

# DISTRICT LAND USES

## 4.2 HIGHWAY, TOURIST AND MIXED-USE CORRIDORS

### 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

The **“Highway and Tourist Commercial”** area consists of automobile-oriented uses and tourist services for visitors and residents focused along Central Avenue/Highway 3.

The **“Mixed-Use Corridor”** is the transitional area on Donaldson Drive that includes legacy light industrial and service commercial businesses as well as neighbourhood-oriented businesses and private residences.

### INTENT

**“Highway and Tourist Commercial Areas”** act as a gateway or ‘welcome’ to the City from Highway 3 and the Regional District, and should have careful planning to maintain a visually pleasing gateway to the City.

Sensitive design and planning will allow the **“Mixed-Use Corridor”** to transition to more residential and mixed-use commercial activities supporting the connected Neighbourhood Node and Community Hub. The City aims to improve the visual character of the corridor and its suitability for active transportation, while retaining employment lands.

### POLICIES

- 4.2.1. The following policies apply to those lands identified as **“Highway and Tourist Commercial”** and **“Mixed-Use Corridor”** on ***“MAP 1: Land Use Designations”***, as appropriate
- 4.2.2. Highway and Tourist Commercial land uses 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. Mixed-Use Corridor Land Uses include a range of service, commercial, light industrial and small enterprise uses with provision for secondary residential uses.
- 4.2.4. Strictly limit land uses that create nuisances visible from the highway (e.g. dust, pollution, visible refuse/garbage, storage areas).
- 4.2.5. Minimize sign clutter through strong wayfinding program and sign regulations.
- 4.2.6. Require developments to provide or improve safe pedestrian and cycling access during development.

**4.2.7.** Encourage development to be complementary and not detrimental to the City's 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 all 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:

- a) Dedicated parking areas for RVs and large vehicles;
- b) Highway signage for parking areas; and
- c) Strategy for getting tourists/visitors in RVs and large vehicles to access both highway services and the downtown.

**4.2.9.** Work with the Ministry of Transportation and Infrastructure (MOTI) to implement improved safe pedestrian and cycling access across the highway and from the Eastern Gateway to Downtown.



## 4.3 LIGHT INDUSTRIAL AND AIRPORT

### GOALS



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### INTRODUCTION

The “**Light Industrial and Airport**” areas support continued economic activities including industrial, airport and airport runway, and service commercial uses.

### INTENT

“**Light Industrial and Airport**” areas have considerable potential for infill, redevelopment and intensification to enable greater opportunities for medium-scale enterprises and continued economic diversification. City policies for these areas support continued development to leverage the land resources, skills and support industries available in these areas.

### POLICIES

**4.3.1.** The following policies apply to those lands identified as “**Light Industrial and Airport**” on “***MAP 1: Land Use Designations***”.

**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.** 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, as applicable; and
- d) promoting with retention and attraction of businesses and new industries, where possible.

**4.3.4.** Consider developing an *Industrial Lands Strategy* for a sufficient supply of existing and future industrial lands to promote the local economy and support a sustainable tax base for the City.

**4.3.5.** Encourage innovative industrial development, such as data centres, local artisan technology or manufacturing, co-working creative/maker spaces, and work-live buildings.

**4.3.6.** Use the airport as an economic tool to retain, expand and attract commercial and institutional businesses and services.

## 4.4 HEAVY INDUSTRIAL

### GOALS



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### INTRODUCTION

The “**Heavy Industrial**” areas support large-scale employment areas that provide for community wealth and jobs. These areas also have off-site impacts, and therefore must be located and designed appropriately to minimize impacts to adjacent land uses and support safety of nearby residents and businesses.

### INTENT

The City’s intent for “**Heavy Industrial**” areas is to continue providing for the sustained benefits provided by productive industrial use of these sites, while seeking to minimize offsite negative impacts during land use changes or development approvals. Future opportunities for expanding the “**Heavy Industrial**” land base within appropriate areas of “**Light Industrial and Airport**” land would require careful evaluation and impact assessment to ensure the long-term interests of the community are supported by any increased economic opportunity.

