



*City of Grand Forks*

# OFFICIAL COMMUNITY PLAN



*Bylaw No.1919, 2011*

September 2011 • 0788.0015.01

*Consolidated for Convenience*

2019-01-08

**URBAN**SYSTEMS®

**CITY OF GRAND FORKS  
OFFICIAL COMMUNITY PLAN**

***Bylaw No. 1919, 2011***

***Prepared by***

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USL File No. 0788.0015.01

September 2011

*Consolidated for Convenience on January 8,  
2019 :*

OCP Amendments:

- 1) Bylaw 1935 - redesignation of property - 1648 75th Avenue.
- 2) Bylaw 1919-A1 - added Temporary Use Permits allowed on a case-by-case basis.
- 3) Bylaw 1919-A2 - comprehensive amendment to implement affordable housing.

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## **MAP SCHEDULES**

Schedule B	Land Use Designations
Schedule C	Development Permit Areas
Schedule D	200 Year Floodplain
Schedule E	Sanitary Sewer System
Schedule F	Water System
Schedule G	Storm Water System
Schedule H	Bicycle Network
Schedule I	Road Network
Schedule J	Agricultural Land Reserve

## **LIST OF ABBREVIATIONS**

ICSP – Integrated Community Sustainability Plan  
OCP – Official Community Plan  
SCP – Sustainable Community Plan  
UBCM – Union of British Columbia Municipalities  
ALR – Agricultural Land Reserve  
DP – Development Permit





## **PART ONE - OFFICIAL COMMUNITY PLAN OVERVIEW**

### **1.0 INTRODUCTION**

#### **1.1 Grand Forks is Changing**

As Grand Forks moves into the future, the need to address the changes that have occurred within the community and the changes that will be occurring in the future has never been more urgent. Current demographic trends indicate that within the next few years, Grand Forks will see a significant proportion of its population retired. In addition to this, with current economic challenges in the forestry industry – the area's primary source of industry – the economic viability of the community is of very high concern. As a result, Grand Forks began asking itself a number of important questions:

- *What will the City's future economic base be comprised of?*
- *How do we attract young working families to the community?*
- *How will we meet the health needs of our aging population?*
- *How can we encourage local food production and consumption?*
- *How can we ensure that our children will want to stay, work and raise their families in Grand Forks?*
- *What can we do to make the community more sustainable and self-sufficient?*

In addition to this, the world around us is changing at an ever-increasing pace with respect to the global economy and the environment. It will take a community that is poised and prepared for the future to be able to embrace these changes and look to the future with excitement and optimism.

#### **1.2 Why Are We Doing This**

In 2007, the City of Grand Forks applied for funding under the Integrated Community Sustainability Planning (ICSP) program. The ICSP is a provincial initiative which originated from the 2005 Gas Tax Agreement between the federal government, provincial government and the Union of British Columbia Municipalities (UBCM). The Gas Tax Agreement ties in very closely with BC's interests to address climate change and to encourage the development of healthier, less costly and more sustainable communities. The ICSP program goes even further through the development of partnerships both within and outside of government to support sustainable community planning.

The intent of the ICSP program is to encourage communities to take a closer look at their future and to identify ways of becoming more sustainable, thereby securing their long-term well-being. The ICSP program is not intended to re-invent the planning that communities have already done, but rather to provide a framework that enables communities to build upon their existing policies and approach planning with an intensified sustainability lens.



Under the auspices of the ICSP program, the following elements are emphasized:

- Long-term thinking – planning and/or plans are future oriented to enhance community sustainability (e.g. communities address the need to become resilient in the face of changing circumstances);
- Broad in scope – planning or plans consider the communities' environmental, social and/or cultural sustainability;
- Integration – planning processes or plans reflect a coordinated approach to enhance community sustainability through linkages between different types of plans or planning activities;
- Collaboration – planning processes engage community members and other partners to support community sustainability (e.g. First Nations, neighbouring communities, NGOs, private sector, other levels of government);
- Public engagement and education – designing processes that enhance public input into planning processes;
- Implementation – keeping plans off the shelf and putting them into action; and
- Monitoring and evaluation – setting targets and tracking results to celebrate progress and focus efforts on areas that need the most improvement.

The ICSP program is unique in that it extends fully from concept through to implementation, thereby challenging communities to ensure that sustainability principles are carried forward into strategies and actions that are undertaken. In addition to this, monitoring and evaluating the success of these strategies and actions is also a key component of the ICSP program.

From the ICSP program, a Sustainable Community Plan (SCP) / Official Community Plan (OCP) will be created that will provide direction for communities to create a healthy, sustainable future. This is the challenge that the City of Grand Forks has undertaken.

### **1.3 What is an Official Community Plan?**

An Official Community Plan (OCP) is intended to guide communities to envision, plan and implement a long-term, healthy, viable future that addresses the community's needs at the present time and ensures that the needs of future generations are also met. The OCP will express the City of Grand Forks' commitment to this future and ensures that all three components of sustainability are considered: the social, economic, environmental and cultural. The 'Sustainability Stool' highlighted below shows the relationship between the economic, environmental and social factors. If any one of these 'legs' of the stool is missing or present to a lesser degree than the others, then the sustainability stool will not remain upright.





*Figure 1: The Sustainability Stool*

In addition to the three main components of sustainability, or the 'triple bottom line' as it is also known by, there has been much discussion in recent years regarding another important community element – the cultural element. Within the Grand Forks context, this is represented as the 'seat' of the stool. While the cultural aspect may not be expressed as one of the pillars of sustainability, it is a critical element that cannot be forgotten. Culture can be seen as the 'Fourth Dimension' of a community, one which adds vibrancy and humanity to our society. Culture plays a significant role in the buy-in and success of implementing any sustainable practices. If a community has a 'culture of sustainability' it is much more likely to be successful in implementing policies and practices that create a viable, sustainable community.

Within the various components that create a sustainable community, Grand Forks identified a number of themes that must be considered and reflected in the City's Official Community Plan. These themes include:

- Arts and Culture
- Economic Development
- Natural Environment
- Government-Community Communications
- Self – Sufficiency
- Sustainable Land Use
- Social Fabric
- Healthy Community

#### **1.4 Why Does Grand Forks Need an Official Community Plan?**

Grand Forks is facing both many challenges and many opportunities over the next generation. In order to thrive and prosper, Grand Forks must be able to meet the needs of its citizens today without compromising the ability of future generations to meet their needs. This is the challenge confronting this community and the driving force behind the development of an Official Community Plan.

By developing a new OCP, Grand Forks is in a better position to address the challenges that it will be faced with, and to capitalize on opportunities that may arise in the future. By undertaking a community-led initiative, the City has been able to refine its long-range planning framework to address a variety of



identified issues and ensure that the new Plan is truly sustainable. The Plan will be led by both government and the community, and must not sit on the shelf.

The City of Grand Forks Official Community Plan is a plan that is built by the community for the community. It addresses the issues identified in previous documents and assists in preparing the community for the future. The Grand Forks Official Community Plan consists of two main parts: Part One is a stage-setting document which identifies the context of the plan, as well as goals and early success projects developed through a community visioning exercise. Part Two is a sustainable land use policy document will provide direction to the City and its residents when making decisions around zoning, environmental protection, heritage, transportation and infrastructure, parks and recreation, greenhouse gas emissions, energy and food security, to name a few.





## 2.0 BACKGROUND

### 2.1 Demographic Shift

In the City of Grand Forks, the community's growth rates have fluctuated over the past few decades. After strong growth in the early 1980's, the population began to decrease as the effects of the recession began to be realized. By 1988; however, the population began to stabilize and then grew steadily for the next decade, peaking in 1997 around 4,200 residents. This was followed by a decade (1998-2008) of relatively little change. In recent years, the population has been declining to a point where, at 3,998 people in 2010 (BC Stats), the City's population is under 4,000 for the first time in over fifteen years. The figure below identifies the City's population estimates since 1980.

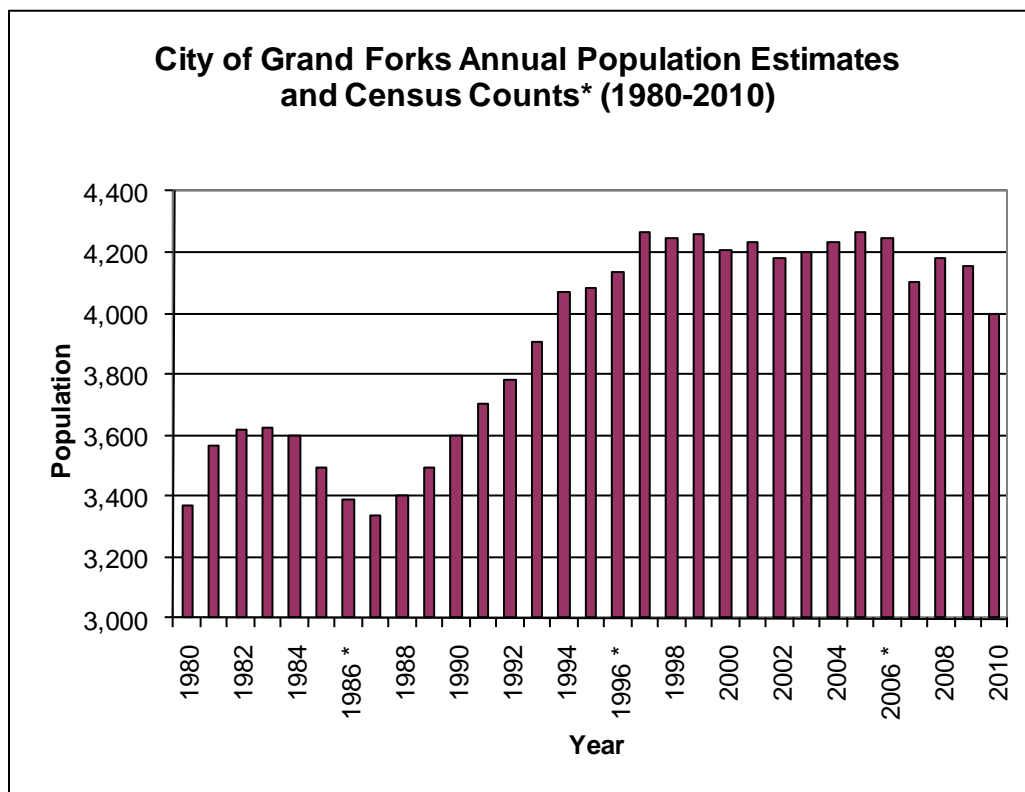
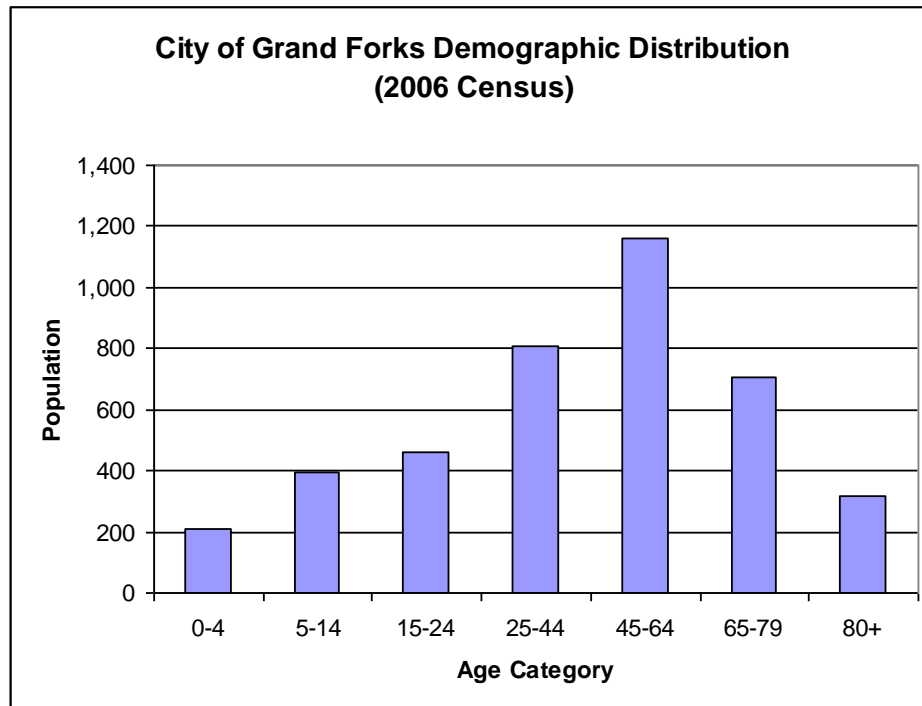


Figure 2: City of Grand Forks Population (1980-2010)

With the City's current population and demographic trend, the City of Grand Forks is faced with a challenging future. The following figure captures the distribution of the City's population amongst a variety of age categories. As of the 2006 Census, 29% of the City's population is within the 45-64 age category, and another 18% in the 65-84 age category. This means that in the near future, a large proportion of the City's work force will be retiring and will need services that cater to seniors.



*Figure 3: City of Grand Forks 2006 Demographic Distribution*

This shift in population and demographics will undoubtedly translate into impacts on the local economy, on the housing market, on health, education, cultural and recreational requirements and on the sustainability of the City itself.

The City's current Official Community Plan (OCP), completed in 1999, utilized the 1996 Census population of 3,994 to develop population and housing projects. At the time that the OCP was completed, it was projected that a total of 1,200 new residential units were required to meet the City's growth over the next 20 years. The City's projected housing requirements allocated approximately 60% of new construction to be single-detached dwellings and the remaining 40% to be multiple-housing developments. Given the 2006 Census population distribution, this housing allocation may require refinement; an increase in the seniors' population of Grand Forks may require more multiple-housing and congregate-housing developments than initially anticipated.

## **2.2 Economic Shift**

The original settlers in Grand Forks were drawn to the rich farmland in the area. Many of these residents remained as Grand Forks experienced the mining and railroad boom of the late 1800's and early 1900's coupled with the industrial era. As railroads, mines, smelters and power plants were constructed more people were drawn to the area.



Over the years, the driving force of the economy in Grand Forks has shifted, and today the community's economy is based primarily on industry (lumber and insulation) with tourism also a major contributor. The majority of residents are fortunate to have a short commute to work (less than 10 km). The City's major employers include Interfor, the Interior Health Authority, School District #51, and Roxul (West) Inc. Table 1 identifies the approximate number of employees with the largest employers in the area while Table 2 presents the labour force within the City of Grand Forks as well as the percentage by sector.

**Table 1: Summary of Major Employers in Grand Forks**

<b>Employer</b>	<b>Approximate Number of Employees (March, 2008)</b>
Interior Health Authority	260
Interfor (former Pope & Talbot sawmill)	206
Roxul (West) Inc.	150
School District #51 (Grand Forks only)	175 (+ 15 Christina Lake)
Extra Foods	50-60
Overwaitea Foods	65-70
Grand Forks & District Savings Credit Union	54
Unifab	30
Corporation of the City of Grand Forks	43

*Source: individual survey of companies*

**Table 2: Labour Force Sectors and Percentage of Labour Force**

<b>Service</b>	<b>Number</b>	<b>%</b>
Manufacturing	315	18%
Retail Trade	225	13%
Health Care and Social Assistance	195	11%
Accommodation and Food Services	150	9%
Construction	130	8%
Public Administration	95	6%
Finance, Insurance, Real Estate	75	4%
Administration / Support Services	70	4%
Farming / Agriculture	65	4%
Other Services (excluding Public Admin)	65	4%
Education Services	55	3%
Information and Cultural Industries	50	3%
Arts, Entertainment and Recreation	50	3%
Transportation and Warehousing	45	3%
Professional / Scientific Services	45	3%
Forestry	40	2%
Wholesale Trade	25	1%
Mining	15	1%
Total	1,710	100.0%

*Source: Statistics Canada, 2006*



One challenge that faces many communities today is the reliance on the forestry industry. In Grand Forks, Canpar was among the City's major employers until it shut down as of December 2007. Communities such as Kitimat, Mackenzie, Kimberley and Tumbler Ridge have attracted much attention and many issues have been studied with respect to how a one-industry community prevails. There are a number of themes that have come to light in the literature on one-industry towns, including:

- the political influence of the dominant company in a town;
- concerns regarding quality of life including problems of social isolation and how to provide a diverse range of services on a small tax base;
- the difficulty of trying to develop a sense of community in new towns where no one has roots;
- what to do about high turnover in the labour force;
- the vulnerability of towns dependent on one industry and the need for economic diversification; and
- the special problems of women where there are few available jobs not of the traditionally male variety, and where the jobs that are available (mainly in the service sector) are frequently low-paying.

All of these challenges and many more, face one-industry towns. In order to ensure the viability and longevity of these communities and to address some of the issues identified above, a concerted effort needs to be made to increase economic diversity, thereby minimizing the community's reliance on one major employer. In addition to this, one-industry communities need to be able to attract people to remain in the community for the lifestyle and opportunities presented and not just for a short 5-year term where people work, make their money and then leave. By ensuring that a community's economic base is diversified and that residents are moving there not just for the jobs, the reduction in vital services provided by governments may also ease. By minimizing a community's reliance on one major industry, the opportunities available to it increase, thereby also increasing the sustainability of the community in the long-term.

With much of the current workforce moving towards retirement in the near future, the City of Grand Forks will need to make a concerted effort to attract new young families to the area in order to ensure the presence of a workforce for the businesses present and subsequently the sustainability of Grand Forks.

## **2.3 Impacts of Climate Change**

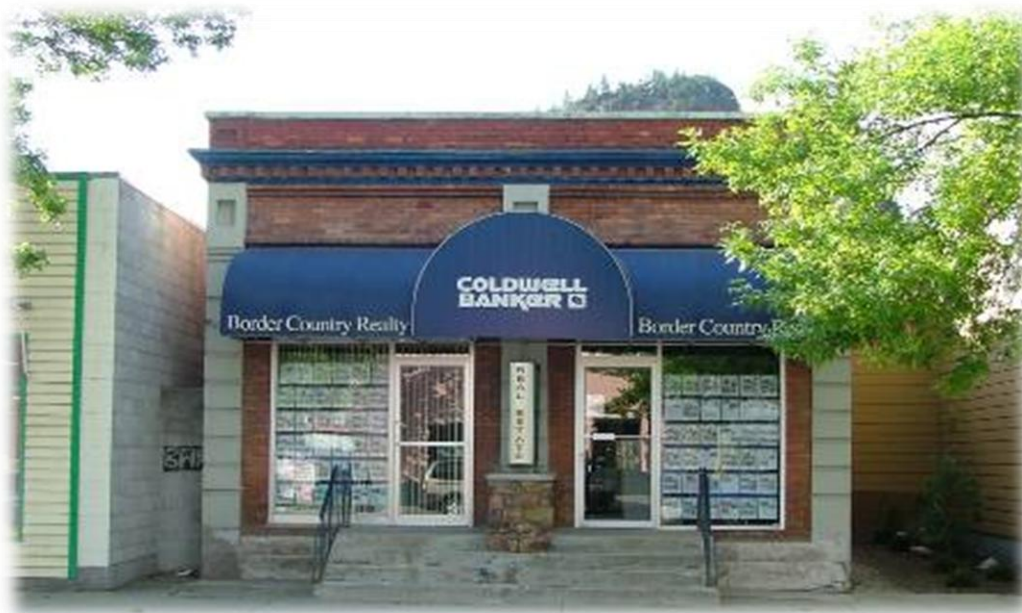
Although it is difficult to predict with certainty to what extent the effects of climate change might have on the City of Grand Forks, there are already some concrete examples facing this community and the province. The beetle infestation in its many forms (mountain pine, western pine, fir and spruce) has been ravaging our forests with devastating results. Major storm events have been occurring more frequently and with more intensity than in the past. The resiliency and sustainability of Grand Forks will depend, in part, on how it re-invents itself in the wake of global climate change.





## 2.4 Other Considerations

There are certainly many other changes that have occurred recently which serve as background in establishing the vision for the future. One profound change that has only happened recently (15-20 years) is the advent and accelerated use of technology in our lives. Technology has transformed our society, both positively and negatively, in the way in which we communicate with each other, learn and gather information, and live healthier, longer lives. Although technology has created efficiencies in things such as housing heating and air conditioning and automobile mileage and emissions, ironically we are becoming less sustainable in these areas by building even larger homes and cars, and expanding our ecological footprint beyond our means. One theory proposes that technology will resolve issues surrounding climate change; however, recent history has shown that any technological advances and efficiencies are consumed by society, leaving the same, if not a larger, net impact on the environment.





### **3.0 VISION AND GUIDING PRINCIPLES**

One of the first objectives in the development of an Official Community Plan (OCP) for the City of Grand Forks was the establishment of an overarching vision for the process and a set of guiding principles that would always be returned to.

#### **3.1 Vision**

In order to establish a vision that had buy-in and longevity by the City of Grand Forks and its residents, two sources of input were utilized in order to shape it.

The first was a meeting held with City staff on September 7, 2007, in which 13 main priorities were identified. These priorities were used to provide a framework for the initial discussions with the Steering Committee and at the Community Meeting. The second source of input was received at the Community Meeting and Workshop held on December 7 and 8, 2007. During this weekend session, 56 different ideas were presented by residents of both Grand Forks and the surrounding area and draft recommendations for seven priority goals were discussed.

From these two sources of input, all information was reviewed by the Steering Committee. During the review process, a number of common themes emerged, which were then translated into the guiding principles below. Each of the 56 ideas that were presented at the Community Meeting was then placed under the appropriate guiding principle as applicable.

#### **3.2 Guiding Principles**

Guiding principles describe qualities that Grand Forks desires for its future. They are indicators of qualities that the community wants to uphold and represent important criteria that will guide future decision-making processes. How decisions are made should reflect back on the guiding principles and vision developed by the community. The guiding principles established by City staff, the Steering Committee and participants in attendance at the Community Meeting are as follows:

- To ensure a sense of community;
- To ensure safety for all;
- To have a respect for nature;
- To ever-improve our knowledge on how to reduce waste;
- To have cooperation and participatory decision-making;
- To ensure community resourcefulness fostering creativity and cooperation;
- To learn from others' successes; and
- To further develop intergenerational and intercultural cooperation.



Many of the above principles are in line with those identified in the City's previous Official Community Plan (OCP), which was completed in 1999. For example, the following identifies the goals and principles set forth in the 1999 OCP.

1. **Reinforce the City Centre** as the historic focus of commercial and institutional activity, and the premier town centre for the region.
2. **Accent the heritage values** of the City through preservation of critical heritage architecture and sites, and enhancement where possible.
3. **Build upon the complete community concept** by permitting increased housing density in the inner City and a mix of commercial and residential uses in select precincts of the City.
4. **Encourage new development and redevelopment to be comprehensively planned** through the use of neighbourhood and comprehensive (area structure) plans.
5. **Protect the integrity of the traditional low-density residential neighbourhoods** through sensitive and timely transition, design guidelines, land re-plots and zoning provisions.
6. **Protect the environment and natural diversity of the community** in a sustainable manner, carefully integrating natural features into development through responsible development practices and design. Development will be limited and, if necessary, prohibited in natural hazard areas such as the flood plain.
7. **Encourage a diversity in housing stock** including affordable housing for low income families and individuals, housing for the elderly, and housing for people with special needs.
8. **Manage urban growth** by preventing the spread of residential and commercial development into rural areas of the City and through on-going dialogue with the Regional District of Kootenay-Boundary. The fine-tuning of the Agricultural Land Reserve and any municipal boundary expansion will be closely evaluated before changes are made to either of them. The plan also recognizes the importance of maintaining the rural character interspersed throughout the community.
9. **Promote a healthy and safe environment by enhancing sanitary sewer service, water supply and storm drainage planning.** The servicing program must be both environmentally and financially sustainable to benefit the community.
10. **Improve mobility** by creating more opportunity for safe and convenient movement around the City by foot and cycle, and eventually transit. This means maintaining an effective road network for moving goods and people by vehicle, while working to reduce our reliance on the automobile over time.



11. **Build a network of open spaces**, greenways, parks and trails, linking neighbourhoods to the downtown and riverfront, while providing recreational amenities for residents and tourists. Preserve and provide public access to the riverfront through the establishment of a buffer zone between the two rivers and commercial and residential development. The City will reserve land it currently owns for this purpose and it will acquire other riverfront property as it becomes available, either through land swaps or outright purchase. Steep slopes and hillsides will be carefully planned and protected where necessary to maintain the aesthetic appeal of the topography within and between developed areas.
12. **Enhance the visual appearance of the entire community** through well-designed streetscaping, landscaping, land use designations, heritage preservation and quality built form. This plan calls for an expanded revitalization and beautification program of the commercial core, and the highway corridor (Central Avenue), including “gateway” treatment into the downtown off the highway. Streetscape beautification treatments will not be limited to Central Avenue, but will also apply to appropriate secondary roads within the community.
13. **Support a diversified economy to enhance enterprises and create employment** in light industrial, service commercial, retail, high technology and development (including value-added production), tourism and the agricultural sectors. Enterprise zones will be carefully planned in the future to redefine industrial use and to avoid conflicts between incompatible uses.

All of the goals and principles identified in the City’s 1999 OCP build towards many of the guiding principles identified for the SCP/OCP. By implementing the OCP goals and principles, many of the SCP/OCP goals will be realized. However, some of the OCP/SCP guiding principles will require additional time, commitment and resources from both residents and the City in order to be achieved.

### **3.3 Eight Great Goals for Sustainability**

On the evening of December 7th 2007, a Community Visioning session was held with residents of Grand Forks. The purpose of this session was to brainstorm ideas on the following question:

***"What is your idea for making Grand Forks a great, sustainable community?"***

As noted in the previous section, over 50 ideas were brought forth that evening, covering all aspects from energy self-sufficiency to recruiting new, young families to settle in Grand Forks to ensuring that the health and social services needed by all are present, and everything in between. Interested residents were asked to return the next day to delve deeper into the ideas presented.

On December 8, 2007, residents of Grand Forks returned to find the 50+ ideas having been distilled into eight main goals. Goals are broad end-results that describe what the community will accomplish through policies, programs and actions. The consulting team narrowed all proposed suggestions into eight complimentary, mutually-supportive goals:



### **8 Goals for a Sustainable Grand Forks**

- Strengthen arts and culture;
- Fortify sustainable economic development;
- Ensure a healthy natural environment;
- Promote constructive government–community relations;
- Advance the community’s capacity for self-sufficiency;
- Develop a sustainable land use plan;
- Improve the social fabric of the community; and
- Integrate health principles into all decisions.

## **3.4 From Goals to Actions**

Participants then broke up into small groups, based on each of the above goals. The purpose of the session that day was for residents to focus on a goal (or goals) that interested them and to develop a plan for taking that theme from where it is presently to a sustainable future. Participants were asked to answer a number of questions below, which were designed to focus their thinking:

- What existing momentum is present that can be built upon?
- What are the obstacles that need to be overcome?
- How will we get there? What are the steps in the process?
- When will we achieve this sustainable future?
- What priority is this?
- What support is required in order for us to be successful?
- How will success be monitored?

At the end of the day, all of the groups had a majority of these questions answered and had developed an action plan for achieving a sustainable future in each of the eight goals. The following identifies the specific goals identified under each of the main eight goals and the action plan developed by the community for taking the current situation forward into a sustainable future.



### **3.4.1 Strengthen Arts & Culture**

#### Goals:

- Build on existing cultural assets and create a vibrant town center with a point of interest and distinction;
- Utilize arts-based community development methods; and
- Increase involvement and ownership in the arts community.

#### Specific proposals to achieve these goals include:

- Develop design guidelines to create charming and interesting architecture and spaces;
- Build on the development of Gyro Park to create a civic and cultural focal point;
- Create a marketing plan based on authentic branding of the Grand Forks area;
- Develop connected sites of interest that contribute to pedestrian enjoyment and clearer way-finding (orientation);
- Beautify the downtown core with art and involve youth in the process; and
- Build a Performing Arts Centre (consider a multi-purpose cultural 'greenhouse' that serves as an incubator for many activities and purposes, such as Miller Plaza in Chattanooga, TN).

### **3.4.2 Fortify Sustainable Economic Development**

#### Goals:

- Attract sustainable industries;
- Plan for green infrastructure (water, sewer, power, etc.);
- Link local suppliers with retailers (local and abroad); and
- Create incentives that promote economic development.

#### Specific proposals to achieve these goals include:

- Establish an Economic Development Office;
- Review and amend as necessary the growth plan in the City's OCP for the Grand Forks area for the next 20 years;
- Establish a realistic tourism plan;
- Implement broadband access across the community;
- Develop a sustainable transportation system;
- Develop a small business incubator facility;
- Establish a Community Forest with an Advisory Committee;
- Develop an educational opportunities plan to tie into local employment opportunities;
- Develop and implement a Downtown Business Revitalization plan;
- Make the community attractive for young families, through initiatives such as daycare facilities;
- Develop incentives for sustainable industries; and
- Ensure medical and recreational amenities are maintained and expanded upon in order to attract and retain new people to the community.





### ***3.4.3 Ensure a Healthy Natural Environment***

#### Goals:

- Maintain and foster environmental quality; and
- Move towards a zero waste future.

#### Specific proposals to achieve these goals include:

- Clarify who is responsible for specific environmental elements: federal government, provincial government, local government, community groups;
- Raise awareness through printed materials, workshops, lectures, school visits, letters to the editor, and so forth;
- Create Environmental Awards that recognize leadership in ensuring a healthy natural environment;
- Create local green-building code policies and monitor the BC Green Building Code development process;
- Develop incentives for green residential construction as well as for non-polluting businesses and industries;
- Promote and expand the recycling and composting program and encourage “pre-cycling”;
- Establish a Community Forest; and
- Develop pilot projects that demonstrate green principles and raise awareness.

### ***3.4.4 Promote Constructive Government–Community Relations***

#### Goals:

- Develop a ‘co-responsible’ environment where government, businesses, not-for-profit organizations, schools and citizens work in partnership to achieve common, sustainable goals.

#### Specific proposals to achieve these goals include:

- Establish venues for legitimate public input while reducing complaints;
- Develop a Citizen’s Bill of Rights that promotes fairness and equity;
- Develop a ‘Citizenship and Local Government’ class to be implemented in the school curriculum for grades 8-12;
- Encourage Council members to visit neighborhoods to receive ideas from residents through such methods as neighbourhood BBQ’s and picnics organized by a volunteer coordinator;
- Create a well-defined, facilitated decision-making process that is transparent and ensures accountability, and allows the community to weigh out the trade-offs and consequences of the decisions; and
- Develop stronger partnerships between community self-organizing initiatives and City priorities.



### ***3.4.5 Advance the Community's Capacity for Self-Sufficiency***

#### Goals:

- Increase the production and consumption of local food, materials and energy so that Grand Forks is less reliant on outside sources for these necessities.

#### Specific proposals to achieve these goals include:

- Increase educational opportunities to learn from experts and successful models (e.g. food security conference);
- Survey local producers and suppliers to determine opportunities and gaps;
- Link producers with retailers;
- Establish a co-op marketing program;
- Establish a Community Gardens program and farm-share;
- Establish a year-round Farmers Market;
- Create a demand for local products by raising awareness;
- Research alternative energy sources such as solar, gas from waste, ground source heat, river power, ethanol, etc.;
- Initiate City/community projects that generate funds (e.g. Community Forest);
- Explore how the City can hold and obtain money from stumpage fees, PST, GST, road fuel tax, etc.;
- Create incentives for reducing pollution;
- Instigate ride-sharing, car pooling, flex-car, bicycling and other transportation alternatives;
- Involve schools in raising awareness;
- Promote and expand the recycling and composting program and encourage "pre-cycling";
- Ensure access to water for viable agricultural production; and
- Implement as applicable the philosophies of the "100 Mile Diet".

### ***3.4.6 Develop a Sustainable Land Use Plan***

#### Goals:

- Integrate open spaces, residential, commercial, institutional and industrial facilities, and transportation into an integrated plan.

#### Specific proposals to achieve these goals include:

- Update the Official Community Plan to incorporate components of sustainability (part of this ICSP project);
- Establish educational programs for citizens and schools;
- Encourage the City to lease rather than sell City-owned lands;
- Ensure affordable housing is a viable option for residents;
- Implement transportation corridors for motorized and non-motorized uses;
- Increase the role of the City in environmental management;



- Develop local green building code policies where appropriate and implement the BC Green Building Code once fully developed;
- Develop zoning bylaws that support sustainable goals;
- Develop neighborhood plans that are based on sustainable principles for all new subdivisions;
- Implement a regional transit system;
- Brand Grand Forks as a sustainable city;
- Set environmental targets for the City and region and ensure that these are tied to or exceed Provincial targets;
- Instigate self-organizing community groups to mobilize action for trails, community gardens, local food, etc.; and
- Consider re-introducing the rail system back into the community as part of sustainable transportation ("Trails to Rails Program").

### ***3.4.7 Improve the Social Fabric of the Community***

#### Goals:

- Ensure that the community has the facilities available to meet the needs of seniors and youth;
- Ensure that community safety is paramount; and
- Create a sense of community pride for all of society;

#### Specific proposals to achieve these goals include:

- Ensure that there are more non-motorized trails/lanes within the community;
- Increase the availability of medical services, especially specialist services;
- Learn from the information and discussion gathered at the Seniors Dialogue forum and the Community Youth Table as this is important input from these sectors of Grand Forks;
- Create opportunities for youth to have challenges and opportunities that enable them to grow, obtain respect and be an important contributor to the overall well-being of the community;
- Create facilities that foster an environment of learning; and
- Ensure that a balance is found between what institutions can provide (inward-focused) and what the community's responsibility is (outward-focused) in dealing with societal issues facing Grand Forks.

### ***3.4.8 Integrate Health Principles Into All Decisions***

#### Goals:

- Increase physical and mental health through increased accessibility to healthy foods, clean air and water and exercise.

#### Specific proposals to achieve these goals include:

- Ensure that existing medical services are maintained and even expanded upon;
- Promote a year-round Farmer's Market and the '100 Mile Diet';
- Develop a community-wide multi-use, non-motorized trail system linking neighbourhoods, institutional facilities, heritage facilities and commercial hubs together; and
- Educate residents and children about the positive impacts that accessibility to healthy foods, clean air and water and exercise has.





#### 4.0 EARLY SUCCESS PROJECTS

One of the important aspects of the Official Community Plan that the community stressed was a tangible component. This would enable all participants to see the implementation of their thoughts and ideas early on in the process. This 'early success' project can encompass any one of a multitude of ideas. Below is a draft list of possible activities and initiatives that could be organized with the overarching goal of fostering and integrating sustainability into everyday activities.

- A series of talks and workshops highlighting sustainability leaders;
- Curriculum development for different school grades (example: Pomegranate Center developed Hands on Civics program for high schools);
- Pilot projects initiated by community groups in partnership with the City and schools;
- Gathering place created with community members;
- "Ask me about my pledge" campaign for community organizing; and
- Other ideas as they evolve through continued community consultation.

Throughout the discussions with the Steering Committee and members of the community, a number of creative ideas were brought forth; at the close of the workshop, a straw poll was conducted to determine if any of the ideas were worth exploring in greater detail. The following four ideas were selected as ones which merit greater investigation by the consultants and the Steering Committee:

- **Farmers Market Plus** – built by the community to be a gathering place, including music, arts, technology, ideas exchange, and prepared local foods. Examine the feasibility to locate it Downtown within the Town Centre.
- **Band Shell** – built by the community for the community. Examine the requirements to make it fire proof, as well as the potential for a portable stage.
- **Development of the Black Train Bridge** – revitalization of this important landmark as a focal point for the community. Involve the youth of the community in the design and construction, and investigate the requirements for upgrades (e.g. decking) and potential for funding opportunities.
- **Co-Op Radio** – utilize co-operative radio as a means to enhance opportunities for arts and culture, by promoting local artists and providing a course in radio journalism for school kids. The community of Nakusp was presented as an example to investigate.

Indeed, since the writing of this document, a number of the ideas above have already begun to take shape, including development of the Black Train Bridge and locating the Farmer's Market within the Town Centre.

The purpose of Part One of the Official Community Plan is to provide for thoughtful discussion amongst the City Staff, Council and the community-at-large. It is hoped that Council will embrace the broad vision and guiding principles presented in this section of the document, and endorse the "8 Goals Towards a Sustainable Grand Forks".



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## **PART TWO - OFFICIAL COMMUNITY PLAN (SCHEDULE "A")**

### **1.0 INTRODUCTION**

The creation of a sustainable land use plan was identified by the community as one of its eight goals for sustainability. The purpose of Part Two is to satisfy this goal by articulating a sustainable land use policy document. Once adopted, the document will function as the City's Official Community Plan (OCP).

#### **1.1 What is an Official Community Plan?**

An Official Community Plan (OCP) is a policy tool used by municipal governments for land use planning. It is a statement of the community's vision, goals and objectives related to the form and character of future land uses, including the proposed servicing requirements in the area covered by the plan.

#### **1.2 Purpose of the OCP**

An OCP provides some level of certainty to residents and landowners regarding the location and nature of change in the community. The OCP serves as a policy guide to municipal councils when considering decisions about new development, re-zoning and services required to accommodate growth. The OCP provides general guidance towards development proposals, and provides a vision for the future land use bylaws and capital expenditures. The OCP is based on the future resources, financial and otherwise, of the City of Grand Forks.

A periodic update of the OCP is recommended as changes occur with respect to the goals, objectives and focus of the community.

#### **1.3 What the Plan Can and Cannot Do**

The *Local Government Act* outlines the required content of an OCP. The Act outlines the framework for community goals, objectives and policies. An OCP provides some flexibility and adaptability to meet changes in the community. Ideally, an OCP is developed with a 5 year short-term planning horizon within the context of a longer-term (15 to 20 year) planning horizon.

As a Bylaw, the main purpose of an OCP is to provide a degree of certainty to Council and residents regarding the form and character of the community. The OCP neither commits Council to any specific expenditure, nor can Council endorse actions that are contrary to the Plan.

#### **1.4 How did the Sustainable Community Plan relate to the OCP?**

The approach taken for the development of the City of Grand Forks Sustainable Community Plan is to provide an update to the City's Official Community Plan, but with a view towards long-term sustainable development. The key difference between a typical Official Community Plan and the City of Grand Forks Sustainable Community Plan is the "sustainability lens" through which future goals, objectives and policies are viewed, thereby setting the overall direction of the community. This new Plan provides a vision for Grand Forks and encourages self-sufficiency through the implementation of sustainability principles.

#### **1.5 How was the Grand Forks SCP created?**



This Official Community Plan reflects the values and goals of the community with a significant focus on sustainability. It is a Plan that was developed "for the community by the community" through the dedication and hard work of a Council appointed Steering Committee, City Council and City Staff, together with the input from the general public through community dialogue, a survey of issues on sustainability and a series of public open houses.

### **1.6 The Structure of this Official Community Plan**

This Official Community Plan consists of two main components: a Bylaw Component and a series of Schedules (text and maps). Sections 1 and 2 are provided for information and convenience only, while all remaining sections contain the force and effect of the OCP Bylaw.

### **1.7 Grand Forks in the Regional Context**

The City of Grand Forks is located within the Regional District of Kootenay Boundary in the Southern Interior of BC. Surrounding the municipality is Electoral Area D – Rural Grand Forks, with a 2006 Census population of 3,176. Another influence on the municipality is Electoral Area C (2006 Census population of 1,435) which contains the unincorporated community of Christina Lake approximately 22 kilometers east of the City of Grand Forks.

There are approved Official Community Plans in place for both Electoral Area "C"/Christina Lake (Bylaw No. 1250, as amended) and Electoral Area "D"/Rural Grand Forks (Bylaw No. 1955, as amended). Of particular interest to the City of Grand Forks is the Electoral Area D Official Community Plan, which contains a number of goals and objectives

to limit urban development within the unincorporated areas and concentrate it within the City of Grand Forks, including the following excerpts:

- "Diverting urban type development, including commercial development, into the City of Grand Forks where possible;
- Containing higher density rural residential development in close proximity to the City of Grand Forks;
- Accommodate affordable housing, rental housing and special needs housing in a manner that is consistent with the rural nature of the Plan area."

*[The above Section 1.7 amended by Bylaw No. 1919-A2 March 26, 2018]*

The City of Grand Forks will be a party to any future Regional Growth Strategy Plan undertaken by the RDKB.



## 1.8 Population & Growth

The 2006 Census identified Grand Forks' population at 4,036. The preceding five years (2001 and 2006) saw little growth within the City, and with the estimated 2010 population of 3,998 (BC Stats) Grand Forks' population has remained stagnant, if not slightly declining, for nearly two decades. Looking ahead twenty years, modeling out three different growth scenarios (0.5%, 1% and 2% growth rate) the population of Grand Forks could range from around 4,400 to just under 6,000 by 2030.

**Table 3 – Grand Forks Population Projections**

<b>Year</b>	<b>0.5% Growth</b>	<b>1.0% Growth</b>	<b>2.0% Growth</b>
2010	3,998	3,998	3,998
2020	4,202	4,416	4,874
2030	4,417	4,878	5,941

Based on a mid-range growth rate of 1% over the next 20 years, Grand Forks might have a population of approximately 4,900 residents in 2030.



## 2.0 VISION & GUIDING PRINCIPLES

### 2.1 Vision

A land use vision is articulated through sustainable land use policies and objectives. The following vision was developed and shaped through input and consultations with the community, Steering Committee, City staff and Council.

#### Official Community Plan Vision

*Grand Forks is recognized as a self-sufficient community that incorporates sustainable principles – social, economic, environmental and cultural – into its decision making process.*

### 2.2 Guiding Principles

The following are 10 guiding principles of the Grand Forks Official Community Plan. These guiding principles form the vision for all land uses within the plan.

Each of these guiding principles is described by a set of specific objectives and policy statements in their respective sections of the Plan. The objectives are measurable tasks that move towards the overarching guiding principle, while the policy statements are specific tasks that complete an objective:

- Guide form, location and type of development towards sustainability with consideration for environmental health, sustainable infrastructure, affordable housing, and related "Smart Growth" principles.
- Protect and enhance the heritage values of the community.
- Protect the natural environment.

- Ensure long-term sustainable municipal infrastructure.
- Promote and provide alternative modes of transportation to single-occupant vehicles (SOVs).
- Provide a variety of linked recreational opportunities.
- Support a diversified economy.
- Support a vibrant arts and culture community.
- Strengthen the social fabric of the community.
- Conserve energy and water and support the sustainable production of food.



*[Section 2.2 amended by Bylaw No. 1919-A2 March 26, 2018]*



### 3.0 LAND USE PLAN

This Official Community Plan is a long-term land use plan. It describes the location, intensity and types of land uses within the City of Grand Forks. The Official Community Plan identifies future residential development areas, including areas for preferred density increases. The Plan also indicates preferred areas for commercial concentration and areas where revitalization activities and mixed uses will be encouraged. These land use activities support a more sustainable Grand Forks, by encouraging the use of alternative modes of transportation, maximizing the use and efficiency of the City's infrastructure systems and promoting development within the existing serviced areas.

#### 3.1 Land Use Plan Designations

The Land Use Map (Schedule B) designates the following land uses within the City of Grand Forks:

##### *Agricultural/Rural (AR)*

- Includes rural lands within and outside of the Agricultural Land Reserve (ALR), which may or may not currently be under agricultural production. This designation is located primarily southwest of Donaldson Drive. Development may include single family residential and a variety of agricultural and rural uses.

##### *Airport (including runway lands within the Agricultural Land Reserve) (AA)*

- This designation, located in southeastern Grand Forks, includes the airport, airport runway and adjacent limited agricultural lands. Development may include airport commercial uses and residential dwellings in conjunction with airport commercial uses.

##### *Low Density Residential (LR)*

- This designation is found throughout Grand Forks and includes more traditional residential development, consisting generally of single family dwellings and duplexes, developed to a maximum density of 20 units per hectare.

##### *Medium Density Residential (MR)*

- Located generally south of Central Ave/Highway #3 and east of Donaldson Drive, this designation includes a variety of residential developments, such as single family dwellings, duplexes, apartments, townhomes and secondary suites. A maximum density of 60 units per hectare is permitted in this designation.

##### *Mixed Use Commercial/Residential (MU)*

- This designation includes a variety of residential, commercial and institutional developments. This results in a range of mixed-use neighbourhoods as well as single-use neighbourhoods. This designation is found primarily at the west end of Grand Forks, south of Central Ave/Highway #3, along Donaldson Drive north of Highway #3 and south of the Core Commercial designation. Development is supported to a maximum density of 40 units per hectare. *[Amended by Bylaw 1919-A2, March 26, 2018].*

##### *Residential Infill/Intensification (RI)*

- Within this designation, located in downtown Grand Forks, a variety of residential developments are encouraged including the reuse of older, vacant lands. Development is supported to a maximum density of 40 units per hectare.

##### *Commercial Core (CC)*

- This designation includes the heart of the community and accommodates commercial and mixed use development. The Core Commercial area is viewed as the commercial, cultural and administrative centre of Grand Forks.



Development within this designation may occur up to a maximum of 60 units per hectare.

#### *Highway & Tourist Commercial (HT)*

- Within this designation, automobile oriented tourist services areas for visitors and residents are encouraged and focused along Central Avenue/Highway #3. Development will consist primarily of commercial and institutional uses. Some residential development may occur where appropriate.

#### *Heritage Corridor (HC)*

- This designation is located along Central Ave/Highway #3, immediately west of the Core Commercial area of Grand Forks.

#### *Light Industry (LI)*

- This designation is located in strategic locations in Grand Forks, including in the northwest along Donaldson Drive, in the northeast along Granby Road and in the southeast along Sagamore Ave. This designation includes light industrial uses and service commercial uses that can be developed in a manner compatible with adjacent uses.

#### *Heavy Industry (HI)*

- Located in the northeast along Granby Road and south of the Kettle River, this designation supports the continued use and development of heavy industrial activities, such as lumber production, log storage and other associated industrial uses.

#### *Institutional (IN)*

- Institutional land uses within Grand Forks are located throughout the community. Over time, the types of institutional uses have evolved with the growth and maturation of the community and it is

anticipated that the demand for these types of uses will continue to increase.

#### *Hillside & Resource District (HR)*

- Within Grand Forks, this designation is applied to those parts of the City which are largely undeveloped and lacking municipal services, or located on slopes greater than 20%. These areas are generally located along the eastern boundary of Grand Forks and are not to be urbanized until municipal services can be made available, once infilling and densification of other areas has occurred.

#### *Environmental Resource District (ER)*

- The Environmental Resource District designation applies to an area located in the northwestern area of the community. Although the ER designation generally allows for uses and densities within the Low Density Residential (LR) designation, this area acknowledges the groundwater and floodplain conditions associated with these lands. Any development in this area will require an Environmental Development Permit to ensure that steps are taken to address the potential groundwater conditions and/or flood hazard.

#### *Park & Open Space (PK)*

- This designation encourages recreation and transportation opportunities for local residents and captures the beauty and setting of natural areas, parks and open spaces and trails throughout Grand Forks and along the Kettle and Granby Rivers.

In addition, the form and character of the community is guided by the objectives outlined in a number of Development Permit (DP) Areas. These DP areas are





listed below and described in further detail in the Plan:

#### **Development Permit Areas**

- Multiple Housing Residential DP Area
- Hillside Development DP Area
- General Commercial DP Area
- Historic Downtown DP Area
- Environmentally Sensitive Area DP Area
- Light Industry DP Area
- Heritage Corridor DP Area
- Donaldson Drive Transition District DP Area

Each land use designation is guided by the sustainable principles, objectives and policies contained within the appropriate sections of this Official Community Plan.

### **3.2 How this Plan is Organized**

This Official Community Plan is organized to reflect the ten Guiding Principles. Under each guiding principle, the impacted land use designations are identified. The objectives and policies that strive to follow the identified guiding principle in each section are articulated.

A Land Use Plan Designation Policy Chart follows the ten guiding principles. It provides a clear link between the OCP policies and the land use plan designations, and should serve as a useful tool for staff and Council to use in undergoing development review. Also included at the end of the Plan are sections pertaining to sand and gravel resources and plan implementation.



#### **4.0 GUIDE DEVELOPMENT TOWARDS SUSTAINABILITY THROUGH ENVIRONMENTAL HEALTH, SUSTAINABLE INFRASTRUCTURE, AND AFFORDABLE HOUSING.**

##### **4.1 Introduction**

Enacting sustainability enhances our quality of life, protects the natural environment, manages natural assets, sustains the "commons", and saves money over time. Growth must be fiscally, environmentally and socially responsible with development decisions accounting for tradeoffs on quality of life over the long term. Planning places a priority on "Smart Growth" principles which emphasize infill, redevelopment and strategies to increase density.

Affordable housing has life-cycle costs of rent or mortgage, insurance, energy use, maintenance, repair, and servicing are within the means of the occupant(s); and limits off-site costs to municipal infrastructure, natural assets, ecosystems, and the climate system (collectively, the commons) to levels that can be sustained indefinitely. Affordable housing is adaptable, durable, resource-efficient, and functional.

Affordable housing costs less than 30% of before-tax household income, including rent/mortgage, insurance, taxes, utilities, and other fees. *[Sections 4.1 and 4.2 amended by Bylaw No. 1919-A2 March 26, 2018]*

A number of the Smart Growth principles are consistent with the land use goals in the Grand Forks Official Community Plan. Those related to built form, location and type of development include the following:

- Create a range of housing opportunities and choices;
- Create walkable neighborhoods;
- Foster distinct, attractive communities with a strong sense of place;
- Mix land uses;
- Strengthen and direct development towards existing neighborhoods; and
- Take advantage of compact building design.

The objectives and policies that strive to reinforce the application of Smart Growth principles are to be applied to the following land use designations:

- Agricultural/Rural
- Airport
- Commercial Core
- Environmental Resource District
- Heavy Industry
- Heritage Corridor
- Highway and Tourist Commercial
- Hillside & Resource District
- Institutional
- Light Industry
- Low Density Residential
- Medium Density Residential
- Mixed Use Commercial/Residential
- Park & Open Space
- Residential Infill/Intensification

##### **4.2 Objectives**

- 4.2.1 Encourage the provision of a wide range of housing styles.
- 4.2.2 Encourage and support the development of affordable housing for low-income families, individuals, seniors and those with disabilities.
- 4.2.3 Encourage higher density residential development and increased variety in housing forms within developed areas of Grand Forks.
- 4.2.4 Encourage new residential development to respect the scale and character of surrounding residential neighbourhoods.
- 4.2.5 Provide infill opportunities for residential and commercial development.
- 4.2.6 Encourage the redevelopment of existing commercial properties before any new commercial lands are developed.



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| <p>4.2.7 Ensure that there is a transition of uses and densities between commercial development and residential neighborhoods.</p> <p>4.2.8 Manage the growth of Grand Forks within municipal boundaries in a manner which utilizes existing serviced lands and lands that can be serviced within the capacity of existing infrastructure.</p> <p>4.2.9 Encourage good design through the implementation of Development Permit Areas and design guidelines.</p> <p><b>4.3 Policies</b></p> <p>4.3.1 Promote the city centre by encouraging redevelopment of the area, including mixed use and clustered developments.</p> <p>4.3.2 Encourage the development of higher density residential in the city centre to revitalize the downtown core and commercial services.</p> <p>4.3.3 Support the development of higher density residential and a variety of housing forms, including small lot, multiple-housing and mixed use northwest of the city centre in the Residential Infill/Intensification land use designation.</p> <p>4.3.4 Encourage the reuse of older, vacant buildings.</p> <p>4.3.5 Support the consolidation of smaller lots for the development of higher density residential primarily in the Residential Infill / Intensification designation.</p> | <p>4.3.6 Discourage the establishment of additional dwellings on Agricultural / Reserve lands except where clearly required for full time farm help.</p> <p>4.3.7 Designate and encourage a high standard of landscape treatment, signs and aesthetics for all development and redevelopment along public roadways.</p> <p>4.3.8 Identify locations for future growth only when infill and intensification of lands within existing developed areas are well utilized.</p> <p>4.3.9 Implement an affordable housing strategy by using policies and actions to create an increase in the supply of affordable housing.</p> <p>4.3.10 Support non-profit organizations in their work of sponsoring, development and managing housing projects and addressing housing needs of homeless and at-risk families and individuals.</p> <p>4.3.11 Consider supporting through in-kind or financial resources major multi-family affordable housing projects in partnership with community organizations and outside funders.</p> <p>4.3.12 Consider using city-owned land for affordable housing developments with measures to keep properties affordable over the long term.</p> <p>4.3.13 Use revenues from land sales or other dedicated funds for land-banking or for an affordable housing reserve fund replenishing City supply of public land for affordable housing.</p> |
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- 4.3.14 Consider waiving, reducing, or deferring payment of development cost charges and other planning and development fees for affordable housing projects.
- 4.3.15 Consider housing agreements, density bonuses, and revitalization tax exemptions to increase provision of affordable and sustainable housing.
- 4.3.16 Consider initiating or supporting an affordable housing advisory committee with community stakeholders to assess and make recommendations regarding the ongoing housing needs of the community.
- 4.3.17 Remove barriers to affordable housing in the Zoning Bylaw by lowering minimum dwelling size, enabling garden suites and laneway houses, and other measures as appropriate to increase density and infill development.
- 4.3.18 Consider setting permissive tax exemption policy criteria for supportive housing, transitional and second stage housing, and group homes.
- 4.3.19 Enable increased residential density across all residential land uses through incremental development of small dwellings, suites, micro-apartments and tiny houses.



## **5.0 PROTECT & ENHANCE THE HERITAGE VALUES OF THE COMMUNITY**

### **5.1 Introduction**

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

The objectives and policies that aim to protect and enhance the heritage values of Grand Forks are to be applied to the following land use designations:

- Commercial Core
- Heritage Corridor
- Highway & Tourist Commercial
- Low Density Residential
- Medium Density Residential
- Mixed Use Commercial/Residential
- Residential Infill/Intensification

### **5.2 Objectives**

- 5.2.1 Protect and enhance the heritage value and historical role of the city centre.
- 5.2.2 Preserve the heritage character in designated areas of Grand Forks.
- 5.2.3 Encourage the maintenance of heritage buildings, structures and landscapes in a manner that preserves their historic quality and characteristics.
- 5.2.4 Encourage new homes within heritage areas to reflect a designated heritage design theme.

- 5.2.5 Balance and integrate heritage conservation and revitalization objectives with other community initiatives and priorities.

### **5.3 Policies**

- 5.3.1 Promote the heritage revitalization of Grand Forks from the city centre outward.
- 5.3.2 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.
- 5.3.3 Consider the City's overall heritage strategy when reviewing all new development and redevelopment applications.
- 5.3.4 Encourage property owners to restore heritage buildings, seeking out funding partnership opportunities wherever possible.





## **6.0 PROTECT THE NATURAL ENVIRONMENT**

### **6.1 Introduction**

Protecting the natural environment is an important sustainable principle to guide the community, in order to ensure that both existing and new development co-exists within the ecology of the region.

The objectives and policies that aim to protect the natural environment in and around Grand Forks apply to the following land use designations:

- Agricultural/Rural
- Airport
- Commercial Core
- Environmental Resource District
- Heavy Industry
- Heritage Corridor
- Highway and Tourist Commercial
- Hillside & Resource District
- Institutional
- Light Industry
- Low Density Residential
- Medium Density Residential
- Mixed Use Commercial/Residential
- Park & Open Space
- Residential Infill/Intensification

### **6.2 Objectives**

- 6.2.1 Recognize both steep slopes and flooding areas as potentially hazardous areas for development.
- 6.2.2 Preserve and protect natural areas for environmental, aesthetic, recreational and economic values.

- 6.2.3 Promote city-wide environmental stewardship and education.

### **6.3 Policies**

- 6.3.1 Encourage and promote the implementation of BC's Climate Action Charter in order to reduce greenhouse gas (GHG) emissions and protect the natural environment.
- 6.3.2 Support programs which encourage community-wide reductions in greenhouse gas emissions.
- 6.3.3 Encourage agricultural operations within the City to operate in a manner that minimizes air quality and environmental impacts.
- 6.3.4 Protect natural areas within and between developed areas for both their environmental and aesthetic features.
- 6.3.5 Ensure buffer zones are maintained and developed between riparian areas and adjacent residential, commercial and industrial land uses.
- 6.3.6 Ensure that development in areas with grades steeper than 30% is subject to a report from a geotechnical professional engineer that addresses issues such as slope stability, visual quality, hydrology, and other impacts and risks associated with steep slope development.
- 6.3.7 Allow development of lands within the Hillside & Resource District land use designation, provided services are affordable and



consistent with the type of development proposed.

- 6.3.8 Protect identified natural wildlife corridors, wetland and slough environments, and other environmentally sensitive areas as Development Permit Areas.
- 6.3.9 Encourage and implement, where practical, the strategies contained within the City's Air Quality Management Plan.
- 6.3.10 Require new development within the City's Floodplain Area (Schedule D) to meet the requirements as identified in the City's Floodplain Management Bylaw, where applicable.
- 6.3.11 Consider developing a residential energy conservation and building retrofit program to support housing affordability.







## **7.0 ENSURE LONG – TERM SUSTAINABLE MUNICIPAL INFRASTRUCTURE**

### **7.1 Introduction**

The City of Grand Forks is responsible for providing and maintaining a wide variety of infrastructure. This infrastructure is vital to the well-being of the residents and businesses in the community; however, a significant proportion has reached, or will be reaching, the end of service life very soon. Maintaining existing levels of service will require major investments in the near future. In support of the guiding principle of ensuring long-term sustainable municipal infrastructure, the City is considering a number of Asset Management strategies in addition to the land use policies contained in this Official Community Plan.

The objectives and policies that aim to ensure the long-term sustainability of Grand Forks' infrastructure are as follows, within these land use designations:

- