policies & DPAs</p> <p>Citizens, development community, and City project leaders - Enact it</p>
Sec. 7.0 COMMUNITY WIDE POLICIES 7.1 GHGs, Affordable Housing, Social/Culture/Arts, etc. 7.2 Legislative Requirements	<ul style="list-style-type: none"> Are there any broader community considerations for this development? (e.g. social, cultural, affordable housing, GHGs?) 	<p>scale of analysis: City Wide - how the site or issue addresses broader city-wide challenges or goals</p>	<p>Council - sets Policy</p> <p>GF Staff - Compare development applications to policies & DPAs</p> <p>Citizens, Development Community, and City project leaders - Enact it</p>
Sec. 8.0 IMPLEMENTATION			<p>Council - sets Policy</p> <p>GF Staff - Implement OCP actions</p>



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SECTION 1.0 VISION & GUIDING PRINCIPLES

COMMUNITY VISION

Grand Forks is a thriving, future-looking city with unique neighbourhoods and a distinctive downtown. As a community, we strive to be inclusive and diverse, provide necessary housing and jobs, support the development of trails and well-connected green infrastructure, and protect our natural assets and the Grand Forks community through sound climate change planning.

GUIDING PRINCIPLES

1.1 PRINCIPLES OVERVIEW

This OCP provides the direction the City of Grand Forks needs to realize its vision. The community has identified four (4) guiding principles that enact the City's vision and reflect the values and priorities of the City and its citizens. The four (4) guiding principles indicate the importance of natural systems followed by the human-focused elements

of neighbourhoods, economy, and infrastructure. The principles are implemented through subsequent goals and policies within this OCP.



PRINCIPLE #1: Integrate Natural Systems



PRINCIPLE #2: Enhance Our Great Neighbourhoods



PRINCIPLE #3: Maintain a Thriving Local Economy



PRINCIPLE #4: Connect the City



1.2 PRINCIPLE #1 – INTEGRATE NATURAL SYSTEMS

DESCRIPTION

The City of Grand Forks is influenced by numerous natural systems. Surrounded by hillsides, divided by two rivers, and home to many wetlands and rare or sensitive species, the City has been woven into the natural landscape. As the City grows and develops it must continue to be

integrated with these natural systems. Respecting and understanding these dynamic and ever-changing natural systems is a key principle for the City and strongly guides the policies of this OCP as well as the City's Land Use Strategy shown on [“Grand Forks Land Use Strategy” on page 12.](#)

PRINCIPLE 1 - GOALS



Protect residents and property from natural hazard events



Enhance ecosystems and protect from degradation



Integrate natural systems into the City's infrastructure system to deliver ecosystem services that reduce energy use, and improve water quality and quantity



Reduce Greenhouse Gases (GHGs) and fight climate change



Protect and support the continued use of agricultural and rural land uses within the City



1.3 PRINCIPLE #2 – ENHANCE OUR GREAT NEIGHBOURHOODS

DESCRIPTION

The City of Grand Forks began as a merging of two municipalities and continues to reflect a unique diversity of neighbourhoods: Riverside nestled along the west side of the Granby River, South Ruckle along the south side of the Kettle River, Valley Heights up on the hill, the downtown, and the west end neighbourhoods. Each neighbourhood has unique features and community character that should be celebrated, and this is the City's first OCP to celebrate and plan for the future of these neighbourhoods. To support the City's neighbourhoods

the OCP proposes the development of three types of mixed-use nodes to service neighbourhoods across the City. These include small neighbourhood nodes serving a single neighbourhood, community centres that serve 3-4 neighbourhoods and the downtown core that serves the entire City.

The City's Land Use Strategy shown on [page 12](#) identifies conceptually the City's neighbourhoods.

"MAP 1: Land Use Designations" provides detailed mapping for land use designations of the City's neighbourhoods and nodes policies within this OCP.

PRINCIPLE 2 - GOALS

-  Establish a walkable mixed use employment node in each neighbourhood
-  Build a vibrant Downtown and reinforce Market Avenue
-  Encourage a variety of housing types to provide affordable housing options for residents of all ages and abilities
-  Preserve historical places, character, and buildings; encourage sensitive infill and redevelopment in all residential neighbourhoods
-  Enhance public space and civic amenities to create opportunities for residents and visitors to experience and enjoy living and visiting Grand Forks
-  Create diverse employment centres accessible to all residents



1.4 PRINCIPLE #3 – MAINTAIN A THRIVING LOCAL ECONOMY

DESCRIPTION

The City is fortunate to have strong businesses, industries, and other employers that support the City and the region's thriving economy. A healthy business sector attracts new citizens, keeps existing citizens and businesses, and adds to the City's financial sustainability. However, maintaining a thriving economy requires constant attention and adaptation as economics change quickly and major employers can come or go with little notice. Supporting the business sector is important and requires a multi-faceted approach, including ensuring there is available employment lands, taxes or tax incentives

which are fair and properly targeted, City regulations and approvals are clear and reasonable, infrastructure and servicing is adequate, transportation systems function properly, and housing is available and affordable to attract and retain employees.

The City's Land Use Strategy on [page 12](#) identifies the City's employment areas as well as neighbourhood nodes, community centres, and downtown that play a key role in a thriving local economy.

[“MAP 1: Land Use Designations”](#) provides detailed mapping for land use designations of the City's economic and employment area policies within this OCP.

PRINCIPLE 3 - GOALS



Reduce the impact of high-disturbance businesses on surrounding neighbourhoods



Enhance our streets and community entrances to encourage visitors to stop in Grand Forks



Ensure that there is a sufficient diversity of employment land now and into the future for industrial, tourism, and other supportive commercial uses



1.5 PRINCIPLE #4 – CONNECT THE CITY

Through Mobility Corridors, Parks & Infrastructure

DESCRIPTION

One of the key functions of a city is to connect people and places with infrastructure that supports a high-quality of life. Pathways, pipes, roads, and parks all assist in creating the necessary connections for people to get where they need to go or to undertake their daily life and activities.

Mobility corridors generally include pathways, sidewalks, trails and active transportation (walking, biking, wheeling) networks, and are essential to a thriving community. An active mobility corridor is a key quality of life component for citizens and visitors, and one that many people seek when they are choosing where to live. Furthermore, reducing the City's environmental footprint through more walking and biking improves the local air quality, reduces traffic and

parking concerns, reduces greenhouse gases, and results in a healthier (and often happier) population.

The City has already built many pathways, sidewalks and trails, but the final connections and wayfinding through the network will be key to create a well-connected community.

Similarly the City's park system has many excellent sites, but requires additional work to create a cohesive network of parks that are connected through the mobility network and serve all ages of people in the City.

The final component of this principle, infrastructure, relates to the pipes (water, sewer, storm water) and roads within the City. These items are often the largest capital asset and expense of a City. Ensuring an efficient approach to infrastructure and asset management can be key to financial sustainability of a City.

PRINCIPLE 4 - GOALS



Build a connected network of parks, trails, and open spaces that link the community to natural areas



Support a broad spectrum of mobility options for all citizens, including seniors transportation, roads and sidewalks, public transit, and active transportation networks to ensure safe, affordable, and sustainable connectivity



Build on the current Trans-Canada Trail as a spine in the trail network



Improve the quality of trails and an associated more complete wayfinding system for orientation and to encourage further use



Expand the trail systems further into the neighbourhoods so that there is a local as well as a City-wide trail network



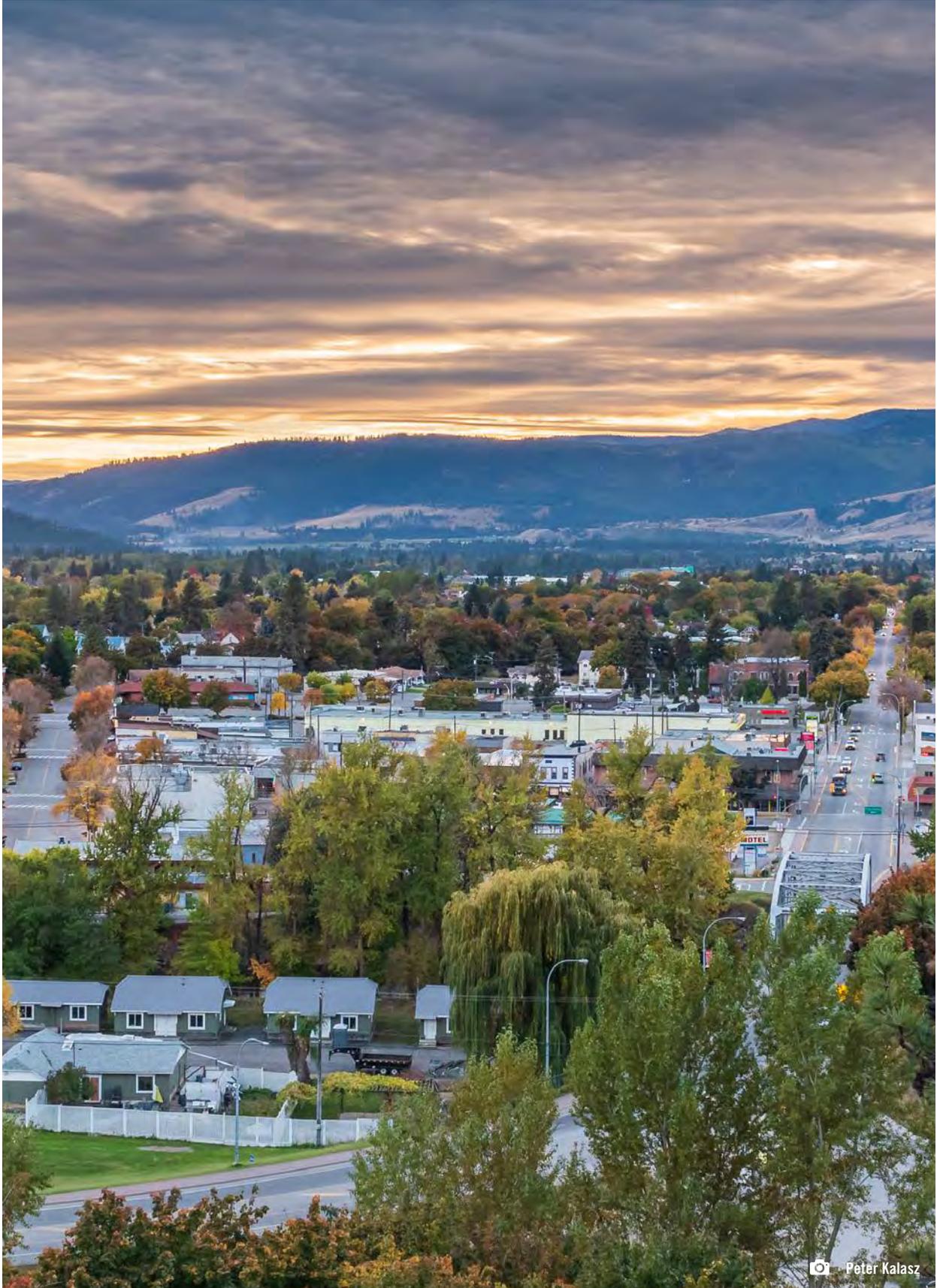
Use flood protection infrastructure (e.g. dikes) as part of the trails and mobility network



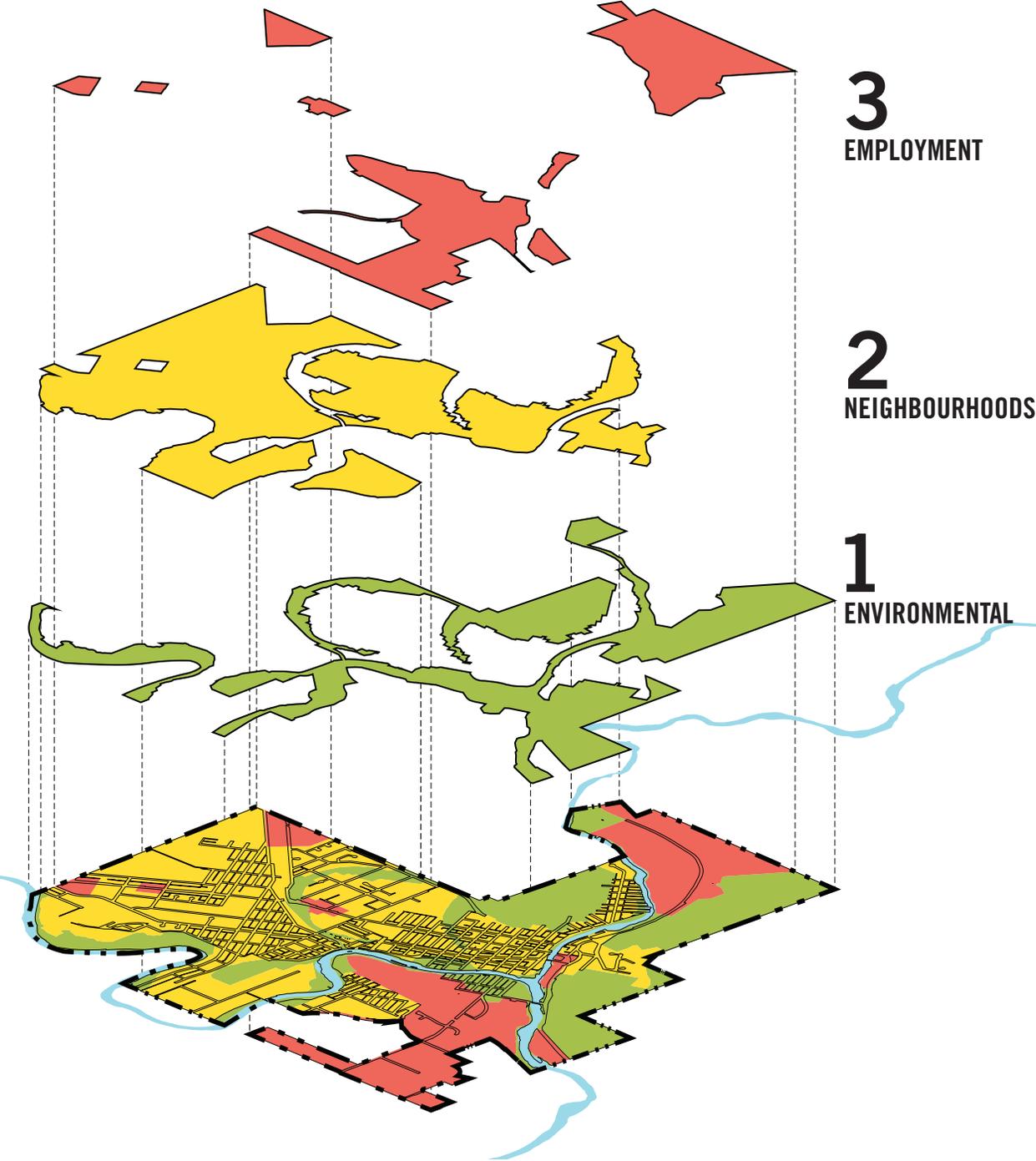
Ensure citizens have connection to the necessary utilities and infrastructure (clean water, sewer system and storm water system) for a high-quality of life and health

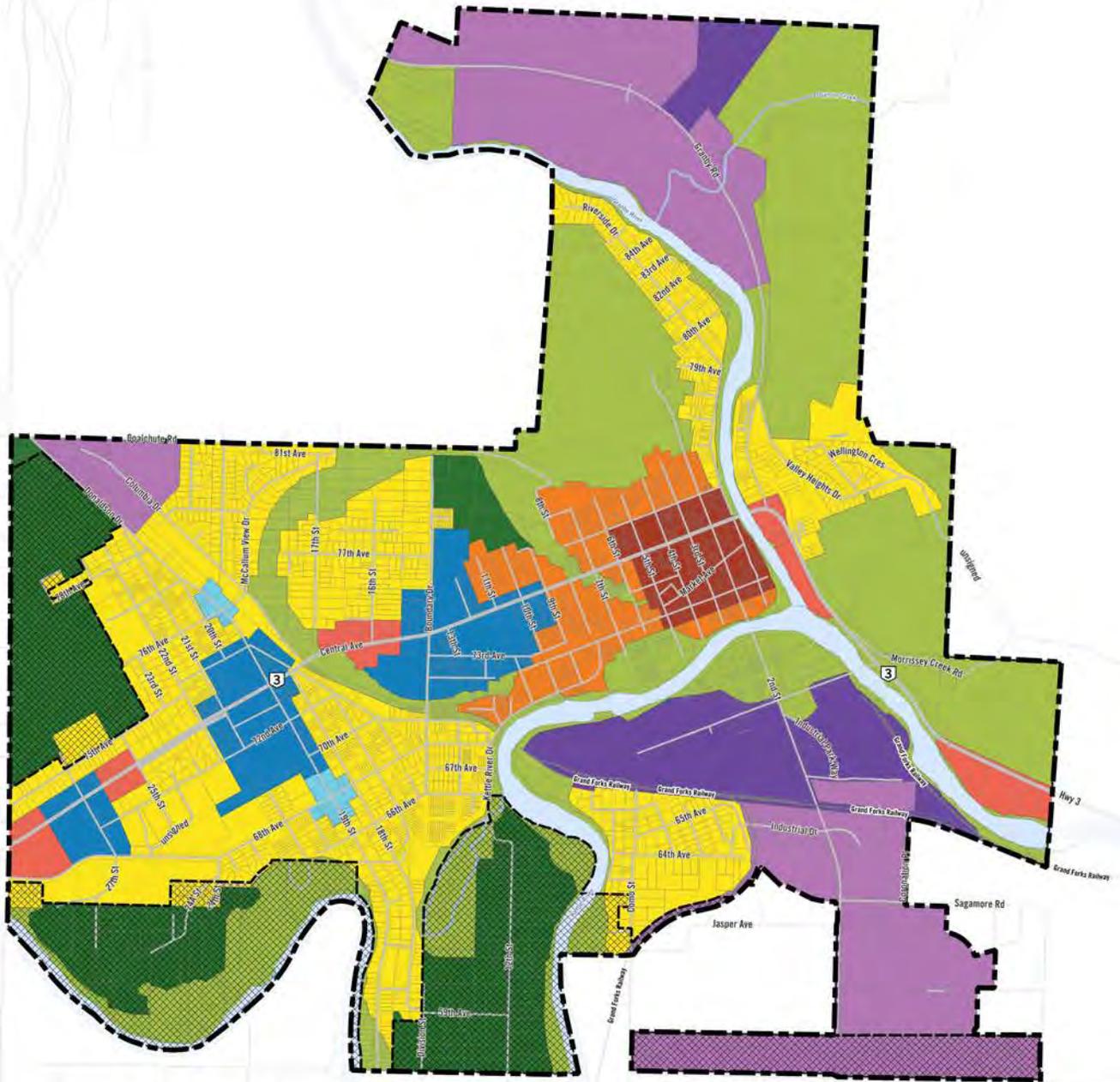


Maintain a strong infrastructure and asset management program for public works, utilities and natural infrastructure to ensure financial sustainability of these assets



GRAND FORKS LAND USE STRATEGY





MAP 1: LAND USE DESIGNATIONS

Legend

- City of Grand Forks
- Railway Lines
- Roads
- Rivers
- Streams
- Parcels

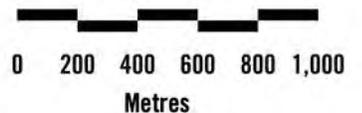
- ENV - Environmental
- AG - Agricultural / Rural
- RN - Residential Neighbourhood
- GDT - Greater Downtown Neighbourhood
- NN - Neighbourhood Node
- CH - Community Hubs

- DT - Downtown Core
- HTC - Highway & Tourist Commercial
- LI - Light Industrial
- HI - Heavy Industrial
- Agricultural Land Reserve



NORTH

SCALE: 1:25,000



NAD 83 / UTM Zone 11N

SECTION 2.0 ENVIRONMENTAL

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2.1 PRINCIPLE #1 – INTEGRATE NATURAL SYSTEMS

DESCRIPTION

The City of Grand Forks is influenced by numerous natural systems that continue to change the landscape and offer numerous many other benefits to the community. Surrounded by hillsides, divided by two rivers, and home to many wetlands and rare or sensitive species, the City has been woven into the natural landscape. As the City grows and develops it must continue to be integrated with these natural systems. Respecting and understanding these dynamic and ever-changing natural systems is a key principle for the City and strongly guides the policies of this OCP.

HOW TO READ THIS SECTION:

All development proposals must be reviewed in light of the following OCP subsections to ensure any proposed development complies with all relevant OCP policies, including:

1. Environmental Land Uses, and
2. Environmental DPA policies.

ENVIRONMENTAL GOALS



Protect residents and property from natural hazard events



Enhance ecosystems and protect from degradation



Integrate natural systems into the City's infrastructure system to deliver ecosystem services that reduce energy use, and improve water quality and quantity



Reduce GHGs and fight climate change



Protect and support the continued use of agricultural and rural land uses within the City



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ENVIRONMENTAL LAND USES

2.2 INTRODUCTION

Grand Forks is at the confluence of two rivers, the Granby and Kettle. It is also located at the base of numerous slopes and influenced by many wetlands, oxbows (former river areas), and agricultural land. Maintaining the function of these natural systems which provide numerous ecosystem goods and services (aka ‘benefits’) to the City is vitally important. Some development has occurred on these lands in the past; however as the 2018 flood showed, providing adequate land for natural systems is critical to the protection of citizens and City infrastructure. Moving forward the City will seek to limit future development within natural areas to allow natural systems sufficient space to function.

The purpose of the following OCP section on the Environment is to ensure that natural systems are integrated into the fabric of life in Grand Forks and that development and human activities do not negatively interfere with these natural systems or put human life or property at risk.

ENVIRONMENTAL LAND USES

The OCP has the following environmental land use designations as shown on “MAP 1: Land Use Designations”.

1. Environmental Lands – see policies in Section “2.3 Environmental Land Uses” on page 18.

2.3 ENVIRONMENTAL LAND USES

ENVIRONMENTAL GOALS

Related Primary Goals



Protect residents and property from natural hazard events



Enhance ecosystems and protect from degradation

Related Secondary Goals

INTRODUCTION & OBJECTIVES

The Environmental Area (ENV) consists of all unprotected floodplains, environmentally sensitive areas, and steep slopes. For further definition of “**Environmental Areas**” including “**Steep Slopes**,” refer to [Sections 2.5 to 2.7 Environmental DPAs](#).

Although it is difficult to predict with certainty to what extent the effects of climate change might have on the City of Grand Forks, there are already some concrete examples this community has faced, including major storm and flooding events, severe heat waves and wildfires, and drought, which have been occurring more frequently and with more intensity than in the past.

The policies within this section, together with the “**Environmental DPA**,” aim to increase the resiliency and sustainability of Grand Forks in the face of climate change through protection of environmentally sensitive areas and regulation of land uses within hazardous areas.

INTENT

The intent of this area is to protect and conserve sensitive lands while creating a more resilient City in the face of environmental change.

POLICIES

2.3.1. Lands identified as Environmental on “[MAP 1: Land Use Designations](#)” on page 13 shall have no development unless the development proposal meets the requirements of this OCP.

a) Where development may be appropriate, and is otherwise permitted within this OCP, the development shall mitigate for environmentally sensitive areas or hazards, such as flooding, wildfire, slope erosion or sensitive species.

2.3.2. Undertake or reinforce protection and enhancement of “**Environmental Areas**” through the “**Environmental Development Permit Area (DPA)**.”

2.3.3. The City shall seek opportunities at the subdivision approval stage to preserve, conserve or protect lands identified on “[MAP 1: Land Use Designations](#)” on page 13 as “**Environmental**” from future development through use of available legislative tools.

2.3.4. The City should seek to invest in the conversion of lands identified as “**Environmental**” on “[MAP 1: Land Use Designations](#)” on page 13 to resilient uses such as parks, open spaces, environmental areas, wildlife refuges, and wetlands where applicable.

2.3.5. The City should seek opportunities to buffer or set back development adjacent to lands identified on “[MAP 1: Land Use Designations](#)” on page 13 as “**Environmental**.”

ENVIRONMENTAL DEVELOPMENT PERMIT AREAS (DPA)

WHAT IS A DPA?

The City of Grand Forks has the authority designated by the Local Government Act to designate certain areas within the City boundaries as Development Permit Areas (DPAs). These areas identify locations that warrant design guidelines.

REQUIREMENTS

A property owner is required to get a development permit if any portion of their parcel is located within any DPA, prior to:

- Subdividing land; or
- Constructing, adding to, or substantially altering a building.
- Stripping and grading including the removal of trees, vegetation, and grading of the land for the purposes of development or access.

EXEMPTIONS & VARIANCES

General exemptions include:

- Interior alterations to a building;
- Replacement, upgrading, or repair of roofing, windows, paint or signage;
- Installation, repair, or placement of utilities, infrastructure, or flood protection works by the City or authorized agencies;
- General road construction or maintenance within the right-of-way;
- Removal of Danger Trees under direction of a qualified arborist;
- Removal of invasive species;
- Restoring, supplementing or maintaining existing vegetation;

- Removal of flammable vegetation and materials for the purposes of FireSmart treatment within 30 metres of structures; and
- Any works undertaken by the City of Grand Forks on City property.

Minor variances may be considered for:

- Setbacks in order to retain existing mature trees;
- Impermeable surfaces provided that other means of managing stormwater management are included in the design; or
- Landscape buffers where the proposed building locations do not allow for a viable tree buffer. In this case, an equivalent planting area is required on site or within the public realm.

ENVIRONMENTAL DPAS

The OCP has the following Environmental DPAs:

1. General Environmental DPA Policies
2. Floodplain DPAs
3. Steep Slopes DPAs
4. Riparian Area & Sensitive Ecosystems DPAs



MAP 3: ENVIRONMENTAL / HAZARD DEVELOPMENT PERMIT AREAS

Legend

-  City of Grand Forks
-  Environmental / Hazard Development Permit Area
-  Railway Lines
-  Roads
-  Rivers
-  Streams
-  Parcels



NORTH

SCALE: 1:25,000



0 200 400 600 800 1,000
Metres

 NAD 83 / UTM Zone 11N

2.4 GENERAL ENVIRONMENTAL DPA POLICIES

ENVIRONMENTAL GOALS

Related Primary Goals



Protect residents and property from natural hazard events



Enhance ecosystems and protect from degradation



Integrate natural systems into the City's infrastructure system to deliver ecosystem services that reduce energy use, and improve water quality and quantity



Related Secondary Goals

Reduce GHGs and fight climate change

INTRODUCTION & OBJECTIVES

The “**Environmental DPA**” consists of all unprotected floodplains, riparian areas, environmentally sensitive areas, and steep slopes as defined by **“MAP 3: Environmental / Hazard Development Permit Areas”**. The Environmental Development Permit Area establishes objectives for the protection of the natural environment and protection of development from hazardous conditions pursuant to Section 488 (1)(a)(b) of the Local Government Act.

The objective of this DPA is to increase the resiliency and sustainability of Grand Forks in the face of climate change through protection of environmentally sensitive areas and regulation of land uses within hazardous areas. The policies within this DPA support the protection of the natural conditions, air and water quality, wildlife ecosystems, and habitats within the City of Grand Forks, as well as protecting the community from the hazards posed by developing on or in proximity to steep slopes and floodplains.

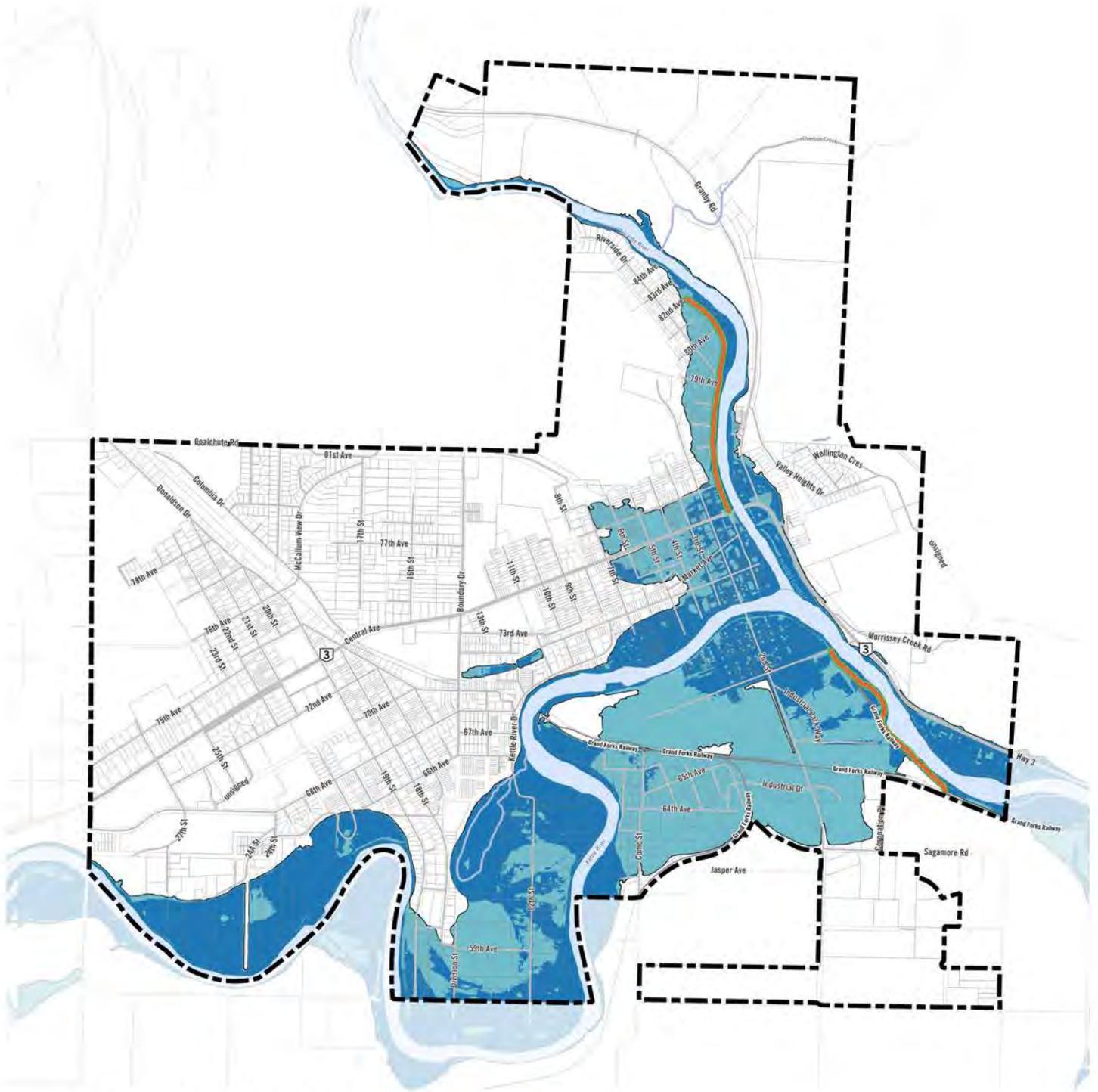
GENERAL ENVIRONMENTAL DPA POLICIES

2.4.1. The following policies apply to the “**Environmental DPA**” lands as shown on **“MAP 3: Environmental / Hazard Development Permit Areas”** on page 20.

2.4.2. Lands within an Environmental DPA must remain free of development and in their natural condition except in accordance with any conditions contained within a Development Permit.

2.4.3. Where policies in 2.4.2 render a parcel of land undevelopable, a lesser setback may be permissible in accordance with information provided by a Qualified Environmental Professional (QEP) or Professional Engineer (PE) to certify that the land may be safely used as intended. Where the land may be safely used subject to conditions set out in a QEP/ PE report, those conditions shall be set out in the Development Permit and upon completion of the development, the owner shall provide the City with a statement certified by the QEP/ PE that the construction was carried out in compliance with the conditions specified in the development permit.

2.4.4. A Landscape Plan shall be submitted as part of the development permit application with attention to erosion control, protection of banks, maintenance of watercourses and hydrological function, and indicate all existing and proposed landscape features. For further direction on Landscape Plan submission requirements, see **Appendix X: Landscape Plan Submission Requirements**.



MAP 4: EXISTING FLOODPLAIN DPA

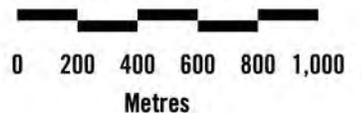
Legend

- City of Grand Forks
- Railway Lines
- Roads
- Rivers
- Streams
- Parcels
- Existing Dike
- Existing Dike Footprint (14.0m wide)
- Existing Dike 7.5m Setback
- Current 20 Year Floodplain (Floodway) (5% Annual Exceedance Probability)
- 200 Year Unprotected Floodplain (0.5% Annual Exceedance Probability)



NORTH

SCALE: 1:25,000



NAD 83 / UTM Zone 11N

2.5 FLOODPLAIN DPA

ENVIRONMENTAL GOALS

Related Primary Goals



Protect residents and property from natural hazard events

Related Secondary Goals



Integrate natural systems into the City's infrastructure system to deliver ecosystem services that reduce energy use, and improve water quality and quantity

INTRODUCTION & OBJECTIVES

There are two sets of Floodplain DPA policies in this section:

1. Floodplain policies that apply to Grand Forks currently, with existing floodplain infrastructure; and
2. Floodplain policies that apply to Grand Forks in the future, after planned flood mitigation improvements are completed.

Flood mitigation improvements are expected to begin construction in 2022. Once completed, “**Existing Floodplain Policies**” will no longer apply in areas of “**Protected Floodplain**”.

Floodplains are understood to be all lands within the 1:200 floodplains of the Granby and Kettle Rivers as shown on “**MAP 4: Existing Floodplain DPA**” and “**MAP 5: Future Floodplain DPA**”.

The “**Current 20 Year Floodway**” is intended to safely accommodate the flow with a 5% chance of occurring in any given year.

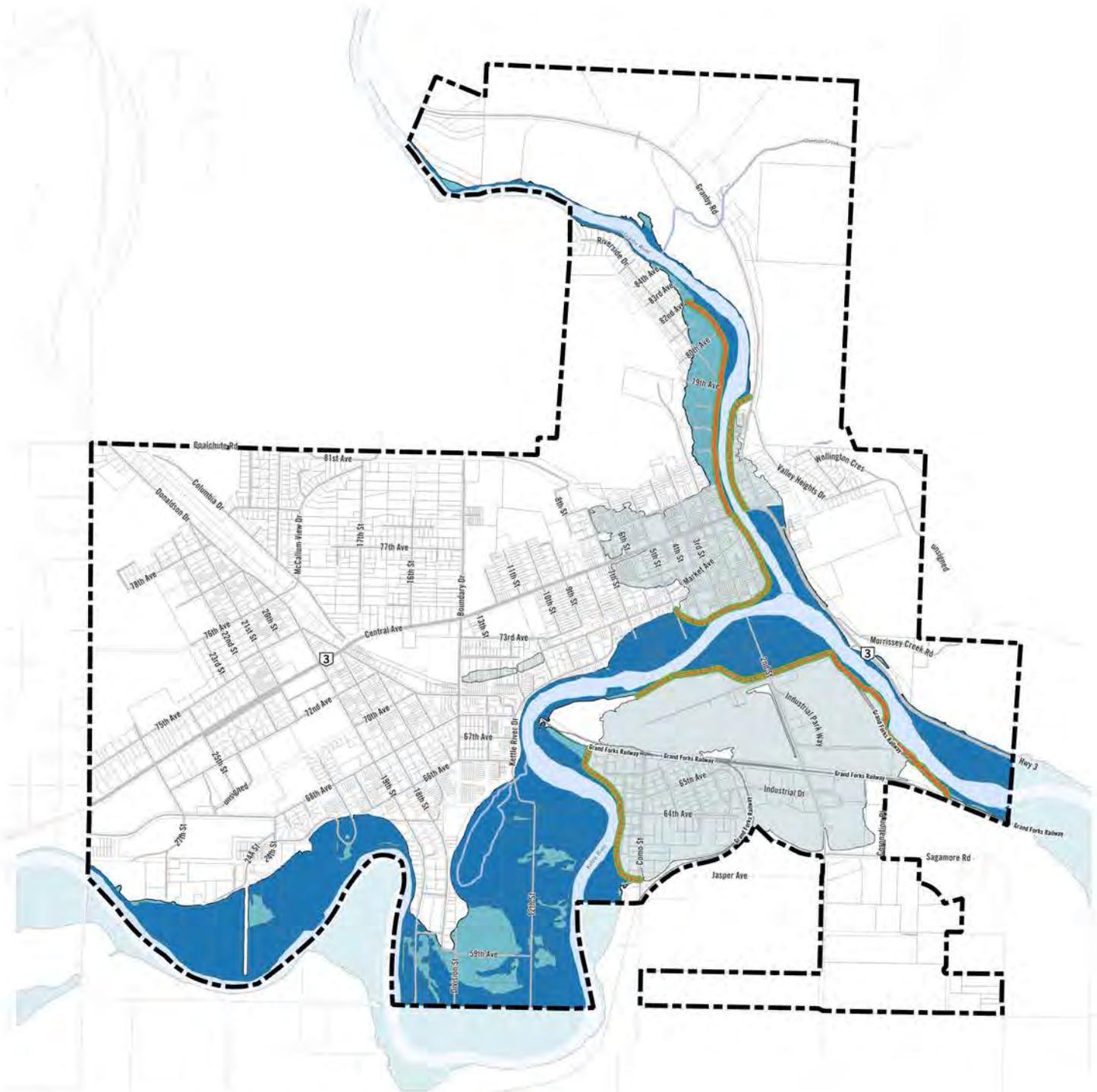
The “**Future 25 Year Floodway**” is intended to safely accommodate the flow with a 4% change of occurring in any given year. The Floodway should accommodate most flooding events, and should be considered lands designated to flood periodically.

The purpose of the “**Floodplain DPA**” is to prevent the loss of floodable open space which is critical for floodplain function, and to support the protection of life and property in Grand Forks.

POLICIES

APPLICABILITY

- 2.5.1. **Section “2.4 General Environmental DPA Policies” on page 21** apply to the “**Floodplain DPA.**”
- 2.5.2. The following policies apply to lands as shown on “**MAP 4: Existing Floodplain DPA**” on page 22.
- 2.5.3. Within this DPA there are six (6) different policy areas:
 - a) Current Floodplain Hazard Areas shown on “**MAP 4: Existing Floodplain DPA**” that include:
 - i) Areas within the Current 20 Year Unprotected Floodplain (Floodway);
 - ii) Areas within the 200 Year Unprotected Floodplain;
 - iii) Areas adjacent to existing flood-prevention infrastructure (dikes);
 - b) Future Floodplain Hazard Areas shown on “**MAP 5: Future Floodplain DPA**” that include:
 - i) Areas within the Future 25 Year Unprotected Floodplain (Floodway);
 - ii) Areas within the Future 200 Year Protected Floodplain; and
 - iii) Areas adjacent to future flood-prevention infrastructure (dikes).



MAP 5: FUTURE FLOODPLAIN DPA

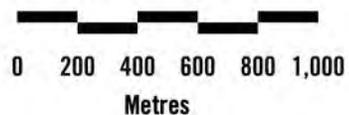
Legend

- City of Grand Forks
- Railway Lines
- Roads
- Rivers
- Streams
- Parcels
- Existing Dike
- Proposed Dike
- Existing & Future Dike Footprint (14.0m wide)
- Existing & Future Dike 7.5m Setback
- Future 25-Year Floodplain (Floodway) (4% Annual Exceedance Probability)
- 200 Year Unprotected Floodplain (0.5% Annual Exceedance Probability)
- Future 200-Year Protected Floodplain (0.5% Annual Exceedance Probability)



NORTH

SCALE: 1:25,000

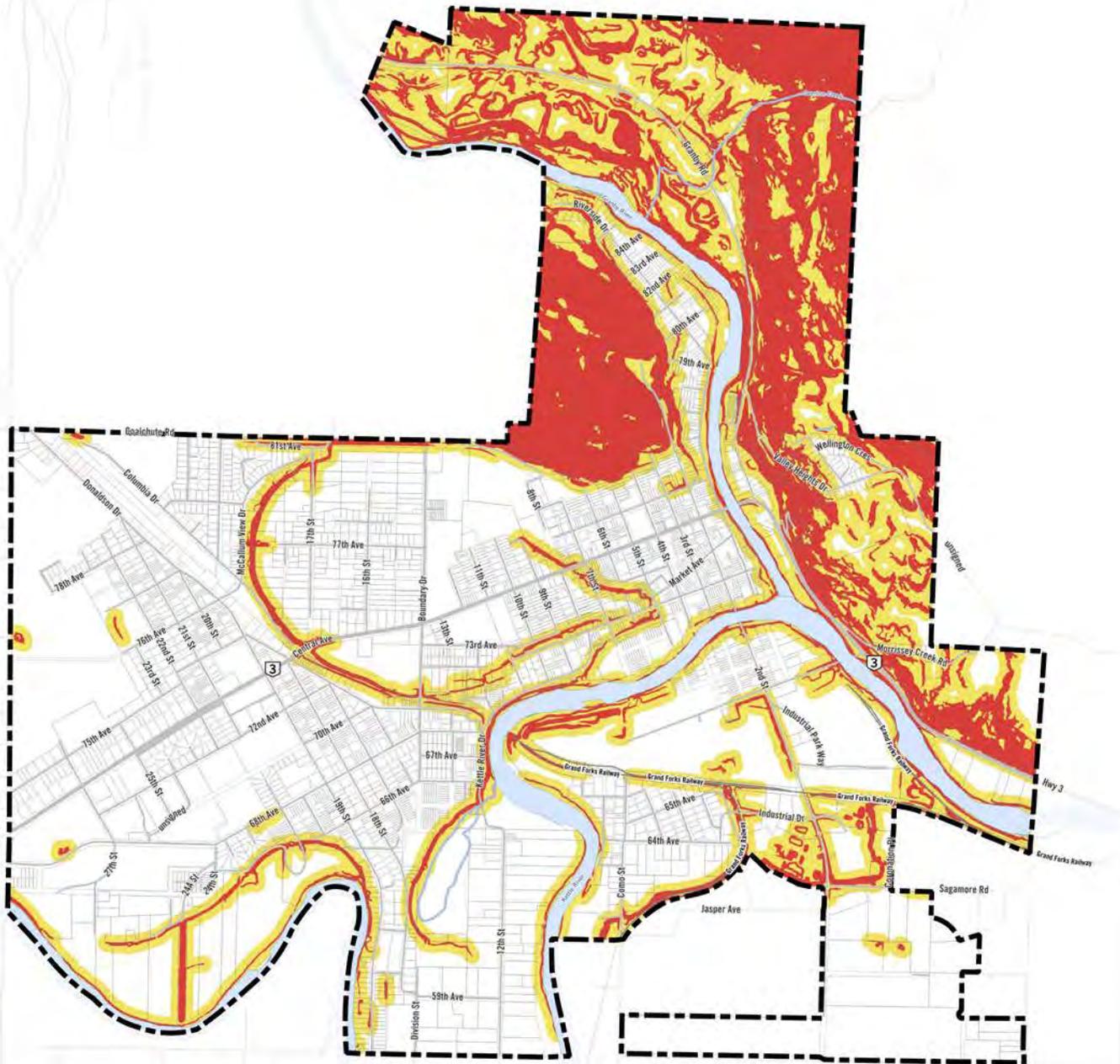


NAD 83 / UTM Zone 11N

FLOODPLAIN PROTECTION

- 2.5.4.** The “**Floodway Area,**” understood to be lands within the 20-year floodplain, shall remain free of development and in its natural condition.
- 2.5.5.** Where policies in [2.5.4](#) renders a parcel of land undevelopable, development may be permissible in accordance with information provided by a Professional Engineer to certify that the land may be safely used as proposed and the development will not alter the natural flow, flood storage or attenuation, or other natural floodplain processes. Where the land may be safely used subject to conditions set out in a Professional Engineering report, those conditions shall be set out in the Development Permit and upon completion of the building or structure, the owner shall provide the City with a statement certified by the Professional Engineer that the construction was carried out in compliance with the conditions specified in the development permit.
- 2.5.6.** Setbacks from “**Flood-Prevention Infrastructure**” (dikes) shall be a minimum of 7.5m from the toe of the dike.
- 2.5.7.** Development in the “**Floodplain DPA**” should not affect downstream flow.
- 2.5.8.** Development within the “**Floodplain Hazard Area,**” understood to be the land within the 200-year mapped floodplain, or land otherwise affected by flood risk, is regulated through a Floodplain Bylaw.





MAP 6: STEEP SLOPES DPA

Legend

-  City of Grand Forks
-  Railway Lines
-  Roads
-  Rivers
-  Streams
-  Parcels
-  30m Steep Slopes Buffer
-  Steep Slopes (>20%)



NORTH

SCALE: 1:25,000



0 200 400 600 800 1,000
Metres

 NAD 83 / UTM Zone 11N

2.6 STEEP SLOPES DPA

ENVIRONMENTAL GOALS

Related Primary Goals



Protect residents and property from natural hazard events



Related Secondary Goals

Enhance ecosystems and protect from degradation

INTRODUCTION & OBJECTIVES

Steep slopes are understood to be all lands within the City of Grand Forks with a natural slope in excess of 20 percent. Policies within this DPA also provide direction for land within the buffer area of these natural slopes with grades in excess of 20 percent, as well as lands that are isolated and surrounded by natural slopes in excess of 20 percent as shown on [“MAP 6: Steep Slopes DPA”](#)

PURPOSE

Areas in Grand Forks considered subject to hazardous conditions consist of steep hillsides which may be susceptible to rock fall, landslide, and subsidence. Also, hillside areas are subject to erosion if not properly rehabilitated. A number of these areas with steep slopes have been designated for industrial use. Therefore, an additional objective of this designation is to minimize the visual impact of heavy industrial land use on the community.

Within this DPA there are two (2) policy areas based on slope and proximity to steep slopes:

1. Steep Slope Areas over 20%; and
2. Setbacks from Steep Slope Areas.

POLICIES

APPLICABILITY

- 2.6.1. [Section “2.4 General Environmental DPA Policies” on page 21](#) apply to the [“Steep Slopes DPA.”](#)
- 2.6.2. The following policies apply to lands as shown on [“MAP 6: Steep Slopes DPA”](#) as steep slopes **and** lands within the steep slopes buffer, and shall require a development permit.

STEEP SLOPES PROTECTION

- 2.6.3. Steep slopes, understood to be all lands with a natural slope in excess of 20 percent, shall remain free of development and in their natural condition unless the proposed development is supported by a report from a Professional Engineer providing proof which demonstrates the land is suitable for the proposed development.
- 2.6.4. Setbacks from Steep Slope Areas are understood to be areas at the top and bottom of a steep slope measured at a 2:1 setback ratio for slopes greater than 2.0m in height.
- 2.6.5. The development of parcels within the Steep Slopes DPA must be accompanied by a storm water management plan prepared by a PE to manage erosion, sediment, and run-off.
- 2.6.6. Post-development flows shall not exceed pre-development flows and alteration of natural drainage courses shall be minimized.
- 2.6.7. Total impervious surface coverage of properties in the Steep Slope DPA shall be minimized.
- 2.6.8. Where the steep slope area renders a property undevelopable, a lesser setback or setback area may be permissible in accordance with information provided by a Professional Engineer (PE). The PE should detail how the development will mitigate erosion, land slip, rock falls or subsidence; how the development will not pose hazards to developments on or near the site; and restoration of the natural environment and habitat, where applicable.



MAP 7: BACKGROUND: MAPPED RIPARIAN AREAS & SENSITIVE ECOSYSTEMS

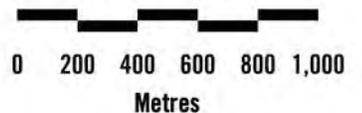
Legend

- | | | |
|---------------------|--------------------------------------|--------------------------------------|
| City of Grand Forks | Sensitive Ecosystems | Lakes and Ponds |
| Railway Lines | Sensitive Ecosystems | Seasonally Flooded Fields |
| Roads | Other Important Ecosystems | Future Riparian Area |
| Rivers | Wetlands & Riparian Areas | Riparian Area & Sensitive Ecosystems |
| Streams | Riparian Areas | |
| Parcels | Wetlands | |



NORTH

SCALE: 1:25,000



NAD 83 / UTM Zone 11N

2.7 RIPARIAN AREAS & SENSITIVE ECOSYSTEM DPA

ENVIRONMENTAL GOALS

Related Primary Goals



Enhance ecosystems and protect from degradation

Related Secondary Goals



Integrate natural systems into the City's infrastructure system to deliver ecosystem services that reduce energy use, and improve water quality and quantity

INTRODUCTION & OBJECTIVES

The Riparian Area DPA represents areas identified through Sensitive Ecosystem Mapping (SEI) that are identified as “Riparian,” “Wetland,” “Lakes and Ponds,” “Seasonally-flooded fields,” and surface water layers from Provincial databases, that include “Rivers” and “Streams.” Riparian Areas are shown on “MAP 7: Background: Mapped Riparian Areas & Sensitive Ecosystems”.

The Sensitive Ecosystems are identified through Sensitive Ecosystem Inventory (SEI) mapping and classification as “Sensitive Ecosystems” and “Other Sensitive Ecosystems” as shown on “MAP 7: Background: Mapped Riparian Areas & Sensitive Ecosystems”.

Within this DPA there are three (3) policy areas based on Riparian Area Type:

1. Major Rivers (Granby and Kettle);
2. Streams (Overton Creek), Wetlands, and Riparian Areas (SEI Mapped); and
3. Seasonally Flooded Fields (SEI Mapped).

Within this DPA there are two (2) policy areas based on ecosystem sensitivity:

1. Sensitive Ecosystems; and
2. Other Important Ecosystems.

These sensitive ecosystems include wetlands, the Granby and Kettle Rivers (which are tributaries of the Columbia River), Overton Creek, wildlife habitats, naturalized and riparian areas, mature forest, woodland, grassland, sparsely vegetated areas, and modified wetlands or seasonally flooded fields.

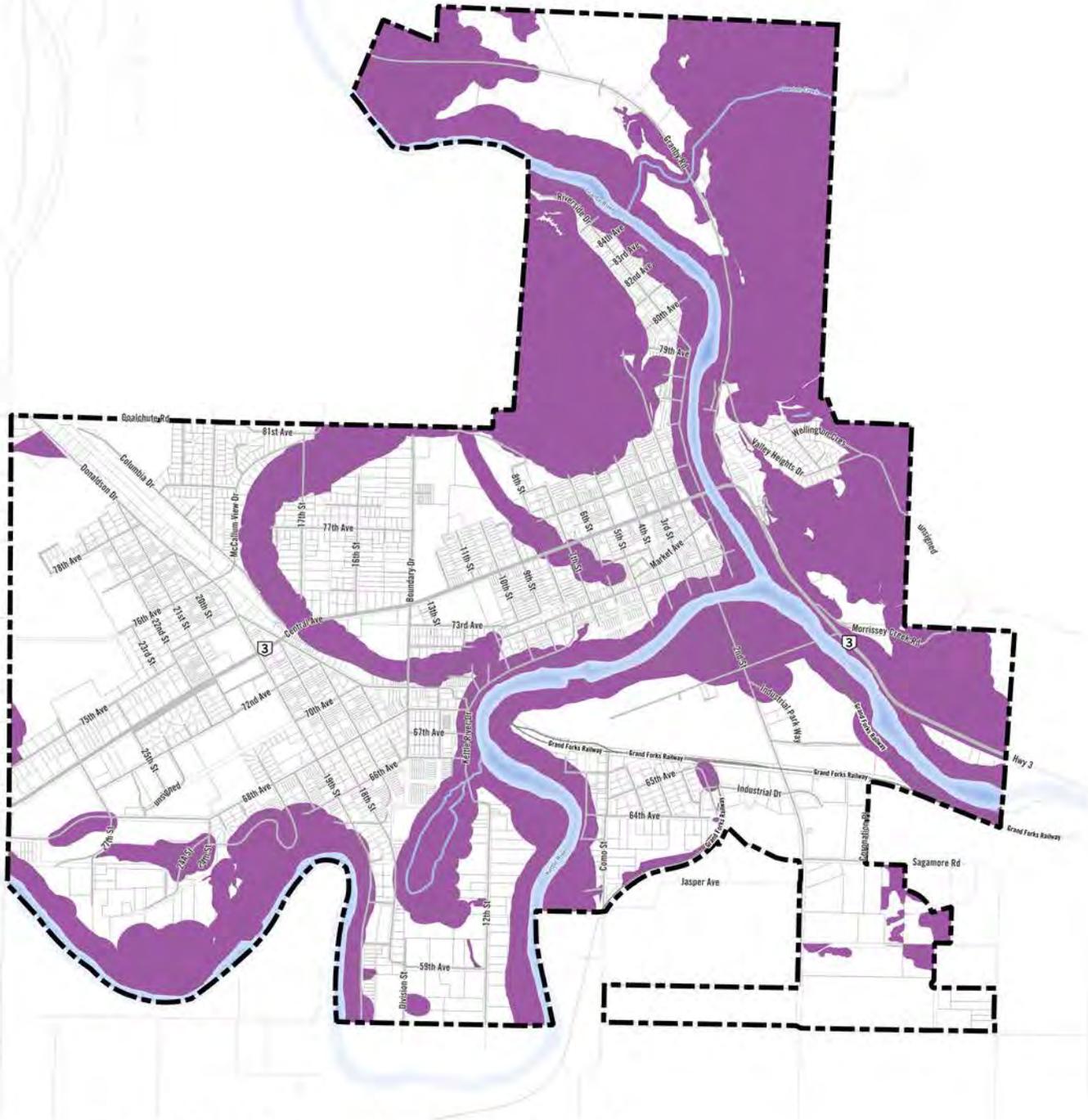
POLICIES

APPLICABILITY

- 2.7.1. Section “2.4 General Environmental DPA Policies” on page 21 apply to the “Riparian Areas & Sensitive Ecosystems DPA.”

RIPARIAN AREA POLICIES

- 2.7.2. The following policies apply to lands as shown on “MAP 8: Riparian Area & Sensitive Ecosystems DPA” on page 30.
- 2.7.3. Lands within the Riparian Area & Sensitive Ecosystems DPA shall remain free of development and in their natural condition except in accordance with any conditions contained within a Development Permit.
- 2.7.4. Setbacks from the Granby and Kettle Rivers shall be a minimum of 60m from the natural boundary, confirmed by a Qualified Professional.
- 2.7.5. Setbacks from “Streams, Wetlands and Riparian Areas,” understood to be areas identified through SEI mapping and confirmed by a Qualified Environmental Professional shall be a minimum of 30m.
- 2.7.6. No setbacks are required for seasonally flooded fields.
- 2.7.7. The developer shall obtain a QEP to certify that development and associated activities do not impact a stream’s flows, natural drainage patterns, and the natural stream channel geometry.



MAP 8: RIPARIAN AREA & SENSITIVE ECOSYSTEMS DPA

Legend

-  City of Grand Forks
-  Railway Lines
-  Roads
-  Rivers
-  Streams
-  Parcels
-  Riparian Area & Sensitive Ecosystems DPA



NORTH

SCALE: 1:25,000



0 200 400 600 800 1,000
Metres

 NAD 83 / UTM Zone 11N

2.7.8. The City should undertake local catchment area or neighbourhood-level Stormwater Management Plans to identify appropriate targets for impervious surfaces, development design requirements, and any other related matters and update bylaws appropriately.

SENSITIVE ECOSYSTEM POLICIES

2.7.9. The following policies apply to lands as shown on **“MAP 8: Riparian Area & Sensitive Ecosystems DPA”**.

2.7.10. Environmentally sensitive areas shall remain free of development and in their natural condition, except in accordance with any conditions contained within a Development Permit.

2.7.11. Setbacks understood to be identified as **“Other Important Ecosystems”** from SEI mapping shall be 0m.

2.7.12. A landscape plan shall be submitted as part of the Development Permit application and indicate all existing and proposed landscape features, including rehabilitation of previously disturbed sites.

2.7.13. Healthy, mature trees and vegetation shall be retained where possible.

2.7.14. Landscaping should incorporate plants native to British Columbia and the Grand Forks area and should be selected in accordance to FireSmart Canada standards wherever possible.

2.7.15. Plan development to avoid destruction of Critical Habitat for Endangered and Threatened Species under the Federal Species at Risk Act.

2.7.16. Where critical habitat for species at risk is identified by senior government and an Environmental Assessment Report determines that the site has the potential to support the species at risk, an Effective Protection Plan will be prepared and submitted to senior government.

2.7.17. Plan development to avoid Provincial Red Listed ecosystems and species and to minimize impacts on Provincial Blue Listed ecosystems and species.

2.7.18. Remove invasive plants and take measures to prevent their spread in accordance with best management practices.

2.7.19. Lighting on the site should be compliant with the Royal Astronomy Society of Canada Dark Sky Guidelines for Outdoor Lighting.





DRAFT April 28, 2022

SECTION 3.0 NEIGHBOURHOODS

3.1 PRINCIPLE #2 – ENHANCE OUR GREAT NEIGHBOURHOODS

DESCRIPTION

The City of Grand Forks began as a merging of two municipalities and continues to reflect a unique diversity of neighbourhoods: Riverside nestled along the west side of the Granby River, South Ruckle along the south side of the Kettle River, Valley Heights up on the hill, the downtown, and the west end neighbourhoods. Each neighbourhood has unique features and community character that should be celebrated.

HOW TO READ THIS SECTION

All development proposals must be reviewed in light of the following OCP subsections to ensure any proposed development complies with all relevant OCP policies, including:

1. Neighbourhood and Nodes Land Use Policies, and
2. Neighbourhood DPA policies.

GUIDING PRINCIPLE 2 - GOALS



Establish a walkable mixed use employment node in each neighbourhood



Build a vibrant Downtown and reinforce Market Avenue



Encourage a variety of housing types to provide affordable housing options for residents of all ages and abilities



Preserve historical places, character, and buildings; encourage sensitive infill and redevelopment in all residential neighbourhoods



Enhance public space and civic amenities to create opportunities for residents and visitors to experience and enjoy living and visiting Grand Forks



Create diverse employment centres accessible to all residents

ENHANCE OUR GREAT NEIGHBOURHOODS

The long-term plan for enhancing the City's great neighbourhoods is based on a “**nodes and neighbourhoods**” approach to land use planning.

Nodes & Hubs: The City is naturally evolving with a concentration of commercial and institutional uses and more attached housing forms at key locations outside of the downtown. These locations of activity, or “**nodes,**” are a great opportunity to identify the location of these land uses and how they will be integrated into the City's neighbourhoods. Each neighbourhood should have easy access (driving, walking, biking) to a neighbourhood node to enjoy local amenities and the ability to obtain day-to-day goods and services close to where people live.

Neighbourhoods: The City has many great neighbourhoods, from Riverside to Valley Heights, to South Ruckle and the West End Neighbourhoods. These neighbourhoods each have a unique form and character, but also share many common elements. Looking to the future, these neighbourhoods will evolve over time through the addition of housing diversity, changes to streetscapes, and new infrastructure.

One key goal in this OCP is housing diversity. A statistical comparison between City demographics and the existing housing demonstrates the City requires a more diverse housing stock to meet the needs of its population (see [Appendix B](#)). For example, the City is mainly single-detached homes (77%), but many residents may not need or desire that type of housing, including one or two-person households, students, young professionals, and seniors.

Diversifying the housing stock can be achieved by adding a range of accessory dwelling units (e.g. laneway homes, basement suites), multi-unit or clustered housing types that are compatible in scale with the single-detached homes in existing neighbourhoods, as well as rental and affordable housing in all neighbourhoods. Adding a diversity of housing options would provide solutions along a spectrum of affordability, life-stage and lifestyle needs to address the mismatch between available housing stock and shifting demographics.

NODES AND NEIGHBOURHOODS APPROACH

The “**nodes and neighbourhoods**” approach to long-term planning will allow Grand Forks to continue to grow and adapt while ensuring there is a strong and logical plan for how land uses such as commercial, institutional, and higher density residential housing fit within the City's existing neighbourhoods. Additionally, this approach will assist the City in prioritizing infrastructure investment, creating a strong active transportation network and promoting the right types of development in the right locations.

NODES

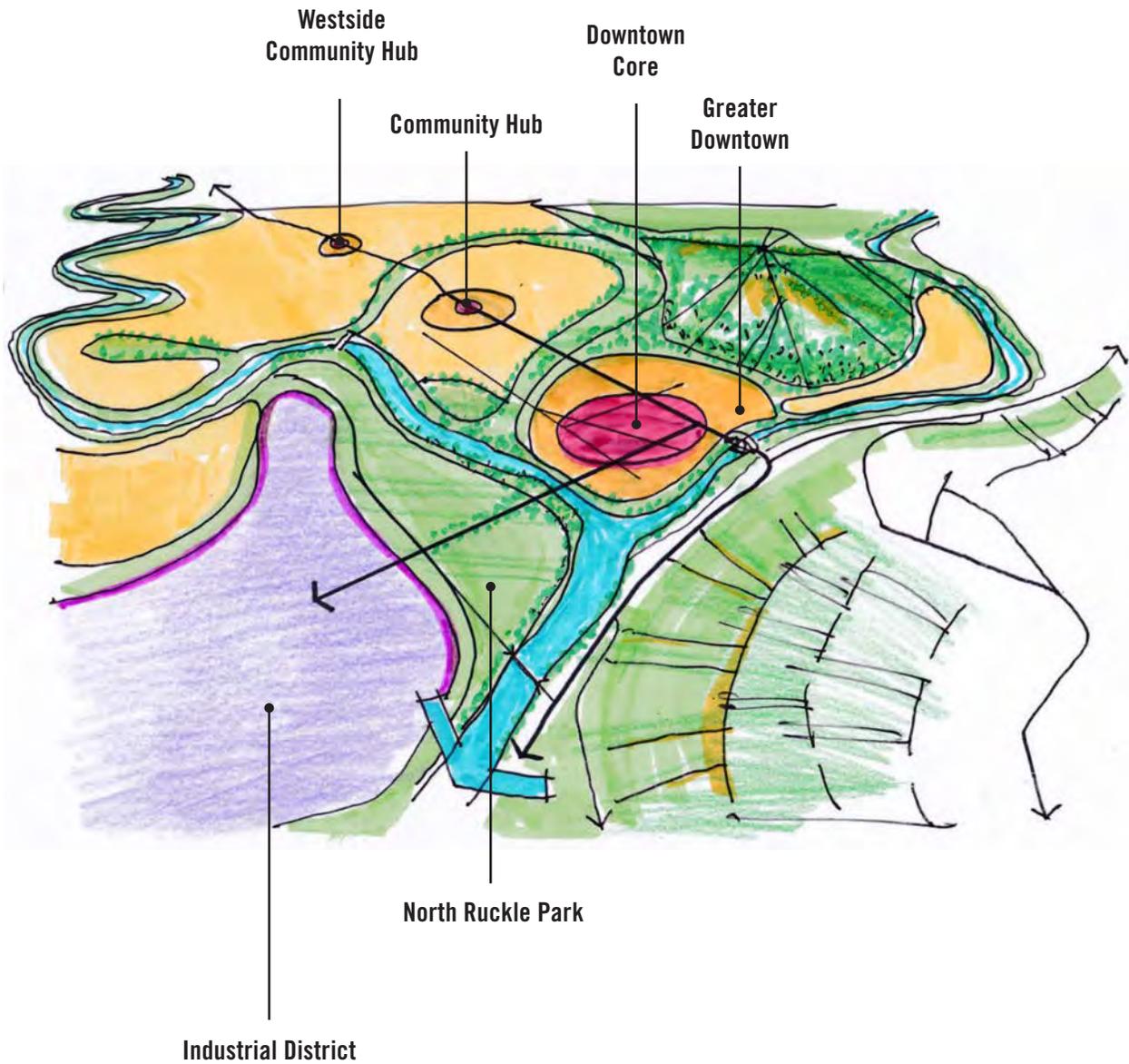
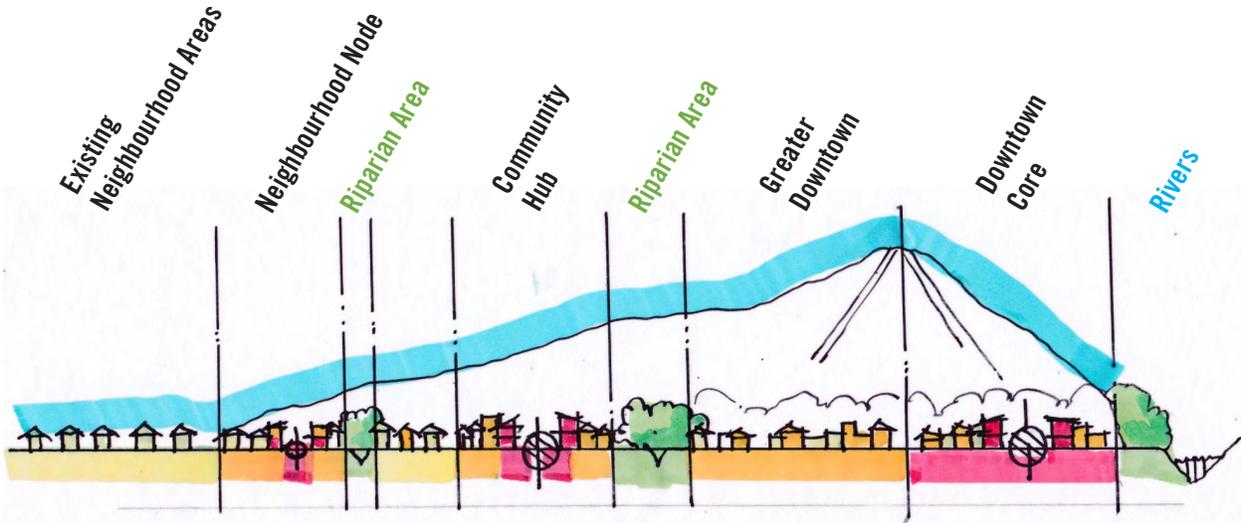
The OCP identifies the following nodes:

1. Neighbourhood Nodes – See policies in [Section “3.2 Neighbourhood Nodes” on page 40.](#)
2. Community Hubs – See policies in [Section “3.3 Community Hubs” on page 42.](#)
3. Downtown Core – See policies in [Section “3.4 Downtown Core” on page 44.](#)

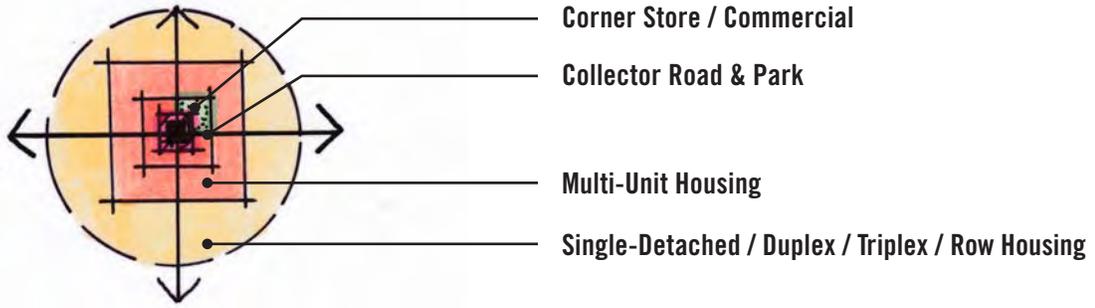
NEIGHBOURHOODS

The OCP has the following neighbourhoods:

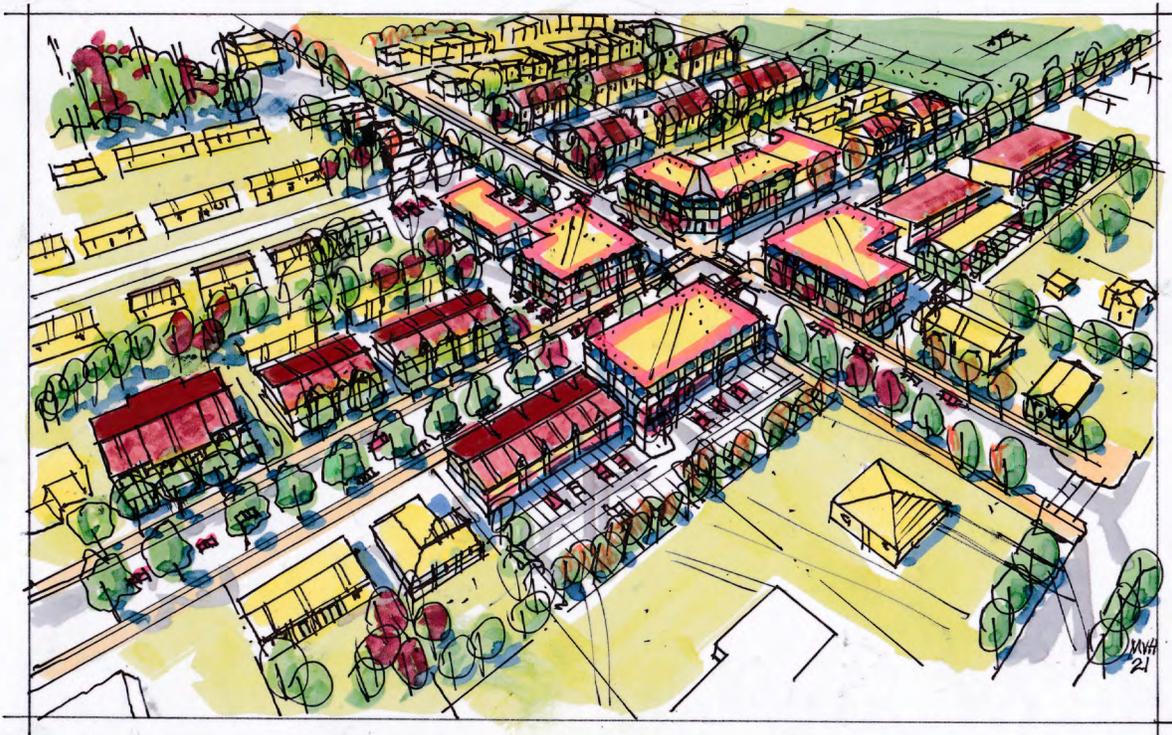
4. Greater Downtown Neighbourhood – See policies in [Section “3.6 Greater Downtown Neighbourhood” on page 49.](#)
5. Residential Neighbourhoods – See policies in [Section “3.7 Residential Neighbourhoods” on page 50.](#)
6. Agricultural / Rural Residential – see policies in [“3.8 Agricultural/Rural Residential Neighbourhood” on page 51.](#)



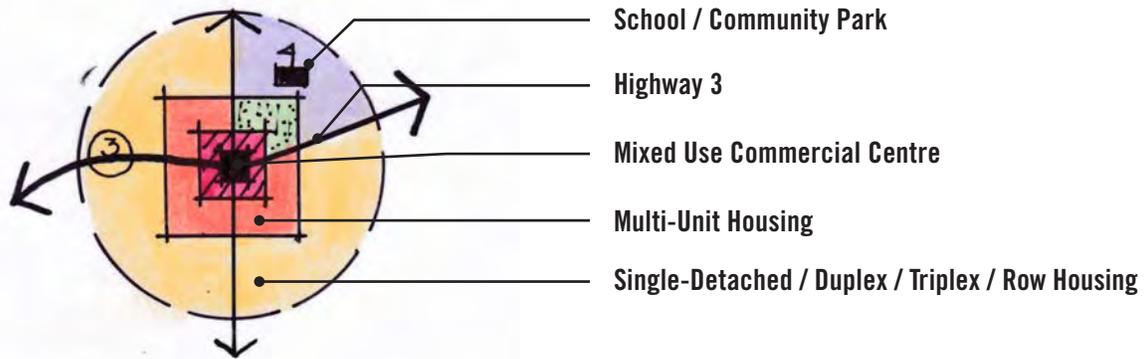
NEIGHBOURHOOD NODE



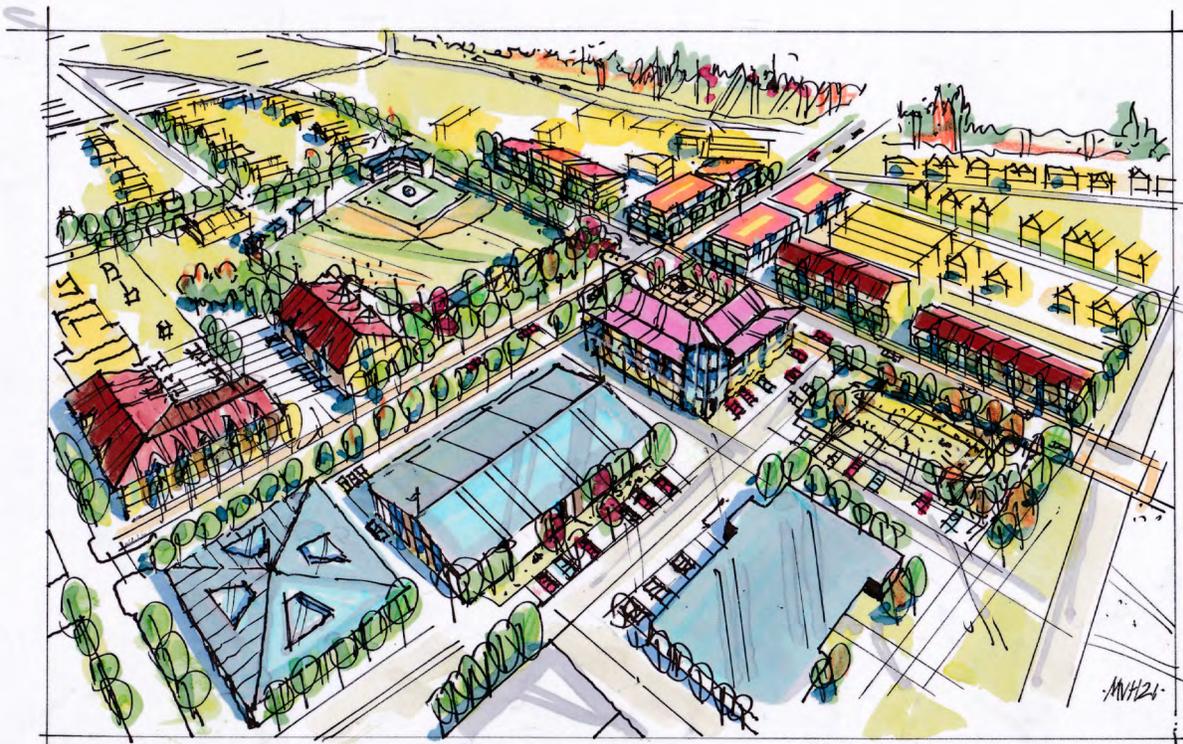
1. **Neighbourhood Nodes** are small nodes, encompassing four corners of an intersection along a collector road or a slightly bigger area, that are located within a neighbourhood. They serve mainly the needs of that local neighbourhood with local retail/commercial uses and may have multi-unit housing in the form of apartments, townhouses, triplexes or fourplexes. A neighbourhood node should be accessible by walking or biking from the entire neighbourhood with safe appropriate pathway or sidewalk access. It should also include a local park and/or playground if it is not located near a school.



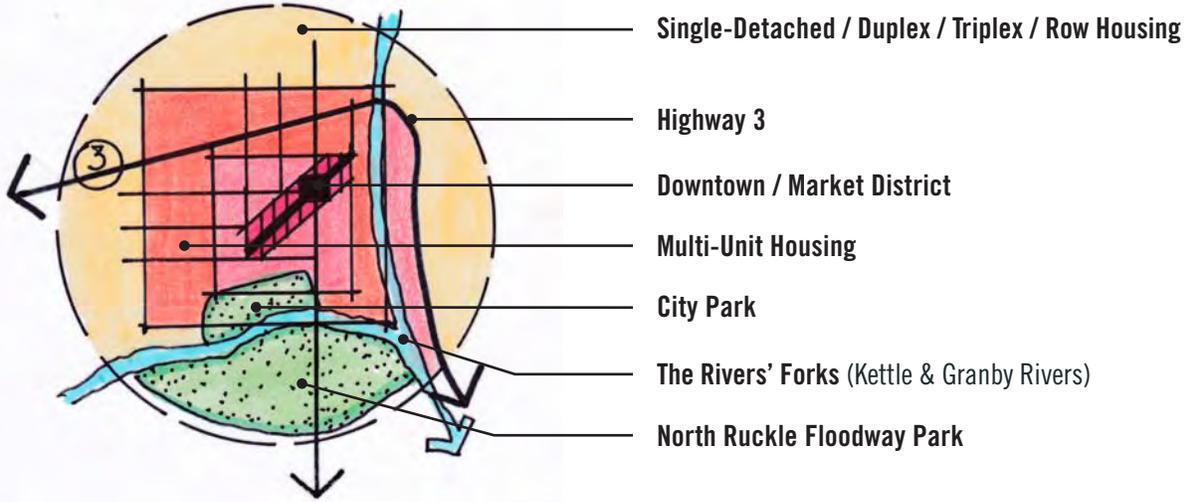
COMMUNITY HUB



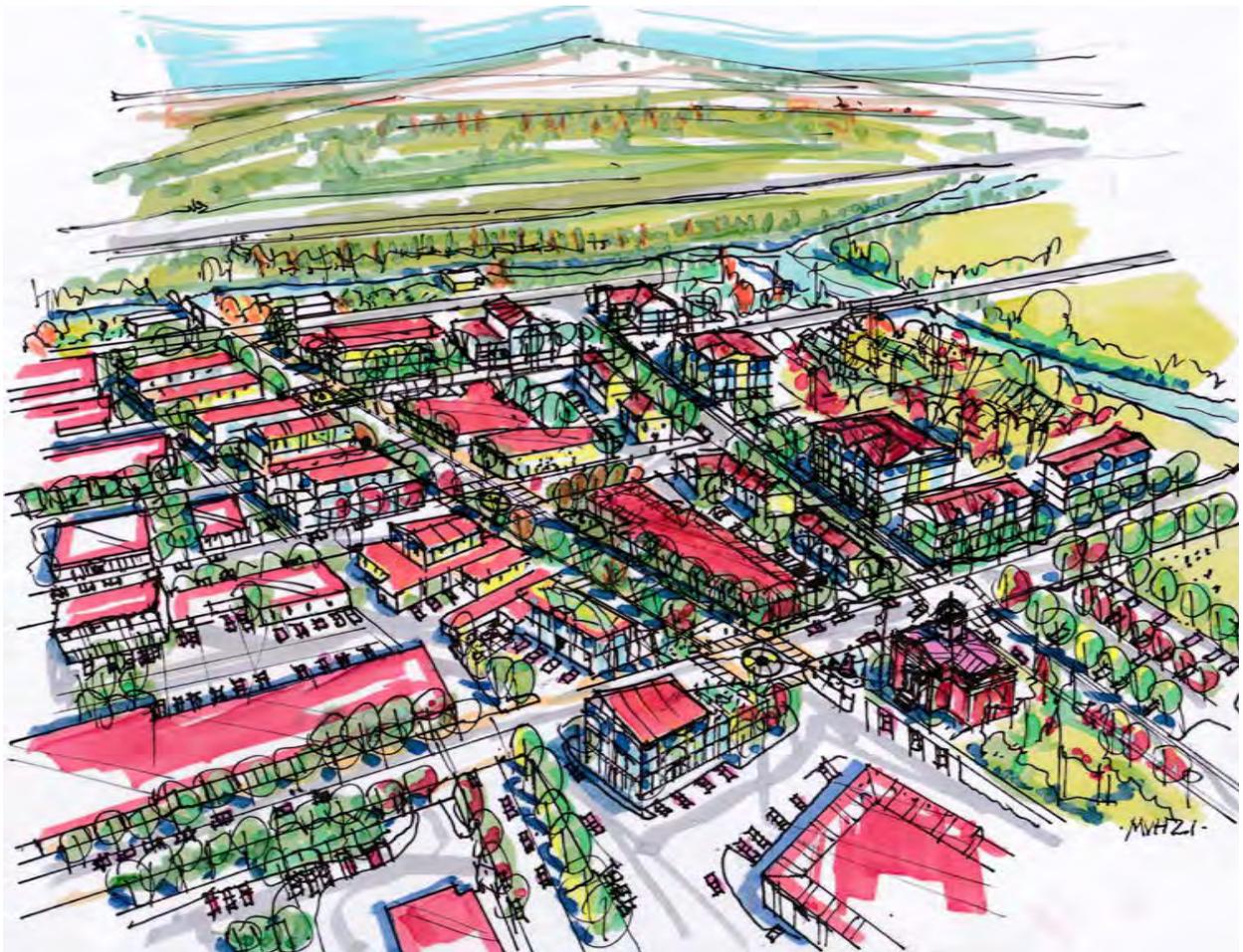
2. **Community Hubs** are larger nodes that are at the junction of two or more neighbourhoods, along an arterial road, and have a broad mix of residential, commercial, and institutional uses. Community Hubs should include mid-rise developments (apartments, townhouses), a concentration of small- to medium-format commercial amenities, civic or Institutional facilities, access to primary transportation hubs, parks, open spaces or recreation facilities, and/or significant social, religious or cultural gathering spaces. Community Hubs should contain primary transportation connections to transit networks (where available), and active transportation networks (pathways & sidewalks).



DOWNTOWN CORE



- 3. **Downtown Core** is also a type of node, but unique as it serves the entire City's population (and visitors) and should be planned as the most vibrant, most intense location for commercial and community activities with excellent access from all transportation modes.



NEIGHBOURHOOD LAND USE POLICIES

The principle of neighbourhood planning for this OCP is based on the idea of supporting strong neighbourhoods with three (3) tiers of nodes:

1. **Neighbourhood Nodes** (gathering places within a neighbourhood);
2. **Community Hubs** (larger activity hubs for 3-4 neighbourhoods); and
3. **A vibrant Downtown** (the commercial heart of the City).

The following policies apply either to identified neighbourhoods or the three tiers of nodes.

GENERAL DEVELOPMENT

- 3.1.1. Large parcels (greater than 1 hectare) or attached multi-unit residential developments with 4 units or greater should be planned and developed in a comprehensive manner and are required to submit a Master Plan to the City prior to subdivision or development approval. The Master Plan shall comply with the requirements identified in [Appendix D](#).
- 3.1.2. Temporary Use Permit applications will be considered by Council on a case-by-case basis within all zone areas on the City of Grand Forks Official Zoning Map.
- 3.1.3. Apply Crime Prevention through Environmental Design (CPTED) principles, where appropriate, to enhance the safety of the City and its neighbourhoods.

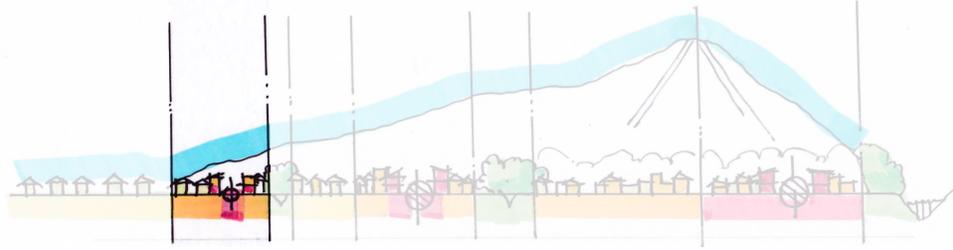
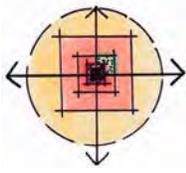
PUBLIC & INSTITUTIONAL BUILDINGS

- 3.1.4. Consider locating City-owned buildings in downtown or Community Hubs as identified on [“MAP 1: Land Use Designations”](#). The most prominent City buildings (e.g. City Hall) should be located in the Downtown Core, with other buildings such as recreation centres being located in Neighbourhood Nodes or Community Hubs.
- 3.1.5. Work collaboratively with private or non-governmental organizations and agencies on the strategic location and design of new institutional developments to ensure alignment with the growth strategy, vision, and policies of this OCP.

AFFORDABLE HOUSING

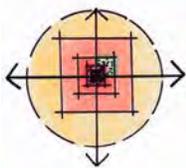
- 3.1.6. The City should consider incentives for affordable housing using available means such as waiving, reducing or deferring applicable charges, fees, or taxes where appropriate, across all neighbourhoods

3.2 NEIGHBOURHOOD NODES



GUIDING PRINCIPLE 2 - GOALS

-  Establish a walkable mixed use employment node in each neighbourhood
-  Build a vibrant Downtown and reinforce Market Avenue
-  Encourage a variety of housing types to provide affordable housing options for residents of all ages and abilities
-  Preserve historical places, character, and buildings; encourage sensitive infill and redevelopment in all residential neighbourhoods
-  Enhance public space and civic amenities to create opportunities for residents and visitors to experience and enjoy living and visiting Grand Forks
-  Create diverse employment centres accessible to all residents



INTRODUCTION AND OBJECTIVES

Remember the old corner store in a neighbourhood? A walkable destination, well-integrated into the residential fabric of a neighbourhood, where the building sometimes had a residential unit above or behind the store. That is the core of a neighbourhood node. It begins with a neighbourhood destination and becomes a local, walkable, gathering place of neighbourhood activity.

Neighbourhood Nodes are unique to each neighbourhood and should generally include a mixture of the following characteristics:

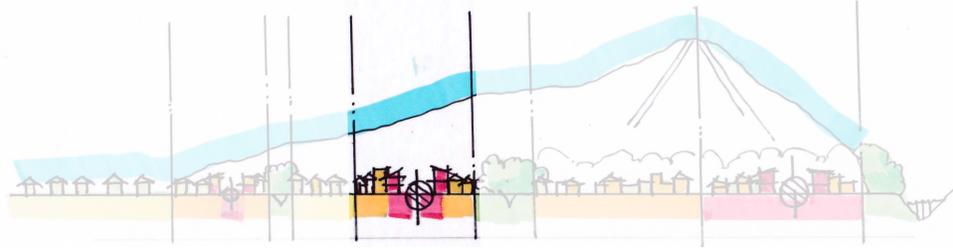
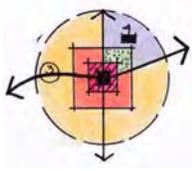
- Residential developments of up to 2-3 storeys and a diversity of housing options such as townhouses, apartments, live-work, or mixed-use developments;
- Small-format commercial/retail for daily needs;
- Neighbourhood scale park, playground or open space;
- Civic/social/religious and cultural gathering place;
- May include a school or daycare;
- Be safe to walk to for people of all ages;
- Be connected to the City's pathway and/or sidewalk network; and
- May contain a transit stop.

POLICIES

- 3.2.1. The following policies apply to those lands identified as Neighbourhood Nodes on ***“MAP 1: Land Use Designations”*** on page 13.
- 3.2.2. The City should strive to achieve density at 40 residential units per hectare or greater.
- 3.2.3. Neighbourhood Nodes should include ground oriented, low-rise developments in the form of triplexes, fourplexes, townhouses, apartments, and mixed-use developments that are 2-3 storeys in height.
- 3.2.4. The City should encourage residential development within or near Neighbourhood Nodes to provide a density transition to the lower density of the surrounding neighbourhood.
- 3.2.5. The City should encourage a diversity of rental, affordable and accessible housing within Neighbourhood Nodes.
- 3.2.6. Small-format, neighbourhood scale commercial, mixed-use development, and neighbourhood amenities are appropriate and should be integrated into Neighbourhood Nodes.
- 3.2.7. Developments should incorporate high standards of urban and architectural design, including street-oriented buildings, high-quality landscaping, canopy trees, and pedestrian and cycling infrastructure.
- 3.2.8. Developments should incorporate high-quality streetscape elements that build upon or improve the existing character of the neighbourhood, such as landscaped areas, public art, signage, and wayfinding.
- 3.2.9. Developments should incorporate pedestrian- and transit-oriented design elements such as seating areas, bike racks, sidewalks, and multi-use connections.
- 3.2.10. New Neighbourhood Nodes may be identified if they meet the following criteria:
 - a) within 100m from a major intersection;
 - b) on a collector road;
 - c) existing higher density development;
 - d) existing or potential to connect to City’s pedestrian network; and
 - e) where pedestrian connections do not currently exist the developer is responsible for completing the sidewalk or trail network.



3.3 COMMUNITY HUBS



GUIDING PRINCIPLE 2 - GOALS

-  Establish a walkable mixed use employment node in each neighbourhood
-  Build a vibrant Downtown and reinforce Market Avenue
-  Encourage a variety of housing types to provide affordable housing options for residents of all ages and abilities
-  Preserve historical places, character, and buildings; encourage sensitive infill and redevelopment in all residential neighbourhoods
-  Enhance public space and civic amenities to create opportunities for residents and visitors to experience and enjoy living and visiting Grand Forks
-  Create diverse employment centres accessible to all residents

INTRODUCTION & OBJECTIVES

The next scale of node is a Community Hub, which is a larger hub of activity and includes amenities at the junction of multiple neighbourhoods. A Community Hub is a destination, typically at the intersection of three or four neighbourhoods because it has amenities and services for multiple neighbourhoods and may have City-wide destinations.

Community Hubs should generally have the following characteristics:

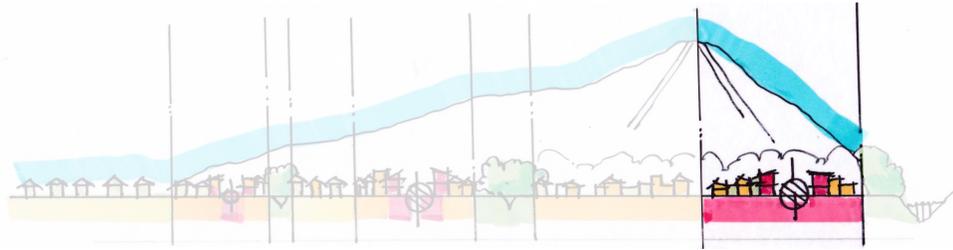
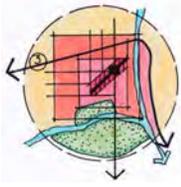
- Residential developments up to 5 storeys through a mixture of townhouses, apartments, live-work, and mixed-use developments;
- Small- to medium-format commercial amenities;
- Parks, playgrounds, open spaces, and/or indoor or outdoor recreation facilities;
- Schools, civic, or institutional facilities;
- Significant social, religious, or cultural gathering spaces;
- Be connected to the City's pathway and sidewalk networks; and
- Public transit stop.

POLICIES

- 3.3.1.** The following policies apply to those lands identified as Community Hubs on ***“MAP 1: Land Use Designations”*** on page 13.
- 3.3.2.** The City shall encourage a diversity of rental, affordable and accessible housing within Community Hubs.
- 3.3.3.** The City should direct and encourage higher density residential developments to be located within Community Hubs.
- 3.3.4.** Community Hubs should provide for a broad mix of residential, commercial and civic uses that are appropriately scaled to serve multiple neighbourhoods.
- 3.3.5.** Community Hubs should strive to develop at 60 UPH / 24 UPA or greater.
- 3.3.6.** Where possible, residential development within Community Hubs should provide a density transition to the lower density of the surrounding neighbourhood.
- 3.3.7.** Community Hubs should include ground oriented to mid-rise residential development in the form of townhouses, apartments, triplexes, fourplexes, live-work, and mixed-use developments up to 5 storeys.
- 3.3.8.** Developments and buildings should be oriented to the neighbourhoods they serve and should not be oriented towards a highway or major road. Where highway orientation is desired, buildings should be double-fronting to also provide architectural interest to the neighbourhood.
- 3.3.9.** Developments should incorporate high-quality streetscape elements that build upon the existing character of the neighbourhoods being served, such as landscaped areas, canopy trees, public art, signage, and wayfinding.
- 3.3.10.** Developments should incorporate pedestrian- and transit-oriented design elements such as seating areas, bike racks, sidewalks, and multi-use connections.
- 3.3.11.** Where pedestrian connections don't currently exist the developer is responsible for completing the sidewalk or trail network.
- 3.3.12.** New Community Hubs may be identified if they meet the following criteria:
- a)** centrally located on an arterial road;
 - b)** existing community, educational or institutional centre within 100m;
 - c)** existing higher density development; and
 - d)** existing or potential to connect to City's pedestrian network.



3.4 DOWNTOWN CORE



GUIDING PRINCIPLE 2 - GOALS

-  Establish a walkable mixed use employment node in each neighbourhood
-  Build a vibrant Downtown and reinforce Market Avenue
-  Encourage a variety of housing types to provide affordable housing options for residents of all ages and abilities
-  Preserve historical places, character, and buildings; encourage sensitive infill and redevelopment in all residential neighbourhoods
-  Enhance public space and civic amenities to create opportunities for residents and visitors to experience and enjoy living and visiting Grand Forks
-  Create diverse employment centres accessible to all residents

INTRODUCTION & OBJECTIVES

The third type of node is the City's downtown, a city-wide gathering place. The Grand Forks Downtown Core, also known as the Market District, is the heart of Grand Forks and accommodates a concentration of commercial activity, civic/institutional uses (e.g. City hall, art gallery), parks/plazas, and mixed-use development. It is considered to be the focal point for civic, commercial, social and cultural activity. The Downtown Core has a rich history which manifests its character in the heritage buildings that remain in this area. As the heart of the City, what is good for the downtown is good for the City.

Grand Forks supports the Downtown Core as a focal point for commercial, civic and cultural activity, and for preservation and enhancement of the City's heritage assets and character.

Downtown Core should generally have the following characteristics:

- Be the City's primary commercial/retail centre;
- Be the preferred location for the City's primary civic institutions and office uses (e.g. City Hall);
- Be the preferred location for festivals and special events;
- Location for major parks and open spaces; and
- Residential development that is complementary to the commercial focus in the form of mixed-use residential, townhouses, apartments, and live-work units.

POLICIES

- 3.4.1.** The following policies apply to those lands identified as Downtown Core on *“MAP 1: Land Use Designations”* on page 13.
- 3.4.2.** Prioritize maintenance and upgrading of core infrastructure in the asset management plan in terms of long-term return on investment.
- 3.4.3.** The Downtown Core should have a mix of commercially-oriented spaces predominantly on first floors with office and professional uses on the periphery of the core or on second floors.
- 3.4.4.** The City should integrate the City’s parks, open spaces, and pathways with the core downtown commercial area to facilitate safe movement of pedestrians, cyclists, and motorists. This may include additional signage, accessible design elements, wayfinding, lighting, sidewalks, and pathways.
- 3.4.5.** Residential developments should be complementary to the commercial character of the Downtown Core in the form of upper storey residential apartments, townhouses, apartments, and/or live-work units.
- 3.4.6.** Implement and maintain the Wayfinding Signage Program Master Plan that supports and enhances the character of historic downtown and the Downtown Core.
- 3.4.7.** Continue to prioritize the Downtown Core for the hosting of special events and public ceremonies.
- 3.4.8.** Heritage buildings and sites should be rehabilitated or enhanced by adaptive reuse for uses such as residential, commercial, tourist, civic, mixed, or arts and cultural uses.
- 3.4.9.** Identify incentives to encourage property owners to restore heritage buildings, seeking funding partnership opportunities wherever possible.
- 3.4.10.** Support pedestrian-oriented commercial and gathering opportunities on Market Avenue, and explore opportunities for partial or seasonal closures in collaboration with downtown businesses.
- 3.4.11.** Developments should incorporate high standards of urban and architectural design as per the Development Permit Areas (DPAs) within this OCP.
- 3.4.12.** Developments should incorporate high-quality streetscape elements that builds upon the existing character of the Downtown, such as landscaped areas, canopy trees, public art, signage, and wayfinding.
- 3.4.13.** Developments should incorporate pedestrian- and transit-oriented design elements such as seating areas, bike racks, sidewalks, and multi-use connections.
- 3.4.14.** Streetscaping improvements, such as street trees, paving improvements, and street furniture should be undertaken from Highway 3 (Central Ave) to Market Avenue to create a stronger visual connection from the highway to the Downtown Core.
- 3.4.15.** Multi-use pathway and pedestrian connections should be created and enhanced between Market Avenue and the Granby River, TransCanada Trail, and City Park along 2nd and 4th Streets.
- 3.4.16.** Alleyways should be developed as secondary opportunities for commercial enterprises and public space.



DRAFT April 28, 2022

3.5 ALL NEIGHBOURHOODS

GUIDING PRINCIPLE 2 - GOALS

-  Establish a walkable mixed use employment node in each neighbourhood
-  Build a vibrant Downtown and reinforce Market Avenue
-  Encourage a variety of housing types to provide affordable housing options for residents of all ages and abilities
-  Preserve historical places, character, and buildings; encourage sensitive infill and redevelopment in all residential neighbourhoods
-  Enhance public space and civic amenities to create opportunities for residents and visitors to experience and enjoy living and visiting Grand Forks
-  Create diverse employment centres accessible to all residents

INTRODUCTION AND OBJECTIVES

The following section applies to all those areas identified as “**Neighbourhoods (Agricultural / Rural, Residential Neighbourhood, and Greater Downtown Neighbourhood Areas)**” on [“MAP 1: Land Use Designations” on page 13](#).

Fostering a sense of ‘home’ is important to health and wellbeing, and creating great neighbourhoods can directly improve the wellbeing of citizens. As a community, the City of Grand Forks strives to create spaces which its citizens can be proud to call home.

Neighbourhoods in Grand Forks should contain a mix of land uses, housing types, and amenities to support a diversity of people, healthy lifestyles, and social and cultural activities. Neighbourhoods should include a range of residential housing types from traditional low-density homes and laneway homes to attached housing forms such as duplexes, triplexes, and townhouses.

Neighbourhoods should be more than just housing with small-format commercial amenities, schools, parks and open spaces, recreation facilities, and civic, social, religious, and cultural places. Although most of these non-residential amenities will be located within Neighbourhood Nodes, some will be integrated into the neighbourhoods.

The City should aim to guide neighbourhoods to have a variety of housing types to support rental, affordable, and accessible housing to meet the needs of all citizens, and to enable housing diversity to align with community demographics including multi-generational housing. The density policies below enable sufficient housing stock to flexibly meet current and potential future housing demand. It also supports sound asset management by having sufficient residential base to pay for utilities as well as services such as roads and drainage ([Section 5.5](#)).

POLICIES

- 3.5.1.** The following policies apply to all lands identified as “**Neighbourhoods (Agricultural / Rural, Residential Neighbourhood, and Greater Downtown Neighbourhood Areas)**” on [“MAP 1: Land Use Designations” on page 13](#).
- 3.5.2.** All Neighbourhoods shall strive over time to reach an overall minimum gross residential density of 25 units per hectare (10 units per acre).
- 3.5.3.** A master plan shall be required for developments on parcels greater than 1 hectare in area in all Neighbourhood Areas. For further direction on master plan submission requirements, [see Appendix XX: Master Plan Submission Requirements](#).

- 3.5.4. All Neighbourhood Areas within the City should accommodate a range of housing forms such as single-detached housing, laneway homes, secondary suites, and two-unit dwellings.
- 3.5.5. All neighbourhoods should incorporate rental, affordable, and accessible housing.
- 3.5.6. Each neighbourhood should have an associated Neighbourhood Node to ensure a complete neighbourhood with sufficient amenities within walking distance from the majority of homes in the neighbourhood.
- 3.5.7. The City should connect all existing residential lots not located within the Agriculture / Rural Residential or Environmental areas within 100 metres of either a primary trail, secondary trail, or paved pathway.



3.6 GREATER DOWNTOWN NEIGHBOURHOOD

AREA CHARACTERISTICS

- Established neighbourhood of primarily traditional single-family
- Some multi-unit and infill developments
- Proximity to the Downtown Core and its concentration of commercial and mixed-use amenities
- Bordered by Observation Mountain, the Granby and Kettle Rivers
- Primarily grid or modified grid layout
- Primarily small to medium lot sizes

KEY VISION FOR GREATER DOWNTOWN

- Focused area for sensitive infill residential and increased density to support the businesses within the Downtown Core
- Opportunity area for City investment in wayfinding, placemaking and branding
- Opportunity area for City investment for improved multi-modal streetscapes to support intensification

POLICIES

- 3.6.1.** The following policies apply to those lands identified as “**Greater Downtown Neighbourhood**” on ***“MAP 1: Land Use Designations”*** on **page 13**.
- 3.6.2.** The City shall strive over time for a minimum overall gross residential density of 40 units per hectare (16 units per acre) across the Greater Downtown.
- 3.6.3.** Individual developments consisting of eight (8) or more dwelling units or 0.5 hectares or greater shall achieve a minimum gross residential density of 40 units per hectare (16 units per acre).

- 3.6.4.** The residential character within the Greater Downtown shall evolve over time to include a greater range of housing forms and density, including single-detached dwellings, two-unit dwellings, laneway homes, secondary suites, live-work buildings, townhouses, and apartments.
- 3.6.5.** The City will endeavor to support safe pedestrian and cycling access to recreational amenities near downtown including Observation Mountain and the Kettle and Granby Rivers.
- 3.6.6.** Contextually sensitive infill re-development is encouraged, including subdivision of larger lots for small residential lots or multi-unit ground-oriented buildings.
- 3.6.7.** Developments should incorporate high-quality streetscape elements that build upon the existing character of the City and the broader branding and wayfinding of the Downtown Core, such as landscaped areas, public art, signage, and wayfinding.
- 3.6.8.** Multi-unit residential developments should incorporate pedestrian- and transit-oriented design elements such as seating areas, bike racks, sidewalks, and multi-use connections.
- 3.6.9.** The City will aim to invest in the development of high-quality complete streetscapes within the Greater Downtown that support the broader branding and wayfinding of the Downtown Core. This includes on-street parking, on- or off- street bike lanes or multi-use pathways, accessible pedestrian-oriented design, continuous street trees on both sides of the street, and unique lighting, signage, and wayfinding.

3.7 RESIDENTIAL NEIGHBOURHOODS

CHARACTERISTICS

- A mix of established residential areas from different eras with predominately a single-detached character
- Housing types, styles and density varies across the City. Maintaining a spacious feel in some neighbourhoods may be desirable while other areas may wish to infill to optimize land opportunities.
- Street networks are mostly a grid, but can include curvilinear design in some areas

KEY VISION FOR ALL NEIGHBOURHOODS

- Opportunities for infill development of large, vacant parcels that could accommodate a diversity of housing types including multi-unit, rental, and affordable housing.
- Focused intensification and development of Neighbourhood Nodes and Community Hubs to provide multi-unit, rental and affordable housing (see ***“MAP 1: Land Use Designations” on page 13.***)
- Maintain existing historical architectural character of neighbourhoods with sensitive infill redevelopment.
- Where present, maintain neighbourhood connections to nature parks, rivers, and community amenities.
- Connect neighbourhoods to each other, Community Hubs and the Downtown through the development of complete streets and multi-use trails.

POLICIES

- 3.7.1. The following policies apply to those lands identified as **“Residential Neighbourhood”** on ***“MAP 1: Land Use Designations” on page 13.***
- 3.7.2. The Neighbourhoods should accommodate a range of housing forms that includes single-detached dwellings, laneway homes, secondary suites, two-unit dwellings, triplexes, fourplexes, and townhouses.

3.7.3. Individual developments consisting of eight (8) or more dwelling units or 0.5 hectare or greater shall achieve a minimum gross residential density of 30 units per hectare (12 units per acre).

3.7.4. Developments adjacent to agricultural lands should incorporate landscape setbacks, treed buffers and screening along the shared property line to ensure continued compatibility with agricultural activities.

3.7.5. The City will aim to prioritize investment in the development of complete streets and multi-use trails within Neighbourhoods to provide multi-modal connections to the broader City.

3.7.6. Developments in all Neighbourhoods should be compatible with the residential form and character of a neighbourhood specifically through:

- a) Similar setbacks;
- b) Preservation of historical architectural elements (if present) or building design that complements the historical architecture of the neighbourhood; and
- c) Preservation and replacement of trees and natural vegetation.

3.8 AGRICULTURAL/RURAL RESIDENTIAL NEIGHBOURHOOD

ENVIRONMENTAL GOALS

Related Primary Goals



Protect and support the continued use of agricultural and rural land uses within the City



Related Secondary Goals

Reduce GHGs and fight climate change

INTRODUCTION & OBJECTIVES

The Agricultural / Rural Residential area includes rural lands within and outside of the “**Agricultural Land Reserve (ALR)**,” which may or may not currently be under agricultural production. This area is located primarily along the western and southern edges of the municipal boundary. Development within this area may include single-detached residential and residential accessory dwellings, and a variety of agricultural and rural residential uses, maintaining agricultural land and rural residential uses as a resource for food security and economic activity.

Properties within this land use area may be within the 25 year floodway and are therefore also subject to **“2.5 Floodplain DPA” on page 23.**

INTENT

The intent of this area is to maintain a continuation of the existing rural and low-density development pattern while providing opportunities for agriculture in alignment with provincial legislation and protection of ALR lands.

POLICIES

3.8.1. Lands identified as “**Agricultural / Rural Residential**” on **“MAP 1: Land Use Designations” on page 13** shall have limited future development and shall maintain a low density rural development pattern. Overall density should be less than 2.5 units per ha.

3.8.2. The City shall seek to support and protect the productive and sustainable agricultural use of land designated within the ALR.

3.8.3. The City supports home-based businesses and small scale enterprises producing local goods within the Lands identified as “**Agricultural / Rural Residential**” on **“MAP 1: Land Use Designations” on page 13.**

3.8.4. The City should encourage local food production and promote the sale of locally-produced goods through the preservation of agricultural land within the Lands identified as “**Agricultural / Rural Residential**” on **“MAP 1: Land Use Designations” on page 13.**

3.8.5. Where a property is adjacent to agricultural lands, the City should encourage land uses that are compatible with adjacent agricultural uses, such as urban agriculture, parks, open spaces, and passive recreation areas.

3.8.6. Where a property is adjacent to land in the ALR, the City should encourage minimizing negative impacts on agricultural operations are in place by requiring appropriate buffers, setbacks and site planning.

3.8.7. All new developments should incorporate FireSmart Canada principles and design standards.

NEIGHBOURHOODS HOUSING DENSITY SUMMARY

This graphic provides a visual summary of the housing density policies within the Neighbourhood Land Use Policies.

The visuals are meant to assist in understanding how housing density policies within the OCP will look like as neighbourhoods grow and develop over time.



Cross Section Street View - 25 UPH



Perspective View



Precedent Image

ALL NEIGHBOURHOODS

Target Density for the Area:

30 units per hectare (12 units per acre)

Minimum Density for Individual Developments:

30 UPH (8 UPA)

Maximum Density for Individual Developments:

N/A

What does this look like? E.g. typical housing forms

Mix of medium and small-lot single-detached homes, laneway homes, secondary suites with duplexes, triplexes, and townhouses.

How would this happen?

- Additional laneway homes & secondary suites
- More duplexes & semi-detached housing
- Some new townhouses/triplexes or similar attached housing



Precedent Images



Cross Section View - 40 UPH



Perspective View



Precedent Image

GREATER DOWNTOWN

40 units per hectare (16 units per acre)

40 UPH (16 UPA)

60 UPH (24 UPA)

Most lots have 2 or more units, either with a secondary suite/laneway home, duplex, triplex, or townhouse

- Additional laneway homes & secondary suites on most properties
- Infill of vacant lots into duplexes, townhouses or apartments
- Buildings up to 3-4 storeys



Cross Section Street View - 40 UPH



Perspective View



Precedent Image

NEIGHBOURHOOD NODE

40 units per hectare (16 units per acre)

40 UPH (16 UPA)

60 UPH (24 UPA)

Residential units on the upper floors of a mixed-use building
Townhouses, duplexes, and triplexes

- Transformation of existing buildings into mixed-use buildings (commercial on the ground floor with residential above)
- New residential or mixed-use buildings up to 3-4 storeys



Cross Section Street View - 60 UPH



Perspective View



Precedent Image

COMMUNITY HUB

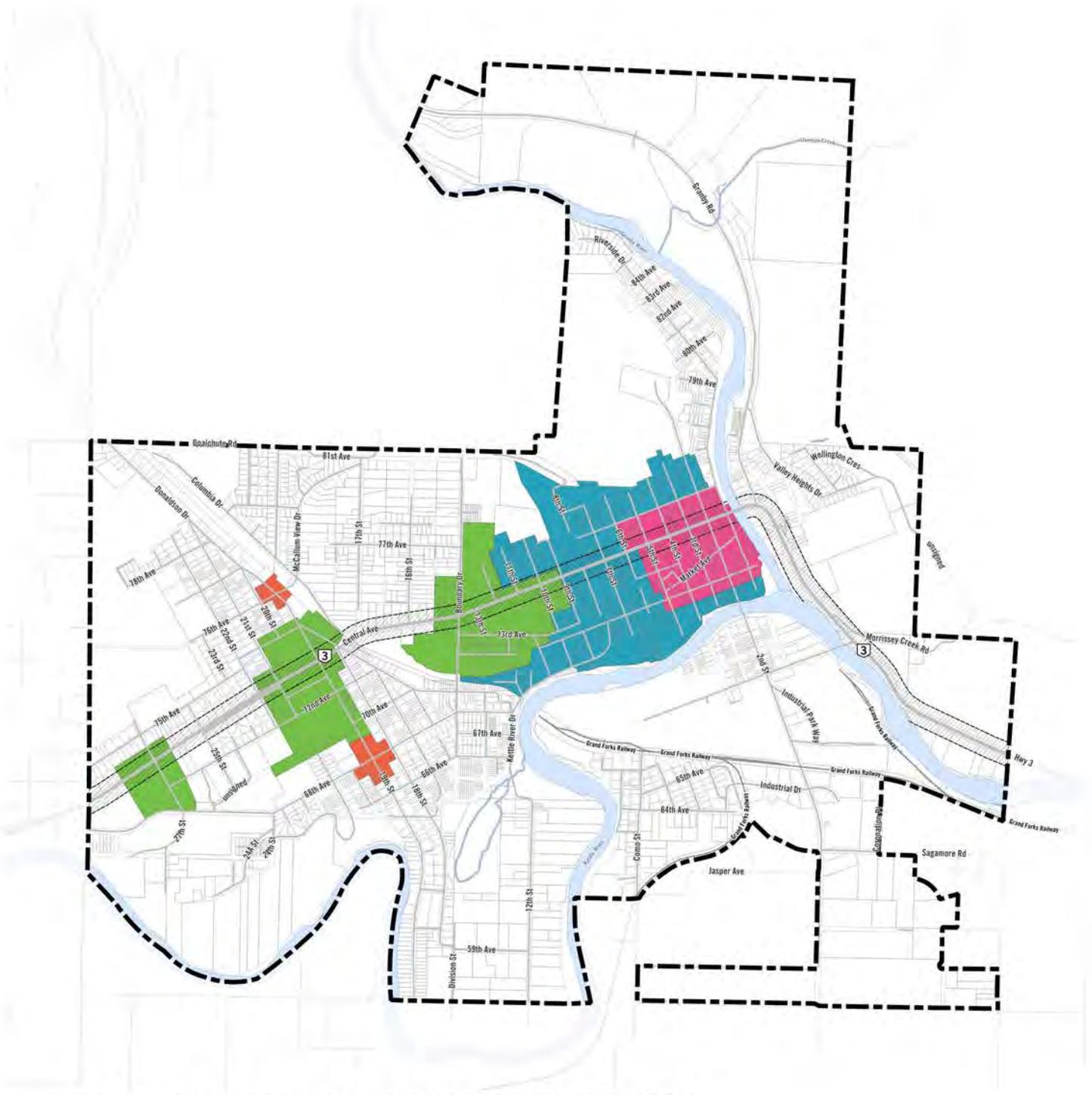
60 units per hectare (24 units per acre)

60 UPH (24 UPA)

80 UPH (32 UPA)

Buildings 3-5 storeys in height
Mixed-use buildings with multiple floors of residential above ground floor commercial
Townhouses, rowhouses, and apartments

- Construction of new mixed-use buildings or conversion of existing buildings
- New residential buildings up to 5 storeys in height



MAP 9: NEIGHBOURHOOD DEVELOPMENT PERMIT AREAS

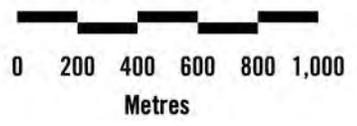
Legend

- City of Grand Forks
- Railway Lines
- Roads
- Rivers
- Streams
- Parcels
- DPA Corridor
- HD - Historic Market District
- GDT - Greater Downtown Infill
- CC - Community Centres
- NN - Neighbourhood Nodes



NORTH

SCALE: 1:25,000



NEIGHBOURHOOD DEVELOPMENT PERMIT AREAS (DPA)

WHAT IS A DPA?

The City of Grand Forks has the authority designated by the Local Government Act to designate certain areas within the City boundaries as Development Permit Areas (DPAs). These areas identify locations that warrant design guidelines.

REQUIREMENTS

A property owner is required to get a development permit if any portion of their parcel is located within any DPA, prior to:

- Subdividing land; or
- Constructing, adding to, or substantially altering a building.
- Stripping and grading including the removal of trees, vegetation, and grading of the land for the purposes of development or access.

EXEMPTIONS & VARIANCES

General exemptions include:

- Interior alterations to a building;
- Replacement, upgrading, or repair of roofing, windows, paint or signage;
- Installation, repair, or placement of utilities, infrastructure, or flood protection works by the City or authorized agencies;
- General road construction or maintenance within the right-of-way;
- Removal of Danger Trees under direction of a qualified arborist;
- Removal of invasive species;
- Restoring, supplementing or maintaining existing vegetation;
- Removal of flammable vegetation and materials for the purposes of FireSmart treatment within 30 metres of structures; and
- Any works undertaken by the City of Grand Forks on City property.

Minor variances may be considered for:

- Setbacks in order to retain existing mature trees;
- Impermeable surfaces provided that other means of managing stormwater management are included in the design; or
- Landscape buffers where the proposed building locations do not allow for a viable tree buffer. In this case, an equivalent planting area is required on site or within the public realm.

3.9 GENERAL NEIGHBOURHOOD DPA POLICIES

GUIDING PRINCIPLE 2 - GOALS

-  Establish a walkable mixed use employment node in each neighbourhood
-  Build a vibrant Downtown and reinforce Market Avenue
-  Encourage a variety of housing types to provide affordable housing options for residents of all ages and abilities
-  Preserve historical places, character, and buildings; encourage sensitive infill and redevelopment in all residential neighbourhoods
-  Enhance public space and civic amenities to create opportunities for residents and visitors to experience and enjoy living and visiting Grand Forks
-  Create diverse employment centres accessible to all residents

INTRODUCTION AND OBJECTIVES

The City of Grand Forks desires to create aesthetically pleasing neighbourhoods with unique character and a strong sense of safety. Community design and architecture, through the implementation of Development Permit Area (DPA) policies, can play a lead role in creating these important neighbourhood characteristics.

The General Neighbourhood DPA policies seek to create a minimum standard for community design throughout all of Grand Forks' neighbourhoods. The policies focus on maintaining local character, contextual design, pedestrian safety and movement, and creating buildings that **“interact”** with the street through design components such as porches, patios, reduced setbacks, building articulation and windows.

GENERAL NEIGHBOURHOOD DPA POLICIES

APPLICABILITY

- 3.9.1.** The following policies apply to all commercial, mixed use, and multi-unit residential lands within the following Development Permit Areas on **“MAP 9: Neighbourhood Development Permit Areas”**:
- a) **“Historic Market District DPA”**;
 - b) **“Greater Downtown Infill DPA”**;
 - c) **“Community Hubs DPA”**; and
 - d) **“Neighbourhood Nodes DPA.”**

EXEMPTIONS

- 3.9.2.** Existing or new single-detached dwellings, detached accessory dwelling units, duplexes, and triplexes shall be exempt from the following “**General Neighbourhood DPA**” policies even if the building is being changed from a residential to a commercial use, on condition that the current architectural design of the dwelling is generally maintained. Minor alterations to the exterior of the building are permitted where they are required for maintenance, safety, and to ensure structural integrity.
- 3.9.3.** Building additions less than 25% of the existing building Gross Floor Area shall be exempt from the following “**General District DPA**” policies.
- 3.9.4.** Minor alterations to the exterior of the building are permitted where they are required for maintenance, safety, and to ensure structural integrity.

NEIGHBOURHOOD CONTEXT

- 3.9.5.** Applications shall include a site analysis that identifies existing structures, roads, sidewalks and trails, significant environmental features, and existing mature trees.
- 3.9.6.** Applications shall include a comprehensive site plan that considers the surrounding neighbourhood architecture and character.
- 3.9.7.** The development shall improve neighbourhood connectivity by constructing and enhancing sidewalks, trails, bike routes, and vehicle connections in the area.

STREETS & THE PUBLIC REALM

- 3.9.8.** Sidewalk amenity zones with boulevards or street tree planting areas are strongly encouraged, and should be sized a minimum of 2.0m to support the survival of street trees.



Figure 3.1: *Sidewalk and Amenity Zone*

- 3.9.9.** Developments are encouraged to incorporate Low Impact Development (LID) techniques into site planning. Applicants should consider employing techniques such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drainpipes into vegetated areas within the amenity zone.
- 3.9.10.** Street furniture should be designed in a way to reflect the heritage values of the community.

BUILDING SITING & ORIENTATION

- 3.9.11.** Site buildings so they front and frame public streets. For corner sites, site buildings to front both streets, as practical.
- 3.9.12.** Buildings shall have a front setback no greater than 6.0 metres except where patios or plazas are provided.
- 3.9.13.** The City encourages smaller setbacks for porches, decks, and other semi-private spaces, as long as it is consistent with the surrounding neighbourhood.
- 3.9.14.** Buildings should be located along the street front portion of the site and oriented to the street.
- 3.9.15.** Developments located within 50m of Highway 3 should be oriented toward Highway 3 with a minimal front setback.

- 3.9.16.** Elevated frontages created by flood construction level requirements should use landscaped terraces, porches and/or other features that improve accessibility and integration with the street.

BUILDING FORM & ELEMENTS

- 3.9.17.** Buildings should have no blank walls greater than 6 to 8 metres horizontally. Where there are major extents of wall surfaces, architectural features including glazing, texture, graphics, and colours should be provided as visual interest to break up the massive surface.
- 3.9.18.** Building entrances shall be oriented to the street, and be clearly identifiable from public areas.
- 3.9.19.** Main entry areas should be highly articulated with at least 50 percent glazing and a distinct front door design and broad overhangs in roof structure and details.
- 3.9.20.** Developments should place active uses at the street level with secondary uses located on upper floors or in the alley.
- 3.9.21.** Building facades should incorporate roof overhangs, architectural features, doors and windows to articulate individual entries or uses along a façade.
- 3.9.22.** Canopy and/or awning systems detailing should consider integrated signage, lighting, and display systems.
- 3.9.23.** Canopy and awning systems depth should be maximized to provide greater weather protection, as well as reduce the scale impact of larger buildings.

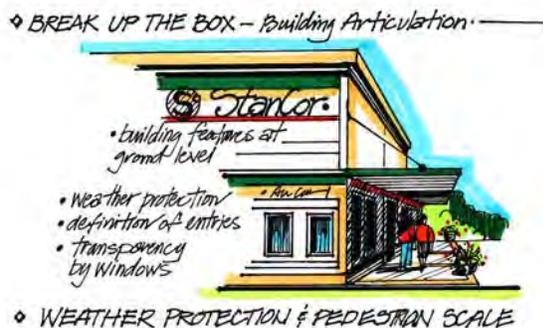


Figure 3.2: Weather Protection from Awnings

CHARACTER & MATERIALS

- 3.9.24.** Use of natural colours found in the local natural landscape or accent colours complementary to these natural colours are strongly encouraged.
- 3.9.25.** To promote wildfire resistance for built structures, the use of cedar shakes and box batten roof materials is discouraged.
- 3.9.26.** Buildings and landscape features should incorporate sustainable or green building materials, including recycled, recyclable, and locally sourced materials.

LANDSCAPING & SCREENING

- 3.9.27.** A landscaping plan shall be submitted as part of a Development Permit application.
- 3.9.28.** A landscape plan shall include:
- Identification of planting areas and types of plantings;
 - Vegetation and trees to be retained and protected during construction by distinct fencing;
 - On-Site stormwater mitigation;
 - Proposed site grading;
 - Site access points (vehicle and pedestrian); and
 - A lighting strategy.
- 3.9.29.** A landscape plan may also include:
- Identification of signage;
 - Public art;
 - Outdoor amenity space;
 - Seating areas; and
 - Bicycle parking.
- 3.9.30.** Landscape design shall extend and complement the central natural area of the site and complement the adjoining residential development with natural plantings, accent planting, and specimen planting where appropriate.
- 3.9.31.** Plant species identified by the Invasive Species Council of BC as invasive, and/or by the Ministry of Agriculture as noxious, are prohibited.

- 3.9.32.** Stormwater must be accommodated on-site.
- 3.9.33.** Stormwater design that encourages infiltration and the use of natural systems to mitigate storm surges should be incorporated into streetscaping where possible.
- 3.9.34.** New development should retain, where possible, existing mature and native trees and protect their root systems from disturbance during and after construction.
- 3.9.35.** The scale and location of plant material should complement and be consistent with the scale and massing of the building(s) and the street trees to soften the visual impacts of building edges and interfaces between buildings and parking areas.
- 3.9.36.** Tree selection should be FireSmart and vegetation suitable for the City of Grand Forks and water conserving where applicable. Planting shall support shading strategies for passive cooling in summer using deciduous species that allow solar gain in winter, and provide windbreaks from prevailing winter winds to reduce heat loss in the winter.



Figure 3.3: *Fencing and Wall Detail for Parking Areas*

- 3.9.37.** Outdoor storage areas should be fenced or screened with vegetation. Garbage areas should be fully enclosed and bear/wildlife proof, similar to the type used by the municipality for commercial waste collection.
- 3.9.38.** Site grading and excavation should retain topsoil on site and create the least site disturbance where possible.

- 3.9.39.** Locate building ventilation systems to minimize noise and exhaust on pedestrian areas, adjacent residential development, and outdoor spaces.

ACCESS AND PARKING

- 3.9.40.** Parking areas shall be located in the rear of the site behind the main building or beside the main building. Parking in the rear is preferred.
- 3.9.41.** Access to parking and loading should be provided via alleys or side streets.



Figure 3.4: *Preferred Parking Location*

- 3.9.42.** Parking areas with more than 10 stalls should be broken into smaller groups, divided by landscaping.
- 3.9.43.** Off-street parking and loading should be encouraged where possible and designed to promote safe and efficient vehicle entrances and exits, and on-site circulation.
- 3.9.44.** Sites should be designed in a way that accommodates alternative modes of transportation, with provisions made for features such as pedestrian sidewalks, bicycle and walking paths or lanes, and bicycle racks on the site. Pedestrian and bicycle networks on the site should link with networks off the site.
- 3.9.45.** Bicycle parking, Rideshare parking, and EV charging stations are encouraged and may be used to reduce on-site parking requirements by 10% or more.

SIGNAGE

- 3.9.46.** In multi-tenant buildings, signs shall be designed to present a unified appearance using a single sign at the entrance and separate signs in a consistent sign strip along the mid-part of the building/buildings.



Figure 3.5: Sign Integration

- 3.9.47.** Private commercial signage shall not detract from the visibility of any City entrance signs.
- 3.9.48.** Signage shall only advertise businesses, organizations, or activities located within Grand Forks.
- 3.9.49.** Directly integrate signage into building façades. Design signage to be architecturally consistent with associated buildings. Single or double pole mounted signs are not permitted and backlit box signs are not permitted.
- 3.9.50.** Signage design, materials, and message should be integrated and complement the scale, colours, and materials of the building.
- 3.9.51.** Signage should be developed that is legible at a pedestrian scale.
- 3.9.52.** Historic signs should be maintained if found to be a character defining element of the place.
- 3.9.53.** No sign should be constructed or situated so that it disfigures or conceals any significant architectural feature of the building.
- 3.9.54.** Wayfinding signage should be installed in conjunction with Grand Forks' Wayfinding Strategy.

LIGHTING

- 3.9.55.** Lighting shall be designed following a 'dark sky policy' with direct lighting only (full-cut-off) so lighting is directed and there is minimum off-site impacts especially on adjacent residential neighbourhoods.
- 3.9.56.** Within the development, discreet front entrance lighting and other visitor parking lighting should be pedestrian scaled, LED energy efficient, directed, and complementary to the adjoining street lighting.
- 3.9.57.** Lighting should be permanent and should respect the heritage values and character defining elements of the building.
- 3.9.58.** Lighting that highlights the architecture of the building is encouraged, but that avoids light pollution in the sky.

3.10 HISTORIC MARKET DISTRICT DPA

GUIDING PRINCIPLE 2 - GOALS

-  Establish a walkable mixed use employment node in each neighbourhood
-  Build a vibrant Downtown and reinforce Market Avenue
-  Encourage a variety of housing types to provide affordable housing options for residents of all ages and abilities
-  Preserve historical places, character, and buildings; encourage sensitive infill and redevelopment in all residential neighbourhoods
-  Enhance public space and civic amenities to create opportunities for residents and visitors to experience and enjoy living and visiting Grand Forks
-  Create diverse employment centres accessible to all residents

INTRODUCTION AND OBJECTIVES

The Grand Forks “**Historic Market District DPA**” is located in downtown Grand Forks. The area has a well established “**Main Street**” along Market Avenue, which is the downtown anchor. Mixed use and commercial use buildings surround Market Avenue, and support the majority of commercial activities in Grand Forks. The modified grid block, with well established street trees, lend to the pedestrian-friendly character of the Downtown Core. Many of the heritage resources that exist in Grand Forks are located in the downtown.

Grand Forks’ downtown has a unique heritage character. It brings economic and social opportunities. As properties infill and redevelop, it is important that new buildings and renovations complement or improve on the existing character in order to strengthen the downtown. This includes making sure that new buildings fit the character with similar form, massing, streetscaping, and materials.

As infill occurs, City Council aims to support the protection, preservation and promotion of heritage resources.

POLICIES

APPLICABILITY

- 3.10.1.** *Section “3.9 General Neighbourhood DPA Policies” on page 56*, including exemptions, apply to the “**Historic Market District DPA.**”
- 3.10.2.** The following policies apply to the “**Historic Market District DPA**” as shown on “*MAP 9: Neighbourhood Development Permit Areas*”.

HISTORIC MARKET DISTRICT POLICIES

- 3.10.3.** New buildings and building renovations in the “**Historic Market District DPA**” shall be consistent with the [City of Grand Forks Heritage Program - Design Guidelines for the Historic Downtown, prepared by the BC governments Heritage Branch \(2011\)](#).
- 3.10.4.** Developments within the “**Historic Market District**” should maintain a small-town scale and include design materials and elements that reflect Grand Forks’ railway history, traditional building materials, and/or the surrounding natural landscape (mountains, rivers, wildlife, and lakes).
- 3.10.5.** Building materials shall be consistent with City of Grand Forks Heritage Program - Design Guidelines for the Historic Downtown.

- 3.10.6.** New buildings within the historic downtown should be constructed to respect the character defining heights of surrounding buildings.
- 3.10.7.** Heights of existing buildings should be respected when additions are considered. In particular, the physical appearance of the height of buildings within the historic downtown as seen from the street should be maintained.
- 3.10.8.** Elevated frontages created by flood construction level requirements should use landscaped terraces, porches, and/or other features that improve accessibility and integration with the street.
- 3.10.9.** Commercial and residential units at-grade should create active frontages with transparent glazing and doors and windows that open to the street.
- 3.10.10.** Civic buildings should be comprehensively planned in conjunction with other nearby civic buildings, public spaces, and non-civic buildings to support connectivity and well-designed public spaces.
- 3.10.11.** Building façades should incorporate roof overhangs, doors and windows, and other architectural features to articulate individual entries or uses along a façade.
- 3.10.12.** New buildings in the downtown should reflect current construction technology and design aesthetics, while respecting the form, scale, character, and materials of surrounding buildings. They should not imitate styles of the past, but strive to achieve compatibility with the old by reflecting surrounding characteristics of scale, rhythm, facade articulation, window to wall ratios, and by maintaining the intact streetscape.
- 3.10.13.** Recessed doorways should be retained or revealed to add visual interest to the streetscape.
- 3.10.14.** Reinstate or continue to use character defining corner entrances. New buildings at intersections should be designed with corner entrances.
- 3.10.15.** Awnings should respect the character of the era in which the building was constructed. Awning and building colours should be compatible. Awnings should be installed/designed or removed so that they do not obscure details in the masonry or distort the proportions of architectural features. Removal of awnings can assist with restoring and enhancing the historic facade. Back-lit or metal awnings are not appropriate.
- 3.10.16.** To promote a high quality of aesthetics in the Downtown Core, the use of stucco and vinyl siding is discouraged.
- 3.10.17.** To promote wildfire resistance for built structures, the use of cedar shakes and box batten roof materials is discouraged.
- 3.10.18.** Sidewalks within 100m from or adjacent to commercial / mixed use buildings should have an obstruction-free pedestrian through zone width of a minimum of 2.5m.
- 3.10.19.** Sidewalks adjacent to residential buildings should have an obstruction-free pedestrian through zone width of a minimum of 1.8m.

3.11 GREATER DOWNTOWN INFILL DPA

GUIDING PRINCIPLE 2 - GOALS

-  Establish a walkable mixed use employment node in each neighbourhood
-  Build a vibrant Downtown and reinforce Market Avenue
-  Encourage a variety of housing types to provide affordable housing options for residents of all ages and abilities
-  Preserve historical places, character, and buildings; encourage sensitive infill and redevelopment in all residential neighbourhoods
-  Enhance public space and civic amenities to create opportunities for residents and visitors to experience and enjoy living and visiting Grand Forks
-  Create diverse employment centres accessible to all residents

INTRODUCTION AND OBJECTIVES

The “Greater Downtown Residential Infill DPA” is intended to guide infill and development around the downtown area. There are two (2) primary focus areas within this DPA:

1. Residential infill in the historic area surrounding downtown Grand Forks; and
2. Corridor enhancement along Highway 3.

The area has historically been characterized as a single-family residential area, containing several heritage buildings that are considered to be an important part of the character of the City of Grand Forks. The area has been designated for Mixed Commercial—Residential primarily. It is considered important that new commercial and multiple-housing developments will contribute to historic preservation within the Heritage Corridor rather than eroding the heritage character of the area.

POLICIES

APPLICABILITY

- 3.11.1. Section “3.9 General Neighbourhood DPA Policies” on page 56 apply to the “Greater Downtown Residential Infill DPA”, including exemptions
- 3.11.2. The following policies apply to the “Greater Downtown Residential Infill DPA” as shown on “MAP 9: Neighbourhood Development Permit Areas”.

GREATER DOWNTOWN RESIDENTIAL INFILL POLICIES

- 3.11.3.** The adaptive re-use of heritage homes for commercial purposes is encouraged to allow small-scale commercial establishments to capitalize upon both the heritage character of the area and its exposure to the provincial highway.
- 3.11.4.** No building shall exceed 15 metres in width or length unless articulated by a wall detail or significant change in surface.
- 3.11.5.** For new buildings, additions, or alterations the shape, siting, rooflines, architectural features, and exterior finish shall be designed to reflect the interesting heritage architectural styles that are present within the Heritage Corridor. Monolithic structures and long expanses of straight lines should be avoided.
- 3.11.6.** Variances to zoning bylaw requirements relating to the siting and size of buildings and structures will be considered as part of the Development Permit approval process if it can be demonstrated that such variances will better protect heritage values, enhance the development, or reduce negative impacts upon neighbouring properties.
- 3.11.7.** Building setbacks should be consistent with surrounding buildings, or reduced to accommodate porches closer to the sidewalk frontage.
- 3.11.8.** Developments within the “**Greater Downtown Residential Infill DPA**” should maintain a small-town scale and include design materials and elements that reflect Grand Forks’ railway history and/or the surrounding natural landscape (mountains, rivers, wildlife, and lakes).
- 3.11.9.** The heritage character of existing buildings, structures, and landscapes should be sensitively maintained or restored, where structurally feasible, with limited additions.
- 3.11.10.** Where alterations or additions are to be made to existing buildings, structures, and landscapes, they should be architecturally consistent with heritage character of the site and surrounding heritage sites, and should enhance the visual character of the area.
- 3.11.11.** The shape, scale, orientation, and siting of buildings should be consistent with, or improve on, adjacent development.
- 3.11.12.** Buildings should be designed to relate positively to pedestrians at street level.



3.12 COMMUNITY HUBS DPA

GUIDING PRINCIPLE 2 - GOALS

-  Establish a walkable mixed use employment node in each neighbourhood
-  Build a vibrant Downtown and reinforce Market Avenue
-  Encourage a variety of housing types to provide affordable housing options for residents of all ages and abilities
-  Preserve historical places, character, and buildings; encourage sensitive infill and redevelopment in all residential neighbourhoods
-  Enhance public space and civic amenities to create opportunities for residents and visitors to experience and enjoy living and visiting Grand Forks
-  Create diverse employment centres accessible to all residents

INTRODUCTION AND OBJECTIVES

Community Hubs are larger community nodes with mixed-use and multi-unit developments. They serve the greater community and include node anchor uses such as recreation centres, schools, and regional commercial centres. They are typically located along the Highway 3 corridor.

Development intensity will be higher around the node anchor, and will transition into the surrounding neighbourhood with a mix of smaller “house-like” multi-unit, duplex, and single-detached buildings towards the edges, on the border with existing neighbourhoods.

POLICIES

APPLICABILITY

- 3.12.1. Section “3.9 General Neighbourhood DPA Policies” on page 56 apply to the “Community Hubs DPA.”
- 3.12.2. The following policies apply to the “Community Hubs DPA” as shown on “MAP 9: Neighbourhood Development Permit Areas”.

COMMUNITY HUBS DPA POLICIES

- 3.12.3. Non-single-detached buildings are encouraged to have reduced front yard setbacks to the street except where patios or plazas are provided.
- 3.12.4. Developments within the “Community Hubs DPA” should maintain a modern small-town scale and include design materials and elements that reflect Grand Forks’ railway history, traditional building materials, and/or the surrounding natural landscape (mountains, rivers, wildlife, and lakes).
- 3.12.5. Buildings should incorporate high quality and natural materials that make reference to Grand Forks’ history, natural setting, and local context. Materials may include timber frame construction; steel, corten steel, modern brick, modern wood, hardiplank, or colourful cladding; transparent glazing; and natural stone design elements.
- 3.12.6. On-street parking shall contribute to overall parking requirements.



Timberframe



Corten Steel



Modern Brick & Hardiboard



Ground floor glazing

- 3.12.7. Civic buildings should be comprehensively planned in conjunction with other nearby civic buildings, public spaces, and non-civic buildings to support connectivity and well-designed public spaces.
- 3.12.8. Building heights should be 3-4 storeys with ground-oriented commercial, civic, or residential uses.
- 3.12.9. Rooflines and roof pitches should be compatible with the surrounding neighbourhood.
- 3.12.10. Pitched roofs are encouraged adjacent to existing smaller residential forms to better integrate mixed use and apartment buildings with the existing neighbourhood.

- 3.12.11. Commercial sidewalks should include an obstruction-free pedestrian through zone and may include an amenity zone.
- 3.12.12. Large surface parking lots are not supported for commercial properties, but maybe permitted for large, community-wide civic uses.
- 3.12.13. Parallel or angled parking is encouraged to reduce overall on-site parking demand.
- 3.12.14. Sidewalks within 100m or adjacent to commercial / mixed use buildings should have an obstruction-free pedestrian through zone width of a minimum of 2.5m.
- 3.12.15. Sidewalks adjacent to residential buildings should have an obstruction-free pedestrian through zone width of a minimum of 1.8m.



Figure 3.6: *Sidewalk Width*

3.13 NEIGHBOURHOOD NODES DPA

GUIDING PRINCIPLE 2 - GOALS

-  Establish a walkable mixed use employment node in each neighbourhood
-  Build a vibrant Downtown and reinforce Market Avenue
-  Encourage a variety of housing types to provide affordable housing options for residents of all ages and abilities
-  Preserve historical places, character, and buildings; encourage sensitive infill and redevelopment in all residential neighbourhoods
-  Enhance public space and civic amenities to create opportunities for residents and visitors to experience and enjoy living and visiting Grand Forks
-  Create diverse employment centres accessible to all residents

INTRODUCTION AND OBJECTIVES

Neighbourhood Nodes are small neighbourhood-oriented mixed-use infill areas. They serve the immediate neighbourhood within a walkable 400m (5-minute walk) radius.

Neighbourhood nodes are small scale infill development typically of 2-3 storeys, with ground-floor commercial and residential uses above. Infill lots are of a similar size to the surrounding neighbourhood. The buildings should be “house-like” structures in form and scale.

The intent of this DPA is to help neighbourhoods develop in sensitive ways that complement and improve on existing form and character.

POLICIES

APPLICABILITY

- 3.13.1. *Section “3.9 General Neighbourhood DPA Policies” on page 56* apply to the “Neighbourhood Nodes DPA.”
- 3.13.2. The following policies apply to the “Neighbourhood Nodes DPA” as shown on *“MAP 9: Neighbourhood Development Permit Areas”*.

NEIGHBOURHOOD NODES DPA POLICIES

- 3.13.3. On-street parking shall contribute to overall parking requirements.
- 3.13.4. Large surface parking lots are not encouraged.
- 3.13.5. Buildings should be located along the street front portion of the site and oriented to the street.
- 3.13.6. Commercial and mixed-use buildings should have a setback of no greater than 3.0 metres from the street except where patios or plazas are provided.
- 3.13.7. Small plazas, parks and neighbourhood parkettes are encouraged as a part of development applications.
- 3.13.8. Developments within the “**Neighbourhood Nodes Infill DPA**” should maintain a modern small-town scale and include design materials and elements that reflect Grand Forks’ railway history, traditional building materials, and/or the surrounding natural landscape (mountains, rivers, wildlife, and lakes).

3.13.9. Buildings should incorporate high quality and natural materials that make reference to Grand Forks' history, natural setting, and local context. Materials may include timber frame construction; steel, corten steel, modern brick, modern wood, hardiplank, or colourful cladding; transparent glazing; and natural stone design elements.



Timberframe



Corten Steel



Modern Brick & Hardiboard



Ground floor glazing

3.13.10. Building heights should be 2-3 storeys with ground-oriented commercial, civic, or residential uses.

3.13.11. Rooflines and roof pitches shall be consistent with the surrounding neighbourhood.

3.13.12. Pitched roofs are encouraged adjacent to existing smaller residential forms to better integrate mixed use and apartment buildings with the existing neighbourhood.

3.13.13. Commercial sidewalks should include an obstruction-free pedestrian through zone and may include an amenity zone.

3.13.14. Parallel or angled parking is encouraged to reduce overall on-site parking demand.

3.13.15. Sidewalks within 100m from a adjacent to commercial / mixed use buildings should have an obstruction-free pedestrian through zone width of a minimum of 2.5m.

3.13.16. Sidewalks adjacent to residential buildings should have an obstruction-free pedestrian through zone width of a minimum of 1.8m.



Figure 3.7: *Sidewalk Width*



SECTION 4.0 DISTRICTS

4.1 PRINCIPLE #3: MAINTAIN A THRIVING LOCAL ECONOMY

A thriving economy requires available land for businesses to grow and adapt to the ever-changing fast paced modern economy. Three types of land uses are identified in this OCP focused on the economy: tourist and highway commercial lands, light industrial and airport, and heavy industrial. Although all areas of the City assist in the local economy, these land use areas in the OCP are uniquely dedicated to economic development.

HOW TO READ THIS SECTION

All development proposals must be reviewed in light of the following OCP subsections to ensure any proposed development complies with all relevant OCP policies, including:

1. Economic Land Uses Policies, and
2. Economic DPA policies.

GUIDING PRINCIPLE 3 - GOALS



Reduce the impact of high-disturbance businesses on surrounding neighbourhoods



Enhance our streets and community entrances to encourage visitors to stop in Grand Forks



Ensure that there is a sufficient diversity of employment land now and into the future for industrial, tourism, and other supportive commercial uses.



DISTRICT LAND USES

4.2 HIGHWAY AND TOURIST COMMERCIAL

GUIDING PRINCIPLE 3 - GOALS



Reduce the impact of high-disturbance businesses on surrounding neighbourhoods



Enhance our streets and community entrances to encourage visitors to stop in Grand Forks



Ensure that there is a sufficient diversity of employment land now and into the future for industrial, tourism, and other supportive commercial uses

INTRODUCTION AND OBJECTIVES

The Highway and Tourist Commercial area consists of automobile-oriented uses and tourist services for visitors and residents focused along Central Avenue/Highway 3. These areas act as a gateway or **'welcome'** to the City and should have careful planning to maintain a visually pleasing gateway to the City.

POLICIES

4.2.1. The following policies apply to those lands identified as **"Highway and Tourist Commercial"** on **"MAP 1: Land Use Designations"** on page 13.

4.2.2. Highway and Tourist Commercial land uses shall include those uses that benefit from a location nearby a major highway, including:

- Large format hotels and motels;
- Drive-thru and fast food restaurants;
- Gas stations; and
- Truck stops.

4.2.3. Landscaping and building design requirements shall be enforced through the Corridors and Gateway DPA.

4.2.4. Land uses that create nuisances visible from the highway (e.g. dust, pollution, visible refuse/garbage, storage areas) shall not be permitted in the Highway and Tourist Commercial area.

4.2.5. Minimize sign clutter through a strong wayfinding program and sign regulations.

4.2.6. Developments within the Highway and Tourist Commercial area should provide safe pedestrian and cycling access.

4.2.7. The City should ensure Highway and Tourist Commercial developments are complementary and not detrimental to the City's vibrant downtown, by:

- a) Placing signage and wayfinding on the highway to direct people to the downtown;
- b) Ensuring City regulations are fair for businesses in both locations and do not unintentionally promote highway development over the downtown; and
- c) Directing and encouraging land uses to the appropriate location through the OCP and Zoning Bylaw.

- 4.2.8. Create and implement a Parking Strategy for RVs and large vehicles that may include or address:
- Dedicated parking areas for RVs and large vehicles;
 - Highway signage for parking areas; and
 - Strategy for getting tourists/visitors in RVs and large vehicles to access both highway services and the downtown.
- 4.2.9. Work with the provincial Ministry of Transportation and Infrastructure (MOTI) to implement safe pedestrian access across the highway and from the Eastern Gateway to Downtown.



4.3 LIGHT INDUSTRIAL AND AIRPORT

GUIDING PRINCIPLE 3 - GOALS

-  Reduce the impact of high-disturbance businesses on surrounding neighbourhoods
-  Enhance our streets and community entrances to encourage visitors to stop in Grand Forks
-  Ensure that there is a sufficient diversity of employment land now and into the future for industrial, tourism, and other supportive commercial uses

INTRODUCTION AND OBJECTIVES

The Light Industrial and Airport area support continued economic activities including light industrial, airport and airport runway, and limited agricultural and service commercial uses.

The City of Grand Forks should continue to support the development of Light Industrial and Airport for economic growth and diversification.

POLICIES

- 4.3.1.** The following policies apply to those lands identified as “**Light Industrial and Airport**” on “**MAP 1: Land Use Designations**” on page 13.
- 4.3.2.** Light Industrial and Airport land uses include those uses that require industrial transportation access (e.g. appropriate road sizes and access), may have minor offsite impacts (e.g. noise, dust, smells, traffic, notwithstanding limiting disturbance to airport operations), and benefit from a location within a dedicated industrial area.
- 4.3.3.** The City should support the viability of the Light Industrial and Airport lands through:
 - a)** Maintaining high-quality industrial standard road access;
 - b)** Providing sufficient infrastructure (water, sewer, stormwater, and utilities);
 - c)** Providing flood protection and mitigation; and
 - d)** Promoting with retention and attraction of businesses and new industries, where possible.
- 4.3.4.** The City should ensure a sufficient supply of existing and future light industrial lands to promote the local economy and support a sustainable tax base for the City. The City should undertake an *Industrial Lands Strategy* to support sufficient supply of existing and future light industrial lands.
- 4.3.5.** The City should support innovative industrial development, such as data centres, local artisan technology or manufacturing, co-working creative/maker spaces, and work-live buildings.
- 4.3.6.** The City should use the airport as an economic tool to retain, expand and attract commercial and institutional businesses and services.

4.4 HEAVY INDUSTRIAL

GUIDING PRINCIPLE 3 - GOALS



Reduce the impact of high-disturbance businesses on surrounding neighbourhoods



Enhance our streets and community entrances to encourage visitors to stop in Grand Forks



Ensure that there is a sufficient diversity of employment land now and into the future for industrial, tourism, and other supportive commercial uses

INTRODUCTION AND OBJECTIVES

The Heavy Industrial area consists of large-scale employment areas which have off-site impacts, and therefore must be located appropriately to minimize impacts to adjacent land uses and support safety of nearby residents and businesses.

POLICIES

4.4.1. The following policies apply to those lands identified as “**Heavy Industrial**” on “**MAP 1: Land Use Designations**” on page 13.

4.4.2. Appropriate land uses within the Heavy Industrial areas include light, medium, and heavy industrial land uses that may have minor or major offsite impacts and require large parcels of land with sufficient setbacks from other land uses.

4.4.3. Council approval for a new or expanded “**Heavy Industrial**” area shall consider:

- a) Potential impact on adjacent land uses and whether proposed mitigations will be sufficient;
- b) If located near the City border the potential impact on lands within an adjacent electoral area;
- c) Potential impact on environmental lands, including river and riparian lands, steep slopes, and sensitive species habitat;
- d) Transportation access and traffic safety; and
- e) Size and massing of the building(s) and its impact to adjacent land uses, including shadows, noise, and vibrations.



4.4.4. Work cooperatively with heavy industry owners and/or operators to:

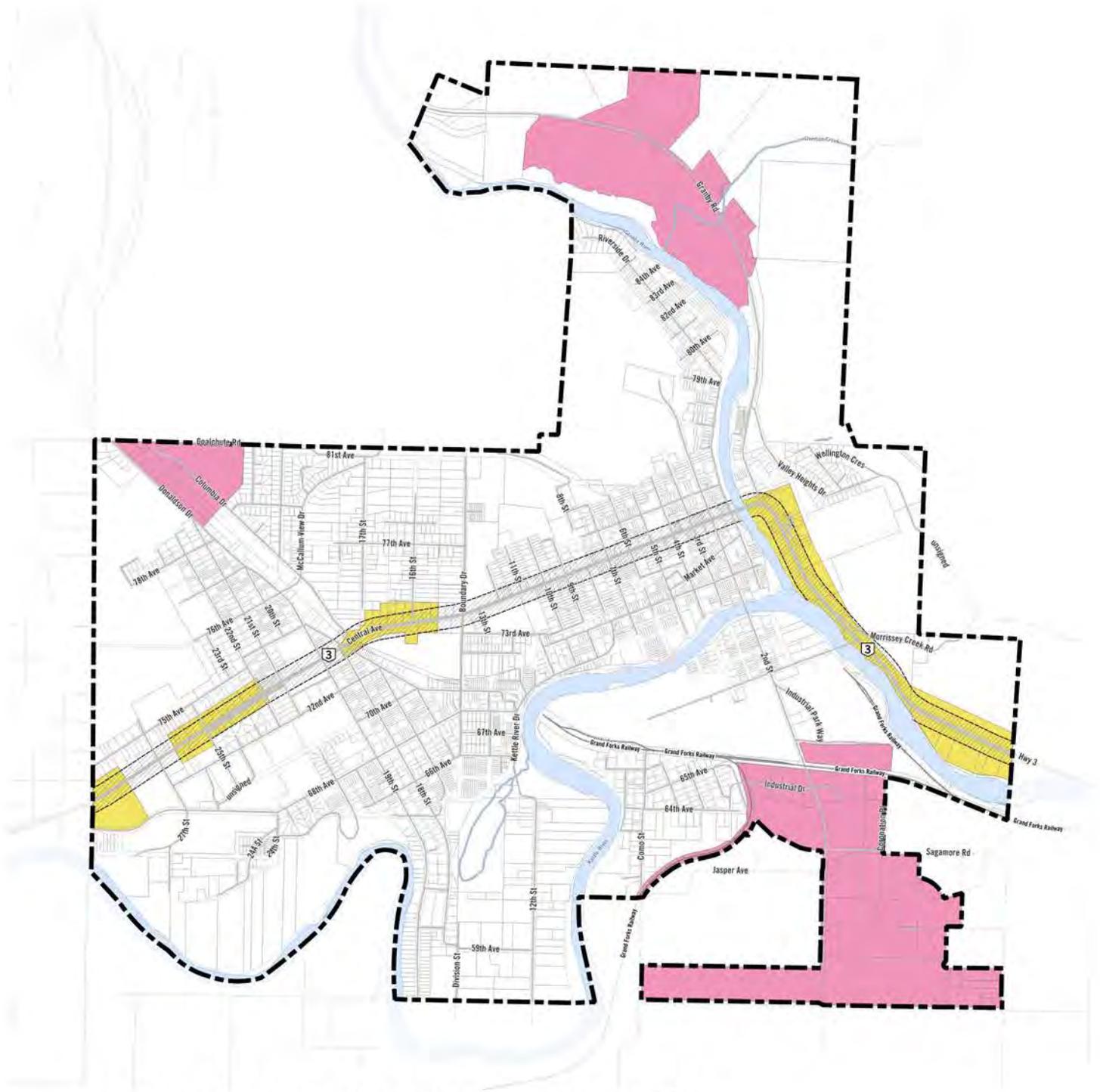
- a) Support continued reduction of offsite impacts (e.g. noise, dust, smell, pollution);
- b) Discuss public communications the City may require for its citizens related to safety risks of living near heavy industry; and
- c) Discuss monitoring and reporting of any environmental impacts to local air or water quality that may be pertinent to City operations or everyday life of City residents.

4.4.5. The City may buffer Heavy Industrial areas from adjacent land uses through the use of parks, open spaces, or medium and light industrial land uses.

4.4.6. The City may require the developer requesting approval for a new or expanded Heavy Industrial area to provide risk assessment in accordance with the standards established by the Major Industrial Accidents Council of Canada, that includes:

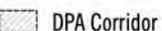
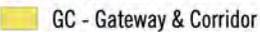
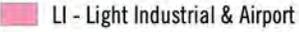
- a) Risk identification;
- b) Probability of an industrial accident;
- c) Consequence of an industrial accident;
- d) Emergency Management Plan; and
- e) Risk management.





MAP 10: DISTRICT DEVELOPMENT PERMIT AREAS

Legend

-  City of Grand Forks
-  Railway Lines
-  Roads
-  Rivers
-  Streams
-  Parcels
-  DPA Corridor
-  GC - Gateway & Corridor
-  LI - Light Industrial & Airport



NORTH

SCALE: 1:25,000



0 200 400 600 800 1,000
Metres

 NAD 83 / UTM Zone 11N

DISTRICT DEVELOPMENT PERMIT AREAS (DPA)

4.5 WHAT IS A DPA?

The City of Grand Forks has the authority designated by the Local Government Act to designate certain areas within the City boundaries as Development Permit Areas (DPAs). These areas identify locations that warrant design guidelines.

REQUIREMENTS

A property owner is required to get a development permit if any portion of their parcel is located within any DPA, prior to:

- Subdividing land; or
- Constructing, adding to, or substantially altering a building.
- Stripping and grading including the removal of trees, vegetation, and grading of the land for the purposes of development or access.

EXEMPTIONS & VARIANCES

General exemptions include:

- Interior alterations to a building;
- Replacement, upgrading, or repair of roofing, windows, paint or signage;
- Installation, repair, or placement of utilities, infrastructure, or flood protection works by the City or authorized agencies;
- General road construction or maintenance within the right-of-way;
- Removal of Danger Trees under direction of a qualified arborist;
- Removal of invasive species;
- Restoring, supplementing or maintaining existing vegetation;
- Removal of flammable vegetation and materials for the purposes of FireSmart treatment within 30 metres of structures; and
- Any works undertaken by the City of Grand Forks on City property.

Minor variances may be considered for:

- Setbacks in order to retain existing mature trees;
- Impermeable surfaces provided that other means of managing stormwater management are included in the design; or
- Landscape buffers where the proposed building locations do not allow for a viable tree buffer. In this case, an equivalent planting area is required on site or within the public realm.

4.6 GENERAL DISTRICT DPA POLICIES

GUIDING PRINCIPLE 3 - GOALS

-  Reduce the impact of high-disturbance businesses on surrounding neighbourhoods
-  Enhance our streets and community entrances to encourage visitors to stop in Grand Forks
-  Ensure that there is a sufficient diversity of employment land now and into the future for industrial, tourism, and other supportive commercial uses

INTRODUCTION AND OBJECTIVES

District DPAs are intended to support high-quality development patterns with suitable land uses that complement the City's residential and community hub areas and natural assets.

GENERAL DISTRICT DPA POLICIES

APPLICABILITY

- 4.6.1. The following policies apply to the following Development Permit Areas on ***"MAP 10: District Development Permit Areas"*** on page 76:
- a) **"Corridors & Gateway DPA"**; and
 - b) **"Light Industrial & Airport DPA."**

EXEMPTIONS

- 4.6.2. Existing or new single-detached dwellings, detached accessory dwelling units, duplexes, and triplexes shall be exempt from the following **"General District DPA"** policies even if the building is being changed from a residential to a commercial use, on condition that the current architectural design of the dwelling is generally maintained.
- 4.6.3. Building additions less than 25% of the existing building Gross Floor Area shall be exempt from the following **"General District DPA"** policies.

- 4.6.4. Minor alternations to the exterior of the building are permitted where they are required for maintenance, safety, and to ensure structural integrity.

NEIGHBOURHOOD CONTEXT

- 4.6.5. Applications shall include a site analysis that identifies existing structures, roads, sidewalks and trails, significant environmental features, and existing mature trees.
- 4.6.6. Applications shall include a comprehensive site plan that considers the surrounding neighbourhood architecture and character.
- 4.6.7. Applications should demonstrate how the development improves neighbourhood connectivity for active transportation, including walking and wheeling, through the provision of new sidewalks, crosswalks, pathways, trails, or bike routes.

STREETS & THE PUBLIC REALM

- 4.6.8. Sidewalk amenity zones with boulevards or street tree planting areas are strongly encouraged, and should be sized a minimum of 2.0m to ensure the survival of street trees.
- 4.6.9. Sidewalks adjacent to commercial / mixed use buildings should have an obstruction-free pedestrian through zone width of a minimum of 2.5m.
- 4.6.10. Sidewalks adjacent to residential buildings should have an obstruction-free pedestrian through zone width of a minimum of 1.8m.

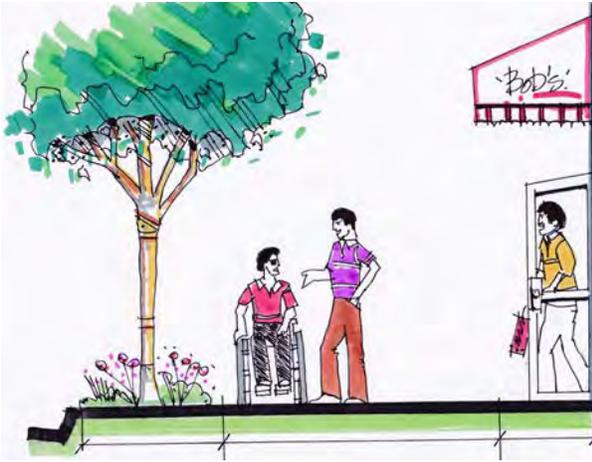


Figure 4.1: Sidewalk and Amenity Zone

- 4.6.11.** Developments are encouraged to incorporate Low Impact Development (LID) techniques into site planning. Applicants should consider employing techniques such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drainpipes into vegetated areas within the amenity zone.

BUILDING SITING & ORIENTATION

- 4.6.12.** Site buildings so they front and frame public streets. For corner sites, site buildings to front both streets.
- 4.6.13.** Buildings shall have a front setback no greater than 6.0 metres except where patios or plazas are provided.
- 4.6.14.** Developments located within 50m of Highway 3 should be oriented toward Highway 3 with a minimal front setback.
- 4.6.15.** Buildings adjacent to residential properties shall have a minimum setback to the residential side(s) of the property of 6.0m. Setback must be landscaped and screened.
- 4.6.16.** Buildings should be located along the street front portion of the site and oriented to the street.

BUILDING FORM & ELEMENTS

- 4.6.17.** Buildings shall have no blank walls greater than 6 to 8 metres horizontally. Where there are major extents of wall surfaces, glazing, texture, graphics, and colours should be provided as visual interest to break up the massive surface.
- 4.6.18.** Developments should place active uses at the street level with secondary uses located on upper floors.
- 4.6.19.** Building entrances should be oriented to the street, and be clearly identifiable from public areas.
- 4.6.20.** Main entry areas should be highly articulated with at least 50 percent glazing and a distinct front door design and broad overhangs in roof structure and details.
- 4.6.21.** Building façades should incorporate roof overhangs, architectural features, doors and windows to articulate individual entries or uses along a façade.
- 4.6.22.** Canopy and/or awning systems detailing should consider integrated signage, lighting, and display systems.
- 4.6.23.** Canopy and awning systems depth should be maximized to provide greater weather protection, as well as reduce the scale impact of larger buildings.



Figure 4.2: Weather Protection from Awnings

CHARACTER & MATERIALS

- 4.6.24.** Use of natural colours found in the local natural landscape or accent colours complementary to these natural colours are strongly encouraged.
- 4.6.25.** Buildings and landscape features should incorporate sustainable or green building materials, including recycled, recyclable and locally sourced materials.

LANDSCAPING & SCREENING

- 4.6.26.** A landscaping plan shall be submitted as part of a Development Permit application.
- 4.6.27.** A landscape plan shall include:
- Identification of planting areas and types of plantings;
 - Vegetation and trees to be retained and protected during construction by distinct fencing;
 - On-Site stormwater mitigation;
 - Proposed site grading;
 - Site access points (vehicle and pedestrian); and
 - A lighting strategy.
- 4.6.28.** A landscape plan may also include:
- Identification of signage;
 - Public art;
 - Outdoor amenity space;
 - Seating areas; and
 - Bicycle parking.
- 4.6.29.** Landscape design shall extend and complement any natural areas on site, including screening of any adjoining residential areas.
- 4.6.30.** New developments should retain, where possible, existing mature and native trees and protect their root systems from disturbance during and after construction.
- 4.6.31.** Maintain street trees and plan for succession and disease through a Tree Retention and Planting Plan in order to provide shade and other environmental services.

- 4.6.32.** The scale and location of plant material should complement and be consistent with the scale and massing of the building(s) and the street trees to soften the visual impacts of building edges and interfaces between buildings and parking areas.
- 4.6.33.** Tree selection should be FireSmart and vegetation suitable for the City of Grand Forks and water conserving where possible. Planting shall support shading strategies for passive cooling in summer using deciduous species that allow solar gain in winter, and provide windbreaks from prevailing winter winds to reduce heat loss in the winter, by placing species perpendicular to prevailing winds.
- 4.6.34.** Plant species identified by the Invasive Species Council of BC as invasive, and/or by the Ministry of Agriculture as noxious, are prohibited.
- 4.6.35.** Locate building ventilation systems to minimize noise and exhaust on pedestrian areas, adjacent residential development, and outdoor spaces.
- 4.6.36.** Stormwater must be accommodated on-site.
- 4.6.37.** Stormwater design that encourages infiltration and the use of natural systems to mitigate storm surges should be incorporated into streetscaping where possible.



Figure 4.3: *Fencing and Wall Detail for Parking Areas*

- 4.6.38.** Outdoor storage areas should be fenced or screened with vegetation. Garbage areas should be fully enclosed and bear/wildlife proof, similar to the type used for commercial waste collection in the City.

- 4.6.39.** Site grading and excavation should retain topsoil on site and create the least site disturbance where possible.

ACCESS AND PARKING

- 4.6.40.** Parking areas shall be located in the rear of the site behind the main building or beside the main building. Parking in the rear is preferred.



Figure 4.4: Preferred Parking Location

- 4.6.41.** Parking areas with more than 10 stalls should be broken into smaller groups, divided by landscaping.
- 4.6.42.** Access to parking and loading should be provided via alleys or side streets.
- 4.6.43.** Off-street parking and loading should be encouraged where possible and designed to promote safe and efficient vehicle entrances and exits, and on-site circulation.
- 4.6.44.** Sites should be designed in a way that accommodates alternative modes of transportation, with provisions made for features such as pedestrian sidewalks, bicycle and walking paths or lanes, and bicycle racks on the site. Pedestrian and bicycle networks on the site should link with networks off the site.
- 4.6.45.** Bicycle parking, Rideshare parking, and EV charging stations are encouraged and may be used to reduce on-site parking requirements by 10%.

SIGNAGE

- 4.6.46.** In multi-tenant buildings, signs shall be designed to present a unified appearance using a single sign at the entrance and separate signs in a consistent sign strip along the mid-part of the building/buildings.



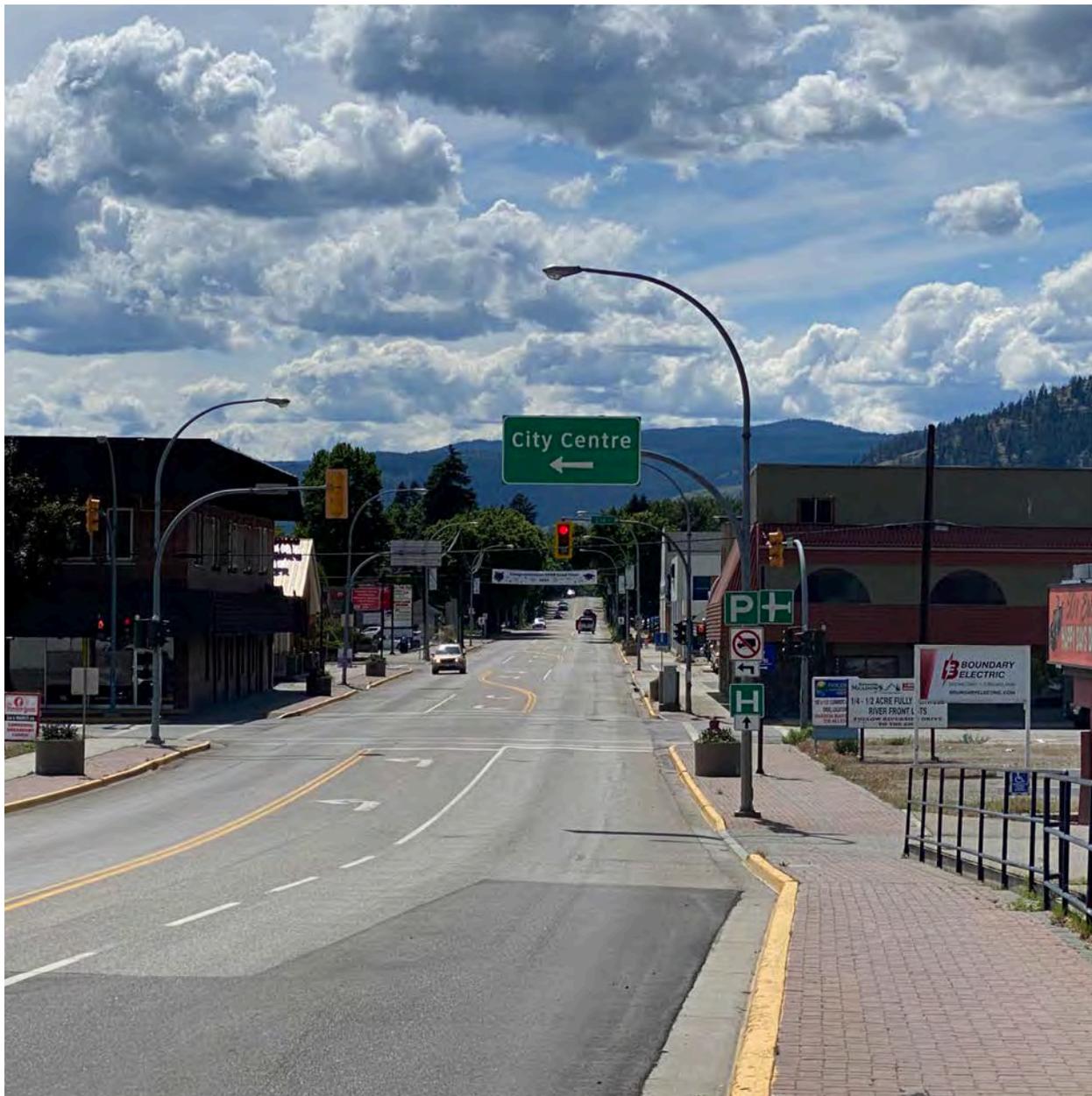
Figure 4.5: Sign Integration

- 4.6.47.** Directly integrate signage into building façades. Design signage to be architecturally consistent with associated buildings. Single or double pole mounted signs are not permitted and backlit box signs are not permitted.
- 4.6.48.** Private commercial signage shall not detract from the visibility of any City entrance signs.
- 4.6.49.** Signage shall only advertise businesses, organizations or activities located within Grand Forks.
- 4.6.50.** Signage design, materials and message should be integrated and complement the scale, colours, and materials of the building.
- 4.6.51.** Large “big box” style freestanding signs are discouraged.
- 4.6.52.** Signage should be developed that is legible at a pedestrian scale.
- 4.6.53.** Historic signs should be maintained if found to be a character defining element of the place.
- 4.6.54.** No sign should be constructed or situated so that it disfigures or conceals any significant architectural feature of the building.
- 4.6.55.** Wayfinding signage should be installed in conjunction with Grand Forks’ Wayfinding Strategy.

LIGHTING

- 4.6.56. Lighting shall be designed following a ‘**dark sky policy**’ with direct lighting only (full-cut-off) so lighting is directed and there is minimum off-site impacts especially on adjacent residential neighbourhoods.
- 4.6.57. Within the development, discreet front entrance lighting and other visitor parking lighting should be pedestrian scaled, energy efficient, directed, and complementary to the adjoining street lighting.

- 4.6.58. Lighting should be permanent and should respect the heritage values and character defining elements of the building.
- 4.6.59. Lighting that highlights the architecture of the building is encouraged, but that avoids light pollution in the sky.



4.7 CORRIDORS & GATEWAYS DPA

GUIDING PRINCIPLE 3 - GOALS

-  Reduce the impact of high-disturbance businesses on surrounding neighbourhoods
-  Enhance our streets and community entrances to encourage visitors to stop in Grand Forks
-  Ensure that there is a sufficient diversity of employment land now and into the future for industrial, tourism, and other supportive commercial uses

INTRODUCTION AND OBJECTIVES

The purpose of the Grand Forks “**Corridors & Gateways DPA**” is to create an attractive and inviting entrance area to the City for visitors and the traveling public. An attractive gateway is vital to the City’s goals to promote Grand Forks as a desirable place for residents, visitors, and businesses.

Corridors are important links through the City of Grand Forks. They link the City to the Region, but also provide opportunities to attract the traveling public to stop in the City. Cohesive and well-designed corridors can draw visitors to local amenities, such as the Historic Downtown, the Granby and Kettle river confluence, local shopping amenities, and a world class trail system.

POLICIES

APPLICABILITY

- 4.7.1. *Section “4.6 General District DPA Policies” on page 78* apply to the “**Corridors & Gateways DPA.**”
- 4.7.2. The following policies apply to the “**Corridors & Gateways DPA**” as shown on *“MAP 10: District Development Permit Areas” on page 76.*

BUILDING FORM & ELEMENTS

- 4.7.3. Commercial buildings shall be small to medium sized, not exceeding approximately 2,790 m² (30,000 ft²).

- 4.7.4. Differentiate building form & character by varying colours, materials, rooflines, overhangs, and other architectural features.

CHARACTER & MATERIALS

- 4.7.5. Developments within the “**Corridors & Gateways DPA**” should maintain a modern small-town scale and include design materials and elements that reflect Grand Forks’ railway history, traditional building materials, and/or the surrounding natural landscape (mountains, rivers, wildlife, and lakes).

LANDSCAPING & SCREENING

- 4.7.6. Developments shall reduce the visual impact of large parking areas, by breaking up any parking area with five (5) or more stalls using stormwater management features, trees, vegetation, and screening.
- 4.7.7. Fencing adjoining residential areas shall either be constructed with materials consistent with fencing generally used in the residential neighbourhood or can be chain-link fencing if complemented by a solid hedge on the outside of the fence.

SIGNAGE

- 4.7.8. All signage should match or complement the design theme of the building and design and materials from the “**Corridors & Gateways DPA**” whenever possible.
- 4.7.9. Include on-site wayfinding signage for large multi-tenant sites.

4.8 LIGHT INDUSTRIAL & AIRPORT DPA

GUIDING PRINCIPLE 3 - GOALS



Reduce the impact of high-disturbance businesses on surrounding neighbourhoods



Enhance our streets and community entrances to encourage visitors to stop in Grand Forks



Ensure that there is a sufficient diversity of employment land now and into the future for industrial, tourism, and other supportive commercial uses

INTRODUCTION AND OBJECTIVES

The areas designated as Light Industrial and Airport in Grand Forks are suitable for light industry and airport-related development. The objective of this designation is to enable development of light industrial sites that is done in a manner sensitive to adjacent lands and environmental quality, as well as to guide the form and character of new and existing light industrial designated properties.

POLICIES

APPLICABILITY

- 4.8.1. *Section “4.6 General District DPA Policies” on page 78* apply to the “Light Industrial & Airport DPA.”
- 4.8.2. The following policies apply to the “Light Industrial & Airport DPA” as shown on *“MAP 10: District Development Permit Areas” on page 76:*

EXEMPTIONS

- 4.8.3. In addition to the exemptions listed in *4.6.2 to 4.6.4*, the City Airport “airside” and operation area shall be exempt from the following “Light Industrial & Airport DPA” policies.



BUILDING FORM & CHARACTER

- 4.8.4. The front of the building should face the street.
- 4.8.5. Offices, reception, sales, and other public use areas shall be located at the front of the buildings and face the adjoining street.
- 4.8.6. It is recommended that the front of the building be articulated with wall divisions, building setbacks/protrusions or punched windows to break up long wall surfaces and create interest and scale along the street front.



Figure 4.6: Industrial Building Setbacks

- 4.8.7. Eclectic architecture is encouraged – a range of styles, scale, massing, articulation, and glazing suitable for light industrial buildings with an interior flair by using wood and steel accents where appropriate.

SIGNAGE

- 4.8.8. Entrance signage shall be monument based and shall be combined with landscape design to integrate the sign into the site planning and design.
- 4.8.9. Tenant signs should be placed on a single coordinated sign strip area (see example).



Figure 4.7: Multi Tenant Sign

ACCESS & PARKING

- 4.8.10. Only visitor parking is permitted in the front yard or external side yard areas. All other parking is required to be on the interior side yards or the rear yard areas.
- 4.8.11. Locate accessible parking spaces near the front door of the building, providing ramp or other universal design access.
- 4.8.12. All non-vehicular routes shall be fully accessible. Sidewalks and paved pathways shall be wide enough for wheelchairs or scooters and should include a tactile strip for the visually impaired.
- 4.8.13. Curb cuts and curb let-downs shall be provided in appropriate locations to facilitate safe, convenient, and direct access from parking spaces to buildings for people with disabilities.
- 4.8.14. Parking areas shall be divided into smaller sections by planting trees every 6 parking stalls with shrubs and groundcover to break up and green the parking areas.
- 4.8.15. A distinct pedestrian pathway connection shall be provided between the parking area and the main building where there are multiple parking areas.

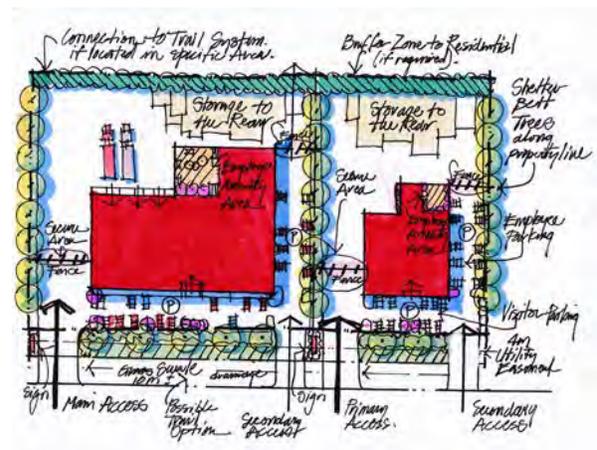


Figure 4.8: Preferred Parking, Storage, & Service Locations

LOADING & SERVICE AREA

- 4.8.16. Loading and service bays shall be located to the side and rear of the building with access to the side of the building.
- 4.8.17. Where possible, there should be two accesses to the site to permit emergency access. Access may be shared with adjoining uses to minimize driveway along the street, but additional access widths are to be provided.
- 4.8.18. Service and loading areas should have differentiated access to minimize visual impacts and potential conflicts with pedestrians and smaller visitor vehicles.

LIGHTING

- 4.8.19. Security lighting is directed and does not flood-off site.
- 4.8.20. Other accent lighting including up-lighting for the entrance signage, pedestrian pathway lighting, and specimen trees is acceptable and encouraged as part of a unified landscape and building lighting plan.

LANDSCAPING & SCREENING

- 4.8.21. Fencing is discouraged in the front yard and external side yard areas, except treatments like low decorative wood rail fencing as part of a coordinated landscape plan to a maximum of 1.2 metres.
- 4.8.22. Fencing adjoining residential areas should either be constructed with materials consistent with fencing generally used in the residential neighbourhood or can be chain-link fencing if complemented by a solid evergreen hedge on the outside of the fence.
- 4.8.23. A minimum 3.0 metre landscape strip is required at the property line along the street front and exterior side lot. This landscape strip should be a minimum of 5.0 metres adjoining residential uses. Visitor parking is permitted in the front yard only in addition to pedestrian access to the building.

- 4.8.24. Development of lots adjacent to the ALR shall provide an ALC A.3 Airborne Particle and Visual Screen Buffer that is a minimum of 15m wide or designed and installed satisfactory to the ALC and the City. The ALC A.3 Airborne Particle and Visual Screen Buffer include deciduous or coniferous trees, shrubs, and fencing.
- 4.8.25. A recommended selection of native trees, shrubs and groundcovers are recommended to cover at least 75 percent of the ground in this landscape strip area. The balance is recommended to be natural grasses or no-pesticide lawn grasses. Low shrubs (planted at 1.0 metre minimum on center and trees at a maximum 7 metres on center) should be planted to screen parked cars but allow visual access to the building for safety purposes.
- 4.8.26. A minimum 3.0 metre landscape screen is recommended in the side and rear yards. These buffer/screen strips should be planted with native evergreen species and are to be continuous and solid adjoining residential uses. These plants shall be planted at a maximum of 5.0 metres on center and be a minimum 2.0 metres height at planting.
- 4.8.27. Outdoor storage areas should be screened with walls, fencing, hedging, trees, planting, other screening materials or a combination of these materials.
- 4.8.28. Areas of landscaping should be provided next to roadways.

DISTRICT GENERAL POLICIES

GUIDING PRINCIPLE 3 - GOALS



Reduce the impact of high-disturbance businesses on surrounding neighbourhoods



Enhance our streets and community entrances to encourage visitors to stop in Grand Forks



Ensure that there is a sufficient diversity of employment land now and into the future for industrial, tourism, and other supportive commercial uses

4.9 ECONOMIC DEVELOPMENT

INTRODUCTION AND OBJECTIVES

A strong local economy is a priority for the City of Grand Forks. The City is an economic engine for the region, providing the necessary jobs, goods and services to support a thriving City and region. Continuing Grand Forks as a strong economic engine for the region will require hard work by the City to promote new economic opportunities and to adapt to the world's quickly changing economic conditions that impact Grand Forks. Furthermore, the financial sustainability of the City depends upon a strong local economy.

POLICIES

- 4.9.1. Undertake planning to enable access to commercial and industrial areas for future development.
- 4.9.2. Promote the development of a “gateway” from Central Avenue Highway 3 into the Downtown Core.
- 4.9.3. Encourage communication providers to offer the necessary technology and services for home-based businesses, remote technology work or distributed business models to thrive in Grand Forks.
- 4.9.4. Support tourism opportunities that can be combined with learning and education opportunities.
- 4.9.5. Support and encourage agriculture, agritourism, and value-added enterprises as a vital contributor to the local and regional economy.



DRAFT April 26, 2021

SECTION 5.0

CONNECTING THE CITY

5.1 PRINCIPLE #4 – CONNECT THE CITY

Through Mobility Corridors, Parks & Infrastructure

Grand Forks can continue to improve its great quality of life by strengthening connections from all neighbourhoods to parks, trails, clean water, roads, and safe transportation. Principle #4 - Connect the City through Mobility Corridors, Parks and Infrastructure is complementary to Principle #2 - Enhance Our Great Neighbourhoods. Neighbourhoods require strong connections to the rest of the City through mobility corridors (pathways, trails, sidewalks, roads), parks and opens spaces, and infrastructure (water, sewer and storm water systems).

GUIDING PRINCIPLE 4 - GOALS

-  Build a connected network of parks, trails, and open spaces that link the community to natural areas
-  Create a broad spectrum of mobility options for all citizens, including seniors transportation, roads and sidewalks, public transit, and active transportation networks to ensure safe, affordable, and sustainable connectivity
-  Build on the current Trans-Canada Trail as a spine in the trail network
-  Improve the quality of trails and an associated more complete wayfinding system for orientation and to encourage further use
-  Expand the trail systems further into the neighbourhoods so that there is a local as well as a City-wide trail network
-  Use flood protection infrastructure (e.g. dikes) as part of the trails and mobility network
-  Ensure citizens have connection to the necessary utilities and infrastructure for a high-quality of life and health
-  Maintain a strong infrastructure and asset management program for public works, utilities and natural infrastructure to ensure financial sustainability of these assets

5.2 TRANSPORTATION & MOBILITY

GUIDING PRINCIPLE 4 - GOALS

PRIMARY GOALS



Maintain a strong infrastructure and asset management program for public works, utilities and natural infrastructure to ensure financial sustainability of these assets.

SECONDARY GOALS



Create a broad spectrum of mobility options for all citizens, including seniors transportation, roads and sidewalks, public transit, and active transportation networks to ensure safe, affordable, and sustainable connectivity

INTRODUCTION & OBJECTIVES

Transportation and mobility are much more than roads and moving cars. Mobility is ultimately about ensuring people (not just vehicles) can get where they need to go efficiently and in a cost-effective manner.

The city has a complex network of transportation and mobility infrastructure, including rural-style local roads, laneways, paved roads, highway connections, pathways, trails, and sidewalks. Additionally, the City owns wide rights-of-way that go beyond just the road surfaces. These rights-of-way present opportunities for streetscaping, formal delineated parking, or the addition of pedestrian and cycling infrastructure.

In general, the City's road network follows a grid pattern of numbered streets and avenues. A numbered grid pattern road network has numerous city-planning benefits, as it is logical, well-connected, promotes walkability, easily integrates future developments, and minimizes dead-ends.

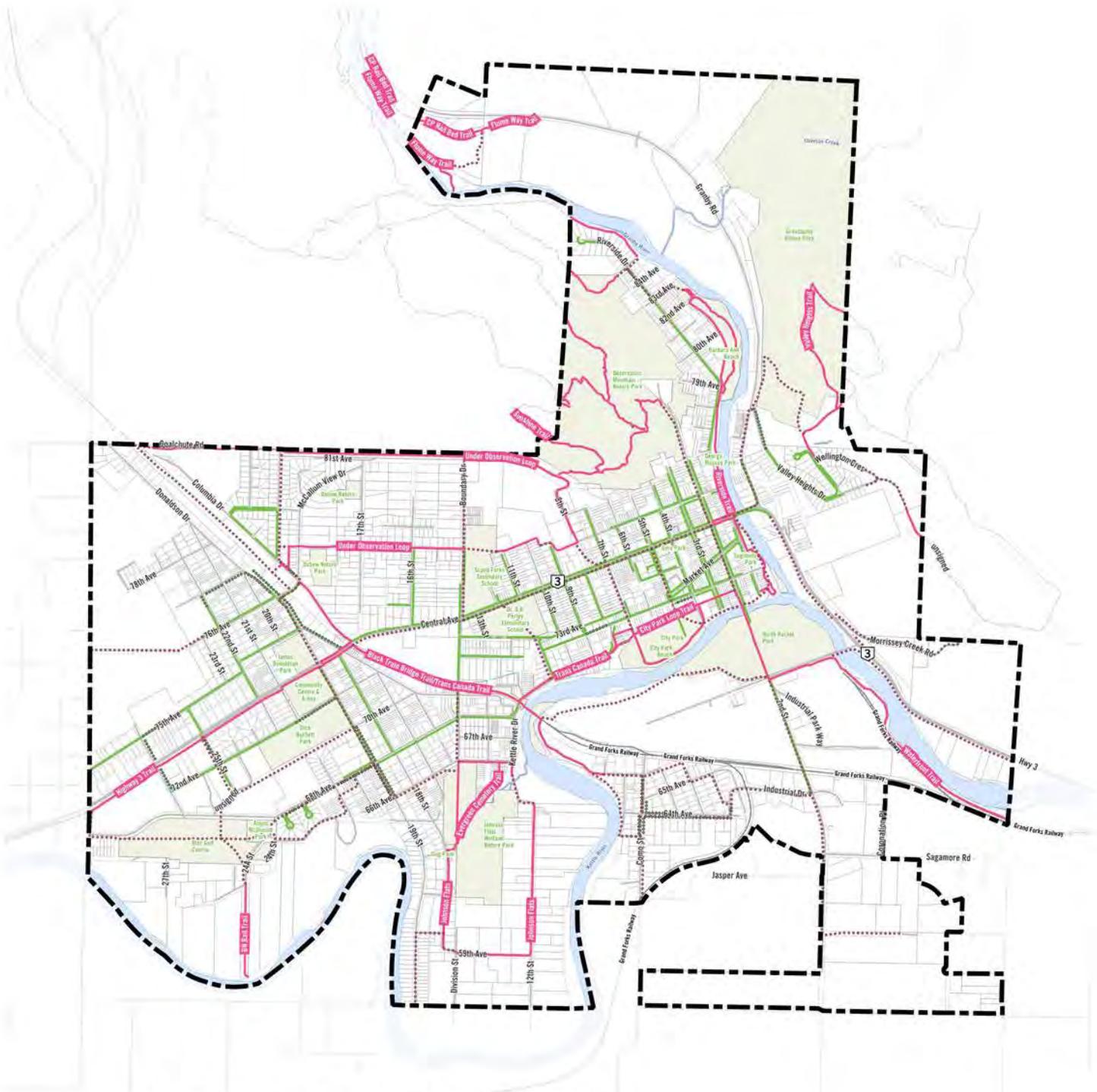
Single occupant vehicles (SOVs) are the most common mode of transportation in Grand Forks, with the primary use of SOVs for daily commuting and running errands. The City of Grand Forks is encouraging the shift to other modes of transportation by providing the infrastructure to support a variety of transportation choices such as walking, cycling and transit, to reduce the use of SOVs.

[“MAP 11: Existing & Future Transportation” on page 90](#) identifies the City's vision for roadway transportation connectivity.

POLICIES

5.2.1. The City will aim to implement the vision of **[“MAP 11: Existing & Future Transportation” on page 90](#)** through yearly budgeting and prioritization of improvements.

- 5.2.2. The City should develop an Active Transportation and Mobility Plan that works in alignment with the Parks, Open Space and Trails Master Plan to increase City-wide connectivity and support active modes of transportation.
- 5.2.3. Developments should contribute to the construction of complete streets including sidewalks, on-street parking areas, on- or off- street bike lanes or multi-use pathways, and accessible design elements.
- 5.2.4. The City should maintain, where possible, the existing grid road network and avoid cul-de-sacs without active transportation corridors extending through.
- 5.2.5. Developers shall be required to align future roads, block size, and infrastructure with the existing grid road network. Cul-de-sacs are strongly discouraged unless required to avoid environmentally sensitive or agricultural areas.
- 5.2.6. Developers shall be required to dedicate land for public right-of-ways and where applicable shall align with **[“MAP 11: Existing & Future Transportation” on page 90](#)**.
- 5.2.7. Where there is a proposed or existing trail or pathway, these elements should be integrated into the street design.
- 5.2.8. Work with the Ministry of Transportation and Infrastructure (MOTI) to identify and establish large-vehicle parking areas around the highway for tourists to support safety and traffic flow.
- 5.2.9. Endeavour to improve road safety and encourage active transportation by increasing traffic calming and lowering design speeds and speed limits on local and collector roads.



MAP 12: PATHWAYS & TRAILS

- Legend**
- City of Grand Forks
 - Railway Lines
 - Roads
 - Rivers
 - Streams
 - Parcels
 - Managed Trail (By Either the City or Another Org.)
 - Proposed Trail
 - Trails Outside the City
 - Existing Sidewalks
 - Proposed Sidewalks
 - Parks & Open Spaces

NORTH
SCALE: 1:25,000

 0 200 400 600 800 1,000
 Metres
 NAD 83 / UTM Zone 11N

5.3 PATHWAYS & TRAILS

GUIDING PRINCIPLE 4 - GOALS

PRIMARY GOALS

-  Build a connected network of parks, trails, and open spaces that link the community to natural areas
-  Create a broad spectrum of mobility options for all citizens, including seniors transportation, roads and sidewalks, public transit, and active transportation networks to ensure safe, affordable, and sustainable connectivity
-  Build on the current Trans-Canada Trail as a spine in the trail network
-  Improve the quality of trails and an associated more complete wayfinding system for orientation and to encourage further use
-  Expand the trail systems further into the neighbourhoods so that there is a local as well as a City-wide trail network
-  Use flood protection infrastructure (e.g. dikes) as part of the trails and mobility network

INTRODUCTION & OBJECTIVES

Pathways and trails will connect parks and open spaces to create an active recreation network for the City of Grand Forks. Facilitating pedestrian and bicycle transportation as part of the core active transportation network will be key to getting residents and visitors out of their cars, thereby creating a healthier and better-connected community.

This local network of pathways and trails will connect Grand Forks' neighbourhoods to the larger community and the surrounding world-class regional trail network. Adding wayfinding signage will create clearer orientation and encourage further use.

"MAP 12: Pathways & Trails" identifies the City's vision for a future Trails Master Plan.

TRAILS POLICIES

- 5.3.1.** Any creation of or renovations to parks, open spaces, and recreation amenities should be designed to a universal access design standard.
- 5.3.2.** All new residential lots or dwelling units that are not located within the Agriculture / Rural Residential or Environmental areas shown on **"MAP 1: Land Use Designations" on page 13** shall be within 100 metres of either a primary trail, secondary trail, or paved pathway.
- 5.3.3.** Consider completing a Trails Master Plan to prioritize trail development, and provide guidance on trail types, user groups, surfaces, trail standards, and priority connections.
- 5.3.4.** Over time connect all existing residential lots not located within the Agriculture / Rural Residential or Environmental areas shown on **"MAP 1: Land Use Designations" on page 13** to within 100 metres of either a primary trail, secondary trail, or paved pathway.
- 5.3.5.** Support the creation and maintenance of trail and pathway linkages to key natural areas and adjacent park space outside the City (e.g. Observation Mountain, Kettle and Granby Rivers).
- 5.3.6.** Further connect the Trans-Canada Trail with existing and future City trails, pathways, and sidewalks.



MAP 13: PARKS, OPEN SPACE & RECREATION

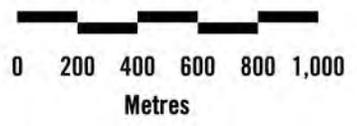
Legend

- City of Grand Forks
- City Limits
- Railway Lines
- Roads
- Rivers
- Streams
- Parcels
- Parks
- Open Space
- Nature Parks
- Potential Park Areas
- Existing Managed Trail
- Existing Trails Outside the City



NORTH

SCALE: 1:25,000



NAD 83 / UTM Zone 11N

5.4 PARKS, OPEN SPACE & RECREATION

GUIDING PRINCIPLE 4 - GOALS

PRIMARY GOALS



Build a connected network of parks, trails, and open spaces that link the community to natural areas

SECONDARY GOALS



Maintain a strong infrastructure and asset management program for public works, utilities and natural infrastructure to ensure financial sustainability of these assets

INTRODUCTION AND OBJECTIVES

A healthy community is defined, in part, by the amount of recreational opportunities afforded to its residents and visitors. Grand Forks has made significant investments in order to provide a variety of recreational opportunities with accessible linkages between them.

The City of Grand Forks is striving to provide a network of community wide paths, trails, and sidewalks that link parks and recreation opportunities and facilities with the surrounding community, and connect people to the natural beauty of the Granby and Kettle Rivers.

“MAP 13: Parks, Open Space & Recreation” identifies the City’s vision for future parks, open spaces, and recreation areas.

GENERAL POLICIES

- 5.4.1. Implement the ***“MAP 13: Parks, Open Space & Recreation”*** vision through yearly budgeting and prioritization of improvements.
- 5.4.2. Require future developments to support or complement proposed parks, trails and open spaces shown on ***“MAP 13: Parks, Open Space & Recreation”*** into any development plans.
- 5.4.3. Consider developing a Parks, Open Space and Multi-Use Trails Master Plan to coordinate the development of parks, multi-use pathways and/or trails, a network of connected green infrastructure, and to support a high-level of connectivity for active modes of transportation.

- 5.4.4. As per the Local Government Act, the City shall require developers to provide 5% of lands being subdivided for dedicated park space. At the discretion of the City, the 5% requirement for park space may be taken as cash-in-lieu or a combination of cash-in-lieu and land.
- 5.4.5. Endeavor to develop parks, playgrounds, or open space public use areas within 400 m of every neighbourhood node or community hub.
- 5.4.6. Neighbourhood Nodes and Community Centres should be the priority location for new parks, playgrounds, and recreation facilities.
- 5.4.7. Work with the Regional District of Kootenay Boundary and Recreation Sites and Trails BC to collaborate on access to regional trails and environmentally sensitive lands, ensuring a safe level of use that will not degrade the environment or the experience.
- 5.4.8. Support a diverse range of recreation amenities (e.g. sports courts, sports fields, skills parks, playgrounds) to serve the needs of existing residents and attract new ones.

5.5 INFRASTRUCTURE AND SERVICING

GUIDING PRINCIPLE 4 - GOALS

PRIMARY GOALS



Ensure citizens have connection to the necessary utilities and infrastructure for a high-quality of life and health



Maintain a strong infrastructure and asset management program for public works, utilities and natural infrastructure to ensure financial sustainability of these assets

INTRODUCTION AND OBJECTIVES

Infrastructure includes the utilities (water, wastewater, stormwater), facilities (water and wastewater treatment, stormwater retention and treatment), and associated services that support life and economic activity within the City. These they are essential to the quality of life for citizens of Grand Forks. Additionally, the City's water, wastewater and stormwater infrastructure are costly and valuable assets and require careful planning and budgeting to prevent significant tax increases on citizens and businesses. Planning for future infrastructure replacement and maintenance is essential for the safety and financial sustainability of the City.

Water, wastewater, and stormwater servicing is also a requirement for new developments and the City must balance investing in new infrastructure while ensuring existing infrastructure can be maintained. The benefits of new development must not be undermined by creating infrastructure deficits that cannot be funded by the City's existing and future tax base. Therefore, where possible, the City should prioritize or encourage development on vacant or under-developed lands that are already serviced or are near the City's existing systems. For example, vacant or under-developed lands within the Neighbourhood Nodes, Community Centres, and Downtown Core are excellent locations for future development and align with the vision and policy direction of this OCP.

The following maps identify the City's existing servicing infrastructure.

- [*"MAP 14: Infrastructure: Water Service"*](#)
- [*"MAP 15: Infrastructure: Sanitary Service"*](#)
- [*"MAP 16: Infrastructure: Stormwater Service, Natural Assets, & Groundwater Protection"*](#)

GENERAL POLICIES

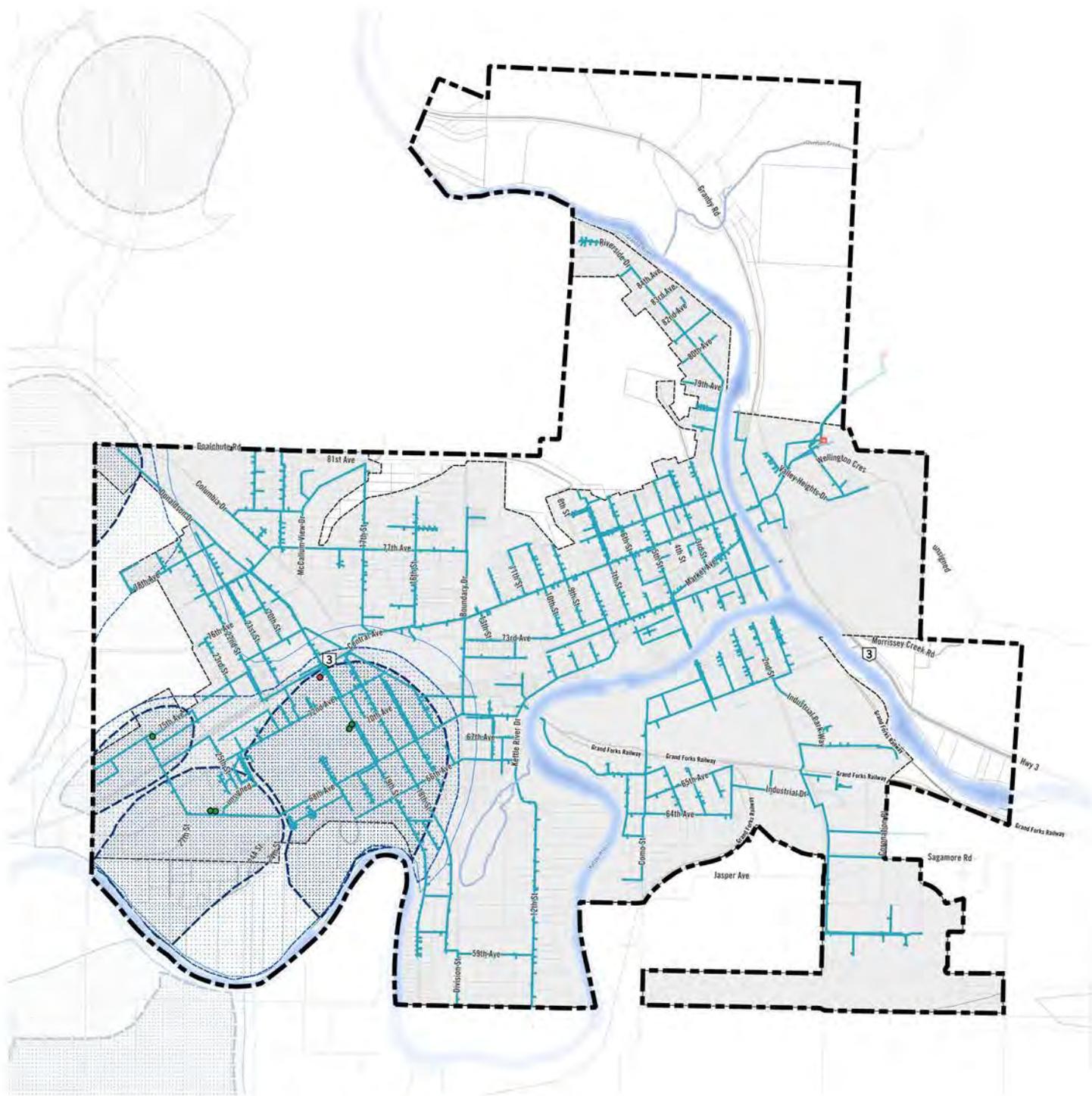
- 5.5.1. Continue to implement and keep updated its Asset Management Investment Plan to reflect growth and development priorities within the OCP.
- 5.5.2. Ensure developers pay appropriate third party professional costs, incremental costs and fair, appropriate and competitive fees and charges associated with development and planning.
- 5.5.3. Ensure that development pays its fair share of on-site and off-site infrastructure costs.
- 5.5.4. Ensure the Development Cost Charges (DCC) Bylaw is kept updated and reflects the full lifecycle costs of increased capacity requirements due to development.
- 5.5.5. Support citizens, developers and the City for implementation of BC's Energy Step Code.
- 5.5.6. Prioritize fiscal sustainability through the maximization of existing infrastructure assets through:
 - a) Redevelopment or infill of existing residential areas and/or the existing serviced areas and within Neighbourhood Nodes and Community Centres; and

b) Seeking opportunities for the development of vacant and underutilized lands that can be serviced from adjacent or nearby services and infrastructure including water, sewer, stormwater, and roads.

5.5.7. Future growth and development should be directed to areas that can be efficiently serviced with municipal piped water and sewer services, with highest priority on infilling existing development areas where capacity is already available or minimal upgrades are required.



📷 Peter Kalasz



MAP 14: INFRASTRUCTURE: WATER SERVICE

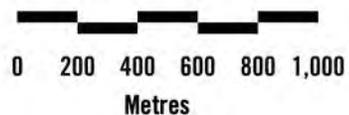
Legend

- | | | |
|---------------------|---------------------------|---------------------|
| City of Grand Forks | Wells | Well Recharge Areas |
| Railway Lines | City of Grand Forks Wells | 5 year |
| Roads | Inactive City Wells | 10 year |
| Rivers | Water Reservoirs | 25 year |
| Streams | Water Lines | Water Service Area |
| Parcels | | |



NORTH

SCALE: 1:25,000



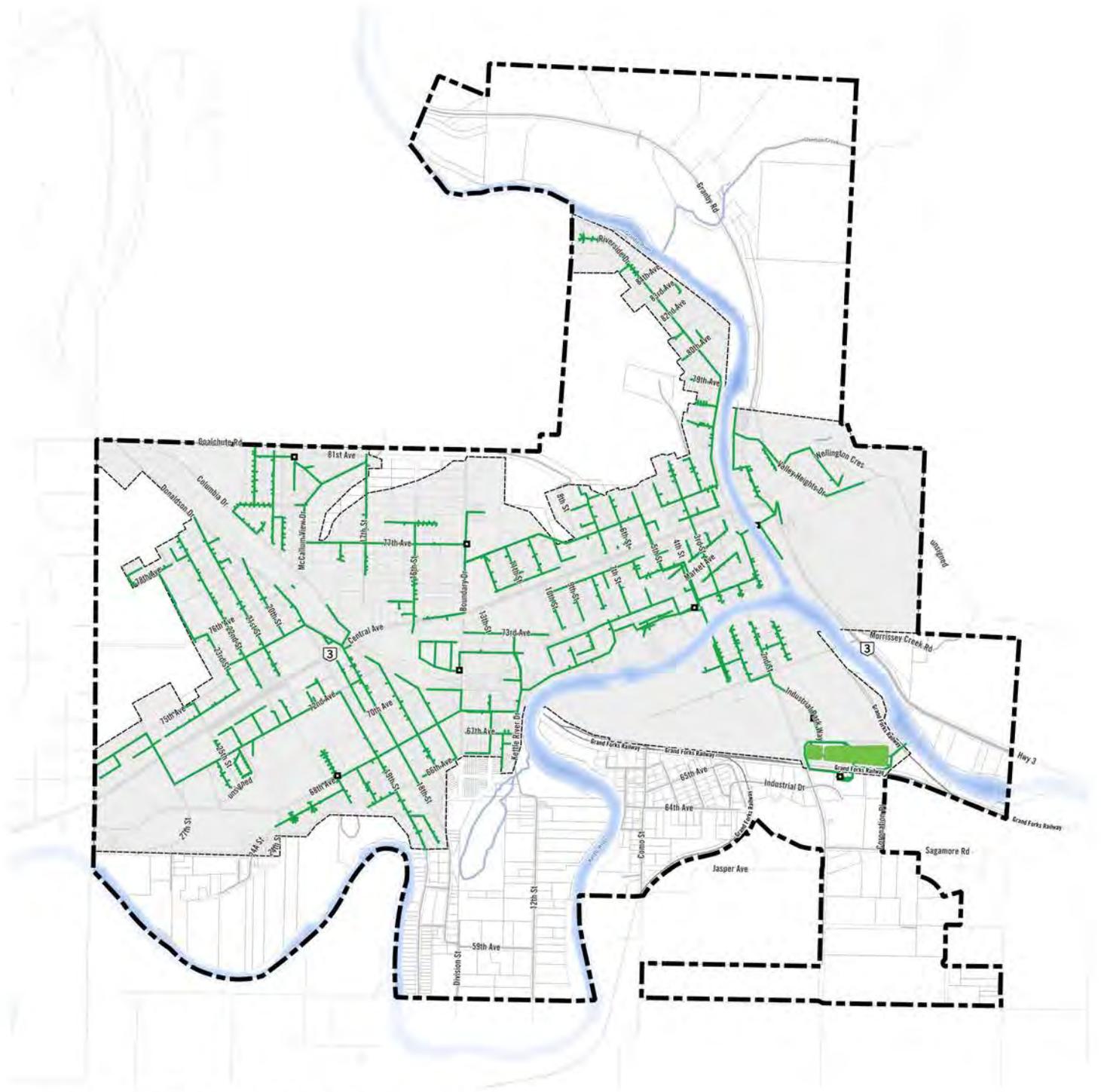
NAD 83 / UTM Zone 11N



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WATER SERVICE POLICIES

- 5.5.8.** Maximize the potential of the City's water supply from its current wells through conservation and metering.
- 5.5.9.** Protect the quality and quantity of the City's water wells through any or all available legislative means (e.g. OCP policy, zoning, setbacks, park dedication, easements, land purchases).
- 5.5.10.** Plan for resilience to drought, floods, aging infrastructure, and potential contamination across the City's water supply, treatment and distribution systems.
- 5.5.11.** Require all new developments within the water service area and outside of the Agriculture / Rural Residential and Environmental areas identified on ***"MAP 1: Land Use Designations"*** ***on page 13*** be connected to the City's water system.
- 5.5.12.** The City should collaborate with the Province and stakeholders, as needed, to protect the City's groundwater resources from inappropriate development or contamination from land use activities, and to promote the sustainability of the Grand Forks aquifer.
- 5.5.13.** Investigate opportunities to reduce the number of private water wells within City limits by expanding the municipal water system.



MAP 15: INFRASTRUCTURE: SANITARY SERVICE

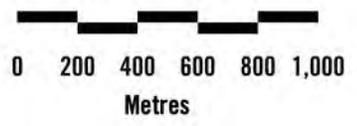
Legend

- City of Grand Forks
- Railway Lines
- Roads
- Rivers
- Streams
- Parcels
- Sanitary Lagoon
- Sanitary Lift Station
- Sanitary Main
- Sanitary Sewer Service Area



NORTH

SCALE: 1:25,000



NAD 83 / UTM Zone 11N

SANITARY SERVICE POLICIES

- 5.5.14. Plan for resilience to drought, floods, aging infrastructure, and potential contamination across the City's wastewater collection and treatment systems.
- 5.5.15. Require all new developments within the Sanitary Sewer Service Area and outside of the Agriculture / Rural Residential and Environmental areas identified on ***"MAP 1: Land Use Designations"*** on page 13 to be connected to the City's sewer system.
- 5.5.16. Investigate opportunities to reduce the number of septic fields within City limits by expanding the municipal sewer system into unserved areas if infill is contemplated and expansion economic for the City.





MAP 16: INFRASTRUCTURE: STORMWATER SERVICE, NATURAL ASSETS, & GROUNDWATER PROTECTION

Legend

- City of Grand Forks
- Railway Lines
- Roads
- Rivers
- Streams
- Parcels
- City of Grand Forks Wells
- Well Recharge Areas**
 - 5 year
 - 10 year
 - 25 year
- Stormwater Mains**
 - Active
 - Proposed
- Aquifer Vulnerability**
 - Low
 - Moderate
 - High
- Unclassified
- Unknown
- Aquifer Boundary
- Wetlands & Riparian Areas

NORTH

SCALE: 1:25,000

0 200 400 600 800 1,000
Metres

NAD 83 / UTM Zone 11N

STORMWATER SERVICE, NATURAL ASSETS, & GROUNDWATER PROTECTION POLICIES

- 5.5.17. Endeavour to implement stormwater best practices such as absorbent landscapes, infiltration swales, filtering and oil separation, rain gardens, and pervious paving to minimize runoff and increase on-site retention and infiltration.
- 5.5.18. Require individual developments to provide a drainage plan or storm water management plan acceptable to the City.
- 5.5.19. Encourage developments to minimize impervious surfaces and maximize infiltration where appropriate to reduce runoff.
- 5.5.20. Consider amending the Zoning Bylaw to minimize impervious surfaces at the time of development.
- 5.5.21. Coordinate the planning and development of flood mitigation and stormwater infrastructure in a systematic and community-wide manner.
- 5.5.22. Conserve natural systems as part of the “**natural sponge**” to not only decrease and manage stormwater volume but to improve quality through filtering and absorption.
- 5.5.23. Prioritize more detailed study of groundwater protection tools for well recharge areas, wetlands, and areas of high aquifer vulnerability including, but not limited to:
 - a) Establishing a watershed protection zone;
 - b) Establishing a groundwater protection development permit area;
 - c) Limiting impermeable site coverage in the zoning bylaw;
 - d) Developing amenity bonusing to groundwater protection; and
 - e) Continual monitoring.





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DRAFT April 28, 2022

SECTION 6.0 COMMUNITY-WIDE POLICIES

📷 Peter Kalasz

6.1 INTRODUCTION

The following Community Land Use Policies are general in nature and apply to the entire City of Grand Forks. Whereas the policies in previous OCP sections are often specific to geographic areas within the City, the policies in this section are applicable to the entire City based on broad topics such as environment, social, culture, and the economy.

HOW TO READ THIS SECTION

These policies are applicable to everyday decisions of Council and City Administration, and to a lesser extent will also guide and direct development applications. The policies should be consulted regularly by Council, City Administration, and developers. In many cases these policies direct the City and its various departments to undertake specific projects, strategies or initiatives.



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6.2 ECOLOGICAL POLICIES

ENVIRONMENTAL GOALS

Related Primary Goals



Enhance ecosystems and protect from degradation



Integrate natural systems into the City's infrastructure system to deliver ecosystem services that reduce energy use, and improve water quality and quantity

Related Secondary Goals



Protect residents and property from natural hazard events



Reduce GHGs and fight climate change



Protect and support the continued use of agricultural and rural land uses within the City

INTRODUCTION & OBJECTIVES

Environmental sustainability and resilience are at the heart of the City of Grand Forks. The City is beautifully integrated into the Granby and Kettle Rivers with wetlands, creeks, and hills all around. Maintaining the City's integration into these natural systems is a key principle of this OCP.

POLICIES

- 6.2.1.** Provincial and federal environmental regulations are recognized and applicable within the City boundaries.
- 6.2.2.** The City shall endeavour to periodically evaluate environmentally sensitive areas and sensitive ecosystems, and where applicable, protect these areas through the use of available legislative tools.
- 6.2.3.** Encourage developers on private land to preserve and retain existing trees.
- 6.2.4.** Periodically update the sensitive ecosystem mapping in support of endangered or regionally important species and ecosystems.
- 6.2.5.** Consider expanding the Tree Retention Policy to enable net gain of trees and canopy cover through tree monitoring, enhanced replacement ratios, and incentives for tree planting and maintenance on private land and boulevards. The policy should consider prioritizing:

- a) Retention, relocation, or replacement;

- b) Net gain goal through development replacement and tree planting programs;
- c) Require 2:1 replacement of trees removed over 20 cm at DBH by development;
- d) Create Community Tree Planting programs with corporate sponsorship that encourage education and stewardship of these valued natural assets;
- e) Create an adopt a tree program for seasonal watering of street and park trees; and
- f) Develop a tree identification and inventory program for street trees coordinated by an educational institution.

- 6.2.6.** All new developments should incorporate FireSmart Canada principles and design standards.

“ Definitely need to do more to protect environmentally sensitive areas! Sustainable agriculture, water quality, air quality, noise pollution levels, wildlife population, and access to wilderness. ”

~Grand Forks citizen

6.3 GREENHOUSE GAS REDUCTION

ENVIRONMENTAL GOALS

Related Primary Goals



Reduce GHGs and fight climate change



Enhance ecosystems and protect from degradation

Related Secondary Goals

Protect residents and property from natural hazard events

Enhance ecosystems and protect from degradation

Protect and support the continued use of agricultural and rural land uses within the City

INTRODUCTION & OBJECTIVES

Provincial legislation requires BC local governments to include a greenhouse gas (GHG) reduction target, as well as policies and/or actions for meeting the target, in an OCP or regional growth strategy. The City of Grand Forks has set a target of net zero in City and community-wide emissions by 2050 in support of Canada’s commitments.

The objectives and policies that correspond, directly or indirectly, to this target are included this section.

POLICIES

- 6.3.1. Support the sustainable and regenerative agricultural use of land designated within the Agricultural Land Reserve (ALR).
- 6.3.2. Promote active modes of transportation (walking, cycling, wheeling) through the continued development of a safe off-street sidewalks and pathways system.
- 6.3.3. Work with the Provincial Transit Authority to encourage and promote public transit opportunities for Grand Forks.
- 6.3.4. Aim to reduce GHG emissions from City staff and hired contractors travel through various means, including:
 - a) Using walking and cycling instead of vehicles;
 - b) Providing end of trip facilities (e.g. change rooms, showers, bike storage) at City buildings;

- c) Transition of the City vehicle fleet to low emission vehicles;
- d) Promotion of public transit, where available;
- e) Allow flexibility for employees to work from home; and
- f) Ride sharing.

- 6.3.5. Consider the preparation, adoption and implementation of a “**Climate Action Plan**” to achieve community greenhouse gas reduction targets.
- 6.3.6. Encourage and implement, where practical, the strategies within the City’s Air Quality Management Plan.
- 6.3.7. Strive to meet the goal of net zero in City and community-wide emissions by 2050.
- 6.3.8. Encourage and promote the implementation of BC’s Climate Action Charter in order to reduce GHG emissions and protect the natural environment.
- 6.3.9. Consider means to encourage and incentivize the use of ‘green’ technologies in building construction, including the provision of priority parking for low or no emission vehicles and electric vehicle charging stations.

6.4 PUBLIC & INSTITUTIONAL

NEIGHBOURHOOD GOALS

Related Primary Goals



Build a vibrant Downtown and reinforce Market Avenue



Enhance public space and civic amenities to create opportunities for residents and visitors to experience and enjoy living and visiting Grand Forks

DISTRICT GOALS



Enhance our streets and community entrances to encourage visitors to stop in Grand Forks

INTRODUCTION & OBJECTIVES

Public and institutional facilities are vital to the life of a City. They include schools, hospitals, government offices, and other public facilities and spaces. These facilities add to the completeness of a neighbourhood or City and should be located in close proximity to residential areas so people of all ages can walk, bike, or drive only a short distance to access them. Public facilities, if located in the right place, can often promote further development in those locations. Thus, public and institutional facilities should be placed in the heart of the City and its neighbourhoods, not on the edges.

POLICIES

6.4.1. Locate City-owned buildings within the heart of the City (e.g. Downtown Core) or within Neighbourhood Nodes or Community Centres as identified on ***"MAP 1: Land Use Designations"*** on page 13. The most prominent City buildings (e.g. City Hall) should be located in the Downtown Core with other buildings such as recreation centres located in Neighbourhood Nodes or Community Centres.

6.4.2. In addition to consultation requirements in the Local Government Act regarding School Districts, continue to work with partners at School District 51 Boundary on creating a great community for students and families, including addressing:

- a) Safe routes to school via walking, biking, school busses, and personal vehicles;
- b) Traffic safety, parking, and movement of vehicles during drop-off and pick-up times in and around schools;
- c) Integration of school parks and playgrounds with the City's parks, open space, and pathways network;
- d) Snow clearing and transportation planning;
- e) Design of roadways to accommodate school busses; and
- f) Other matters as they may arise.

6.4.3. Public spaces and community facilities should consider future needs as a result of climate change, and how they can help the community during times of stress. These may include:

- a) Refuge space from heat waves, wildfire smoke, power outages, and other similar circumstances;
- b) Cool and clean air refuges; and
- c) Shared outdoor public spaces.

6.4.4. Prioritize active mobility infrastructure (pathways, sidewalks) and associated snow clearing to public and institutional buildings and uses.

6.4.5. Work collaboratively with government, private or non-governmental organizations and agencies on the strategic location and design of new institutional developments to support alignment with the growth strategy, vision, and policies of this OCP.



6.5 AFFORDABLE HOUSING

NEIGHBOURHOOD GOALS



Encourage a variety of housing types to provide affordable housing options for residents of all ages and abilities



Preserve historical places, character, and buildings; encourage sensitive infill and redevelopment in all residential neighbourhoods

CONNECTING THE CITY GOALS



Ensure citizens have connection to the necessary utilities and infrastructure for a high-quality of life and health

INTRODUCTION & OBJECTIVES

A diverse and inclusive City improves the quality of life for everyone and ensures that housing is available, affordable and attainable for City residents.

The City has identified the following targets related to affordable housing:

- Achieve a rental vacancy rate of 1.5% or greater;
- Add a minimum of 10 new rental units per year to the inventory in the City; and
- Achieve 50% of new housing starts as attached housing types.

The following policies will help to make the City achieve these targets and create a place where all residents can live in housing that provides them with a good quality of life.

AFFORDABLE HOUSING POLICIES

- 6.5.1.** Consider creating and implementing an Affordable Housing Strategy by using policies and actions to create an increase in the supply of affordable housing.
- 6.5.2.** Support housing affordability by prioritizing higher density residential developments, infill and redevelopment located close to community amenities and support services.
- 6.5.3.** Explore affordable housing development incentives including waiving, reducing, or deferring payment of development cost charges and other planning and development fees for affordable housing projects.

- 6.5.4.** Explore housing agreements, density bonuses, and revitalization tax exemptions to increase provision of affordable and sustainable housing.
- 6.5.5.** Consider supporting non-profit organizations and senior governments in their work of sponsoring, developing, and managing supportive housing projects which address the housing needs of homeless and at-risk families and individuals.
- 6.5.6.** Support an affordable housing advisory committee with community stakeholders to assess and make recommendations regarding the ongoing housing needs of the community.
- 6.5.7.** Identify City-owned lands to be made available for affordable housing developments.



6.6 ARTS, CULTURE & SOCIAL DEVELOPMENT

NEIGHBOURHOOD GOALS



Encourage a variety of housing types to provide affordable housing options for residents of all ages and abilities



Preserve historical places, character, and buildings; encourage sensitive infill and redevelopment in all residential neighbourhoods



Enhance public space and civic amenities to create opportunities for residents and visitors to experience and enjoy living and visiting Grand Forks



Create diverse employment centres accessible to all residents

INTRODUCTION & OBJECTIVES

Arts and culture adds vibrancy, colour, inclusion, and diversity to society and is represented as part of the sustainability model for Grand Forks. A vibrant arts and culture community can appear in different ways to different people. Building upon existing cultural assets and creating a vibrant Downtown Core with a point of interest and distinction is a critical element in the pursuance of a long term sustainability goal of a vibrant arts and culture community.

The policies in this section aim to strengthen the arts and culture community within Grand Forks.

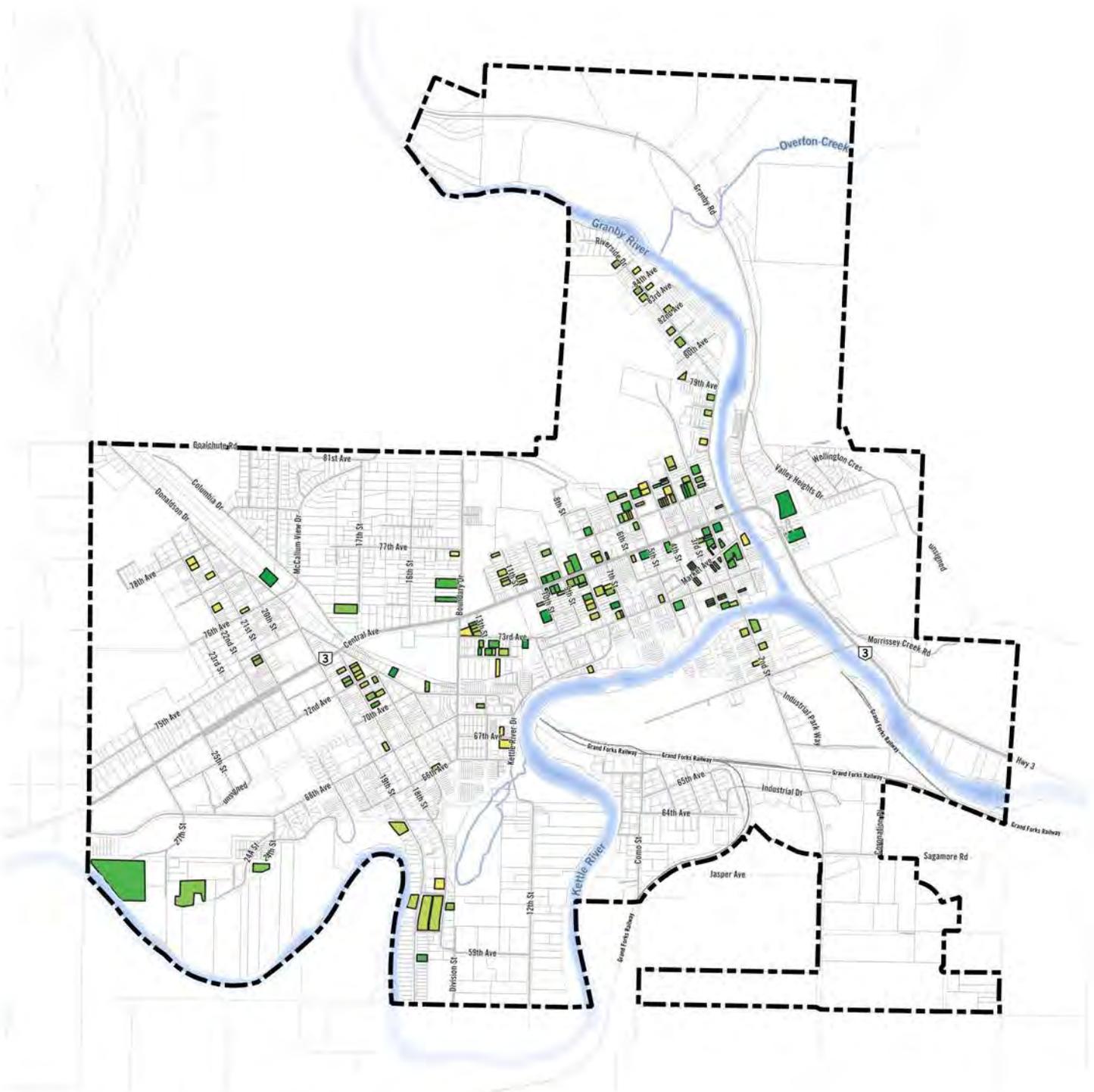
ARTS & CULTURE POLICIES

- 6.6.1. The City should work with regional arts and cultural organizations and artisans to support a blend of cultural attractions, including seasonal festivals and fairs.
- 6.6.2. The City should support the Downtown Core as the heart of the City by hosting festivals and special events in the Downtown Core.
- 6.6.3. The City and community partners should investigate the feasibility of enhancing existing facilities for multi-purpose use.

SOCIAL POLICIES

- 6.6.4. The City should work collaboratively with the Regional District of Kootenay Boundary (RDKB) and not-for-profit organizations in the provision of regional social and community services and associated facilities.





MAP 17: HISTORICALLY IDENTIFIED HERITAGE PROPERTIES

Legend

- City of Grand Forks
- Railway Lines
- Roads
- Rivers
- Streams
- Parcels

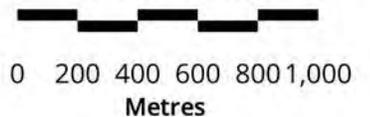
Identified Heritage Properties by Overall Score

- 80 - 100
- 60 - 80
- 40 - 60
- 20 - 40
- 0 - 20



NORTH

SCALE: 1:25,000



With information from: Hobson, R. (1986) "Grand Forks District Heritage Survey: A Report to the grand Forks District Heritage Advisory Committee"

6.7 HERITAGE

NEIGHBOURHOOD GOALS

Related Primary Goals



Build a vibrant Downtown and reinforce Market Avenue



Preserve historical places, character, and buildings; encourage sensitive infill and redevelopment in all residential neighbourhoods

Related Secondary Goals



Enhance public space and civic amenities to create opportunities for residents and visitors to experience and enjoy living and visiting Grand Forks

DISTRICT GOALS



Enhance our streets and community entrances to encourage visitors to stop in Grand Forks

INTRODUCTION & OBJECTIVES

Grand Forks has a rich history and heritage which manifests itself in both the people and the buildings within the community.

- The objectives and policies that aim to protect and enhance the heritage values of Grand Forks are to be applied to the properties shown on ***“MAP 17: Historically Identified Heritage Properties” on page 112***, where heritage values at present remain.

The intent of these policies are to:

- Protect and enhance the heritage value and historical role of the city centre;
- Preserve the heritage character in designated areas of Grand Forks;
- Encourage the maintenance of heritage buildings, structures and landscapes in a manner that preserves their historic quality and characteristics;
- Encourage new homes within heritage areas to reflect a designated heritage design theme; and
- Balance and integrate heritage conservation and revitalization objectives with other community initiatives and priorities.

POLICIES

- 6.7.1.** Construct and install heritage signage through the Wayfinding Strategy.
- 6.7.2.** Continue education programs on the location and importance of existing heritage properties directed towards heritage property owners and the community at large.
- 6.7.3.** Support the update of the historical inventory of heritage properties.
- 6.7.4.** Encourage property owners to request designation as a means of conserving, commemorating, or restoring a site.
- 6.7.5.** Encourage the adaptive reuse of properties in the defined Heritage Corridor, to include a mixture of uses such as residential, commercial, tourist commercial, and institutional.
- 6.7.6.** Consider the City’s overall heritage strategy when reviewing all new development and redevelopment applications.

6.8 AGRICULTURE & FOOD SECURITY

ENVIRONMENTAL GOALS

Related Primary Goals



Protect and support the continued use of agricultural and rural land uses within the City

Related Secondary Goals



Enhance ecosystems and protect from degradation

INTRODUCTION & OBJECTIVES

Food security has become an increasingly critical issue and the importance of local food production is likely to increase with climate change. Focus should be on more self-reliance within the community to increase resiliency and promote sustainable local food production, thereby creating access to nutritious, safe food. By creating sustainable local food sources, transportation costs are lowered and residents are less reliant on delivery of goods from afar and thereby less vulnerable to shortages.

The objectives and policies that aim to better support the sustainable production of food in Grand Forks are included in this section.

POLICIES

URBAN AREAS

- 6.8.1.** Encourage agricultural operations within the City to operate in a manner that minimizes air quality and environmental impacts.
- 6.8.2.** Support access to sustainable local food production by encouraging gardens and food production.
- 6.8.3.** Review zoning and other relevant regulations to allow, where appropriate, for small-scale animal husbandry, including backyard chickens, bees, and other small livestock for food production.
- 6.8.4.** Support community initiatives which promote environmentally and agriculturally sustainable practices, such as community gardens, pollinator planting, a community compost program, suitable for food production, promotion of backyard composting, and rainwater collection.

- 6.8.5.** Continue to support food security by promoting/ supporting farmers markets (and similar venues) and stores that offer local and healthy food options and fresh produce.
- 6.8.6.** Support public spaces that can be used to host community events such as fairs, farmers markets, or festivals and help promote community involvement, integration of greenspace and help promote surrounding retail businesses.
- 6.8.7.** Enhance the capacity of city-owned and school lands to establish community gardens, thereby providing access to local food and educational programs.
- 6.8.8.** Consider incorporating appropriate native edible landscaping and pollinator gardens on public land, parks, and encourage private developments to incorporate these principles.

RURAL AREAS

6.8.9. Encourage new economic opportunities whereby residents can produce food for the community in a sustainable and ethical manner.

ALR LAND POLICIES

6.8.10. Support subdivision layouts that do not encourage future urban encroachment into the ALR or other farming areas.

6.8.11. Minimize the effects of farm activities on urban development through policies on visual and spatial separation, reduction of risks, measures for protection of air and groundwater quality, and public awareness of normal farm practices.

6.8.12. All developments adjacent to ALR land should demonstrate consideration of the Province of BC's "Guide to Edge Planning"¹.



¹ (https://www2.gov.bc.ca/assets/gov/farming-natural-resources-and-industry/agriculture-and-seafood/agricultural-land-and-environment/strengthening-farming/planning-for-agriculture/823100-3_edge_guide_2015.pdf)

6.9 SAND & GRAVEL RESERVES

ENVIRONMENTAL GOALS

Related Primary Goals



Enhance ecosystems and protect from degradation

Related Secondary Goals



Reduce the impact of high-disturbance businesses on surrounding neighbourhoods

INTRODUCTION & OBJECTIVES

Provincial legislation requires Official Community Plans to identify the approximate location of their sand and gravel deposits that are suitable for future sand and gravel extraction.

There are no existing sand and gravel operations within the City and the approximate location of sand and gravel deposits are not known nor mapped at present.

However, the City should strive to maintain a supply of sand and gravel that meets the needs of Grand Forks while ensuring that any resource extraction, processing and manufacturing that might occur has minimal short- and long- impacts on the environment, agricultural lands, and residential neighbourhoods.

POLICIES

- 6.9.1.** Sand and gravel operations shall use best management practices to reduce impacts on neighbouring properties and along truck routes. Preventative measures may include controlling hours of operation, dispersion of dust, access, and screening.
- 6.9.2.** Permit asphalt plants, concrete plants, gravel crushing, and grading in appropriate locations through issuance of temporary industrial use permits.
- 6.9.3.** Require the rehabilitation of depleted sand and gravel extraction areas immediately following completion of extraction activities or in phases as work proceeds.
- 6.9.4.** Prohibit sand and gravel extraction in environmentally sensitive areas.



SECTION 7.0 IMPLEMENTATION

7.1 IMPLEMENTATION “ACTION” ITEMS

POLICIES

- 7.1.1. Each year, Council and Administration will identify a list of OCP implementation priorities to include in Council’s Annual Strategic Plan.
- 7.1.2. Each year, Council and Administration will report back to the community on progress made on the previous year’s Strategic Plan priorities.





SECTION 8.0 DEFINITIONS & GLOSSARY

8.1 DEFINITIONS

ACCESSORY COMMERCIAL UNIT (ACU) MEANS a room or set of rooms in a single-family home or a stand-alone residential building or structure that (a) has been designed as a separate commercial unit and has been established as a separate commercial unit by permit; and (b) is attached to, located within, or unattached to the lot's principal building; and (c) is a secondary use to the lot's principal building, structure, and use.

ACCESSORY DWELLING UNIT (ADU) MEANS a room or set of rooms in a single-family home or a stand-alone residential building or structure that (a) has been designed as a separate dwelling unit and has been established as a separate dwelling unit by permit; and (b) is attached to, located within, or unattached to the lot's principal building; and (c) is a secondary use to the lot's principal building, structure, and use.

AFFORDABLE HOUSING MEANS when a household spends less than 30% of its pre-tax income on adequate shelter. Households that spend more than 30% of their income on shelter are deemed to be in core housing need.

CASH IN LIEU MEANS the acceptance of monetary funds instead of land-based requirements.

DARK SKIES MEANS the use of full-cutoff fixtures that cast little or no light upward in public areas. Dark Skies is a worldwide campaign to reduce light pollution.

DEVELOPMENT COST CHARGES (DCCS) MEANS the levying of funds on new development to pay for new or expanded infrastructure such as sewer, water, drainage, parks and roads necessary to adequately service the demands of that new development.

DEVELOPMENT PERMIT AREAS (DPAS) MEANS locations that need special treatment for certain purposes including the protection of development from hazards, establishing objectives for form and character in specified circumstances, or revitalization of a commercial use area.

FLOODPLAIN, FREEBOARD (FLOODPLAIN) MEANS lands within a lowland area, whether or not diked or floodproofed, which by reasons of land elevation are susceptible to flooding from an adjoining watercourse, lake, or other body of water, are reasonably required to discharge the flood flow of a 1:200-year flood. The freeboard floodplain is commonly referred to as the floodplain.

FLOODPLAIN, PROTECTED MEANS lands within the freeboard floodplain area that are protected by flood infrastructure such as dikes and flood walls, which reduce or eliminate the impact and likelihood of damage to lands within this area during a Designated Flood.

FLOODWAY MEANS the channel of the watercourse and those portions of the flood plains that are reasonably required to discharge the flood flow of a 1:20 year flood.

FREEBOARD MEANS a vertical distance added to the Designated Flood Level and is used to establish the Flood Construction Level.

HOME OCCUPATION OR HOME-BASED BUSINESS MEANS an occupation or profession carried out in a dwelling unit, or a building accessory to a dwelling unit, primarily by a permanent resident of the dwelling unit, where such occupation or profession is accessory to the residential use of the dwelling unit.

GROUND ORIENTED DEVELOPMENT MEANS buildings that provide direct outdoor access to and from each unit at grade, rather than from a common entrance or hallway.

HOUSEHOLD MEANS a person or group of persons who occupy the same dwelling.

HOUSEHOLD INCOME MEANS the sum of the incomes of all people aged 15 years or older residing at a single address.

INCLUDE, INCLUDING, INCLUDES MEANS “including but not limited to” and does not limit the generality of the foregoing.

INFILL MEANS development a vacant piece of land in areas fully serviced by community infrastructure (water, sewer, roads, etc.).

INTENSIFICATION MEANS upgrading an existing developed property to a more intensive development or higher density than currently exists. Intensification can include adding additional units (such as ACUs, ADUs and secondary suites) or the conversion of existing buildings (ex: converting a single-family dwelling to a triplex).

LEGALLY NON-CONFORMING MEANS occurs when the use of land or a building or structure is not permitted by the current zoning bylaw, but was permitted by a previous bylaw.

MASTER PLAN MEANS a planning document that provides a conceptual layout of a site to guide future growth and development that includes making the connection between buildings, social settings, and their surrounding environments. A Master Plan shall Include: Building Siting, Orientation and Uses; A Landscape Plan; a Phasing Plan; site statistics (density and Gross Floor Areas); a Grading Plan that identifies sloped areas above 20% and demonstrated steps to mitigate environmental impact on these areas; and a Servicing and Stormwater Management Plan. *See Appendix XX.*

MASTER PLANNED MIXED USE MEANS an area that is a focal point for tourist and the traveling public commercial areas and acts as a transition area between the traditional City residential areas and vibrant commercial City Centre areas. MPMU area may include residential, retail commercial, and civic land uses, as well as tourist oriented and highway commercial uses.

MIXED-USE MEANS the combination of more than one use, such as residential, commercial (office and/or retail), or institutional uses, in the same building or development.

NATURAL BOUNDARY MEANS the visible high water mark where the presence and action of water are so common and usual and continued in all ordinary years as to mark upon the soil of the bed of a lake, river or stream or other body of water a character distinct from that of the banks thereof, in respect to vegetation as well as in respect to the nature of the soil itself.

NEIGHBOURHOOD COMMERCIAL MEANS small-scale commercial amenities typically located at key intersections along arterial roads that provide retail sales or limited service functions (e.g. convenience store, coffee shop, neighbourhood pub), that are intended to serve residences within a walkable distance in the immediate neighbourhood.

PHASING PLAN MEANS the breaking down of large-scale development projects into manageable project components and subsequently mapping out the life cycle of the project, including the timeline for construction of buildings, roads, and provision of services.

QUALIFIED ENVIRONMENTAL PROFESSIONAL (QEP) MEANS an applied scientist or technologist who is registered and in good standing with an appropriate B.C. professional organization constituted under an Act. The QEP must be acting under that association's code of ethics, and subject to the organization's disciplinary action.

QUALIFIED PROFESSIONAL (HYDROGEOLOGIST) MEANS a hydrotechnical engineer and geoscientist with expertise in hazard assessment and engineering hydrology, calculations of peak flows and flow return periods who is registered and in good standing with an appropriate B.C. professional organization constituted under an Act.

OPEN SPACE MEANS any open piece of land that is undeveloped (has no buildings or other built structures) and is accessible to the public.

SHORT-TERM VACATION RENTAL, MAJOR MEANS a single-detached dwelling unit that is rented for less than 30 consecutive days per month.

SHORT-TERM VACATION RENTAL, MINOR MEANS an accessory dwelling unit contained within a single-detached dwelling that is rented for less than 30 consecutive days per month.

8.2 INTERNET RESOURCES

Agricultural Land Commission (<https://www.alc.gov.bc.ca/alc/content/home>)

Better Homes BC - Energy Efficiency Incentives (<https://betterhomesbc.ca>)

Community Lifecycle Infrastructure Costing (BC) (<https://www2.gov.bc.ca/gov/content/governments/local-governments/planning-land-use/local-government-planning/community-lifecycle-infrastructure-costing>)

Dark Skies (<https://www.darksky.org>)

Firesmart Canada (<https://www.firesmartcanada.ca/>)

Invasive Species Council of BC (<https://bcinvasives.ca/>)

Universal Accessibility / Universally Accessible Design (<https://www2.gov.bc.ca/gov/content/industry/construction-industry/building-codes-standards/accessibility>)



OFFICIAL COMMUNITY PLAN

April 2022

DRAFT April 28, 2022