### POLICIES

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

**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.** Consider buffering Heavy Industrial areas from adjacent land uses through the use of parks, open spaces, or medium and light industrial land uses.

**4.4.4.** When approving new or expanded “**Heavy Industrial**” 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.



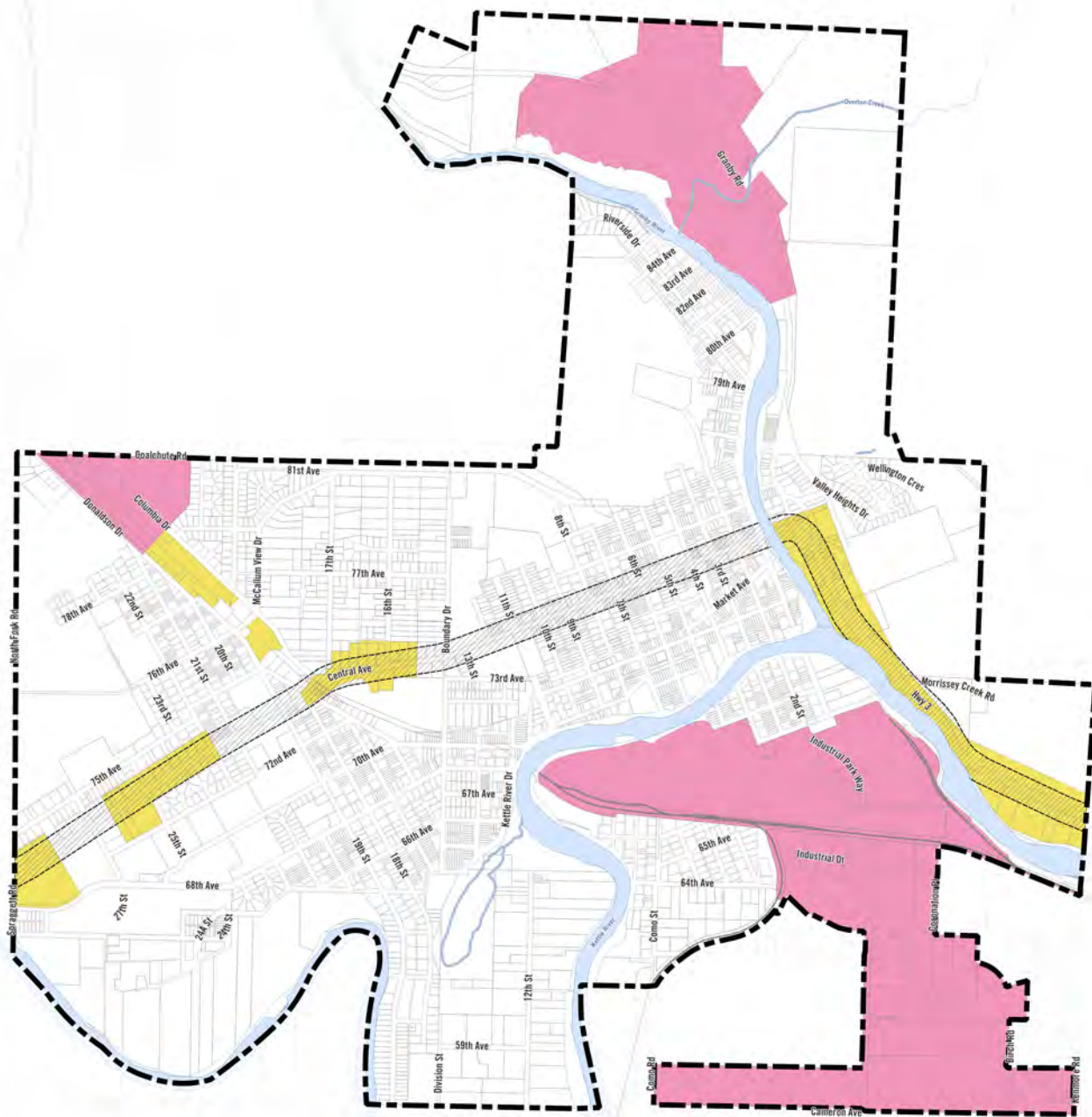
**4.4.5.** Work cooperatively with heavy industry owners and/or operators to:

- 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.

**4.4.6.** Require developers requesting approval for a new or expanded Heavy Industrial property to provide risk assessment in accordance with the standards established by the Major Industrial Accidents Council of Canada, regarding:





- a)** risk identification;
- b)** probability of an industrial accident;
- c)** consequence of an industrial accident;
- d)** emergency management plan; and
- e)** risk management.





## MAP 7: DISTRICT DEVELOPMENT PERMIT AREAS


### Legend

-  City of Grand Forks
-  Highway 3 Corridor
-  GC - Gateway & Corridor
-  IA - Industrial & Airport



SCALE: 1:25,000

0 200 400 600 800 1,000  
Metres

 NAD 83 / UTM Zone 11N

# DISTRICT DEVELOPMENT PERMIT AREAS (DPA)

## AUTHORITY

The City of Grand Forks has the authority under the *Local Government Act* to designate certain areas as Development Permit Areas (DPAs) for specific purposes. In the District Development Permit Areas, these purposes generally include, but are not limited to, implementing design guidelines for use during development to revitalize areas permitting commercial use, or guiding the form and character of commercial, industrial or multi-family residential development. The specific purpose(s) of each Development Permit Area are provided in each section.

## 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.

## EXEMPTIONS AND 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; 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.

## DISTRICT DPAS

The OCP has the following Neighbourhood DPA policy areas:

1. General District DPA
2. Corridors and Gateways DPA
3. Industrial and Airport DPA



## 4.5 GENERAL DISTRICT DPA

### GOALS



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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.

### POLICIES

#### APPLICABILITY

**4.5.1.** The following policies apply to the following Development Permit Areas on ***"MAP 10: District Development Permit Areas"***:

- a) **"Corridors and Gateway DPA"**; and
- b) **"Industrial and Airport DPA"**.

#### EXEMPTIONS

- 4.5.2.** Existing or new single-detached dwellings, detached accessory dwelling units, duplexes, and triplexes are exempt requiring a District Development Permit 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.
- 4.5.3.** Building additions less than 25% of the existing building Gross Floor Area are exempt.
- 4.5.4.** Minor alternations to the exterior of the building are permitted where they are required for maintenance, safety, and to ensure structural integrity.

### APPLICATION REQUIREMENTS

- 4.5.5.** Applications must include a site analysis that identifies existing structures, roads, sidewalks and trails, significant environmental features, and existing mature trees.
- 4.5.6.** Applications must include a comprehensive site plan that considers the surrounding neighbourhood architecture and character.
- 4.5.7.** 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.
- 4.5.8.** Applications must include a landscaping plan that addresses:
  - a) Planting areas and types of plantings;
  - b) Vegetation and trees to be retained and protected during construction by distinct fencing;
  - c) On-Site stormwater mitigation;
  - d) Proposed site grading;
  - e) Site access points (vehicle and pedestrian);
  - f) Bicycle parking; and
  - g) A lighting strategy.
- 4.5.9.** A landscape plan may also include:
  - a) Identification of signage;
  - b) Public art;
  - c) Outdoor amenity space; and
  - d) Seating areas.



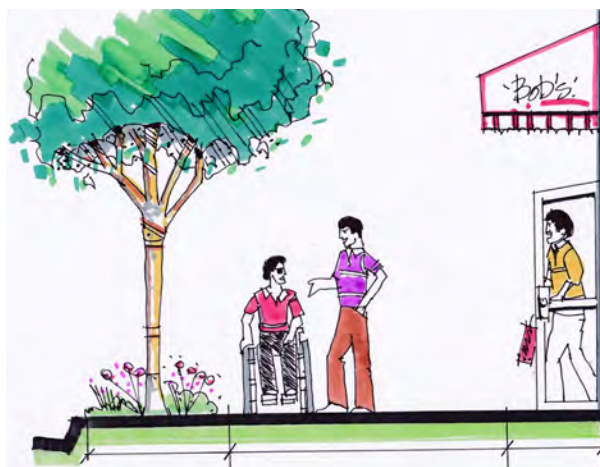
## GENERAL

- 4.5.10. Consider allowing smaller setbacks for porches, decks, and other semi-private spaces if designed to complement the surrounding neighbourhood.
- 4.5.11. Encourage bicycle parking, ride share parking, and EV charging stations and consider using to reduce on-site parking requirements.

## GUIDELINES

### STREETS AND THE PUBLIC REALM

- 4.5.12. Construct sidewalk amenity zones with boulevards or street tree planting areas, and sized to ensure the survival of street trees.
- 4.5.13. Construct sidewalks adjacent to commercial / mixed use buildings to have an obstruction-free pedestrian through zone width of a minimum of 2.5m.
- 4.5.14. Construct sidewalks adjacent to residential buildings to have an obstruction-free pedestrian through zone width of a minimum of 1.8m.



**Figure 4.1: Sidewalk and Amenity Zone**

- 4.5.15. Incorporate Low Impact Development (LID) techniques into site planning, and consider designs 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 AND ORIENTATION

- 4.5.16. Site buildings so they front and frame public streets. For corner sites, site buildings to front both streets, as practical.
- 4.5.17. Provide a front setback of no greater than 6.0 metres except where patios or plazas are provided.
- 4.5.18. Locate buildings along the street front portion of the site and oriented to the street.
- 4.5.19. If within 50m of Highway 3, orient buildings toward Highway 3 with a minimal front setback.
- 4.5.20. Provide landscaped terraces, porches and/or other features that improve accessibility and integration with the street, if elevated construction is required by the Floodplain Management Bylaw or other bylaw.

### BUILDING FORM AND ELEMENTS

- 4.5.21. Limit blank walls to less than 6 metres wide on any facades facing streets. Where there are major extents of wall surfaces, provide architectural features including glazing, texture, graphics, and colours as visual interest to break up the massive surface.
- 4.5.22. Orient building entrances to the street, and design to be clearly identifiable from public areas.
- 4.5.23. Articulate main entry areas with at least 50 percent glazing and a distinct front door design and broad overhangs in roof structure and details.
- 4.5.24. Place active uses at the street level with secondary uses located on upper floors or in the alley.
- 4.5.25. Incorporate roof overhangs, architectural features, doors and windows to articulate individual entries or uses along a façade.
- 4.5.26. Integrate signage, lighting, and display systems in canopy and/or awning systems.
- 4.5.27. Maximize the depth of canopy and awning systems to provide greater weather protection, as well as reduce the scale impact of larger buildings.



**Figure 4.2: Weather Protection from Awnings**

## CHARACTER AND MATERIALS

- 4.5.28. Use natural colours found in the local natural landscape or accent colours complementary to these natural colours.
- 4.5.29. Use Firesmart BC approaches to limit combustible materials in the building envelope.
- 4.5.30. Incorporate sustainable or green building materials, including recycled, recyclable, and locally sourced materials.

## LANDSCAPING AND SCREENING

- 4.5.31. Use landscape design to extend and complement any natural area on or adjacent the site and complement the adjoining residential development with natural plantings, accent planting, and specimen planting where appropriate.
- 4.5.32. Refrain from planting species identified by the Invasive Species Council of BC as invasive, and/or by the Ministry of Agriculture as noxious.
- 4.5.33. Mitigate offsite stormwater impacts by accommodating on-site.
- 4.5.34. Design for infiltration and the use of green infrastructure in streetscaping where conditions permit.
- 4.5.35. Retain topsoil on site and create the least site disturbance possible when conducting site grading and excavation.
- 4.5.36. Retain, where possible, existing mature and native trees and protect their root systems from disturbance during and after construction.

- 4.5.37. Design the scale and location of tree and shrub planting to visually soften building edges and interfaces between buildings and parking areas
- 4.5.38. Select tree species based on compatibility with climate, FireSmart and water conservation objectives where applicable.
- 4.5.39. Design 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 4.3: Fencing and Wall Detail for Parking Areas**

- 4.5.40. Maintain onsite street trees and plan for succession and disease through a Tree Retention and Planting Plan in order to provide shade and other environmental services.
- 4.5.41. Locate building ventilation systems to minimize noise and exhaust on pedestrian areas, adjacent residential development, and outdoor spaces.
- 4.5.42. Screen outdoor storage areas with vegetation and ensure garbage areas are fully enclosed and bear/wildlife proof.

## ACCESS AND PARKING

- 4.5.43. Locate parking areas in the rear of the site behind or beside the main building.
- 4.5.44. Provide access to parking and loading via alleys or side streets, where appropriate.

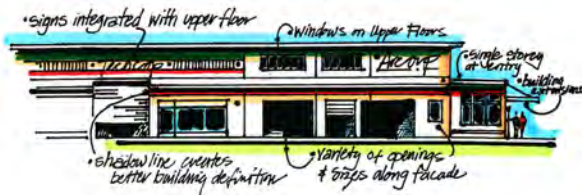


**Figure 4.4: Preferred Parking Location**

- 4.5.45.** Break parking areas with more than 10 stalls into smaller groups, divided by trees and shrubs.
- 4.5.46.** Where required, design off-street parking and loading to promote safe and efficient vehicle entrances and exits, and on-site circulation.
- 4.5.47.** Design sites to accommodate alternative modes of transportation, providing for features such as pedestrian sidewalks, bicycle and walking paths or lanes, and bicycle racks on the site. Link pedestrian and bicycle networks on the site with networks off the site.

## SIGNAGE

- 4.5.48.** In multi-tenant buildings, design signs 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**

- 4.5.49.** Place commercial signage to not detract from the visibility of any City entrance signs.
- 4.5.50.** Only install signs advertising businesses, organizations, or activities located within the subject property's site or neighbourhood.

- 4.5.51.** Directly integrate signage into building facades. Design signage to be architecturally consistent with associated buildings, and avoid single or double pole mounted signs or backlit box signs.
- 4.5.52.** Design signage, materials, and message to be integrated with and complement the scale, colours, and materials of the building.
- 4.5.53.** Design signage to be legible at a pedestrian scale.
- 4.5.54.** Maintain historic signs if found to be a character defining element of the place.
- 4.5.55.** Construct and situate signs to reveal, not conceal, significant architectural features of the building.
- 4.5.56.** Install wayfinding signage in conjunction with Grand Forks' Wayfinding Strategy.

## LIGHTING

- 4.5.57.** Design lighting 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.
- 4.5.58.** Within the development, design front entrance lighting and other visitor parking lighting to be discrete, pedestrian scaled, LED energy efficient, directed, and complementary to the adjoining street lighting.
- 4.5.59.** Use permanent lighting that respects the heritage values and character defining elements of the building but avoids light pollution.

## 4.6 CORRIDORS AND GATEWAYS DPA

### GOALS



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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 and 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

- 4.6.1. *Section “4.5 General District DPA Policies”* and exemptions apply to the “Corridors and Gateways DPA.”
- 4.6.2. The following policies apply to the “Corridors and Gateways DPA” as shown on *“MAP 10: District Development Permit Areas”*.

### GUIDELINES

#### BUILDING FORM AND ELEMENTS

- 4.6.3. Design commercial buildings for a small-community scale, generally not exceeding 2,800 m<sup>2</sup>.

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

#### CHARACTER AND MATERIALS

- 4.6.5. 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 AND SCREENING

- 4.6.6. 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 or vegetation, and screening where appropriate.
- 4.6.7. Design fencing adjoining residential areas to either complement materials generally used in the residential neighbourhood, or use chain-link fencing if including a solid hedge on the outside of the fence.

#### SIGNAGE

- 4.6.8. Match or complement signage to the design theme of the building and design materials from the “Corridors and Gateways DPA”.
- 4.6.9. Include on-site wayfinding signage for large multi-tenant sites.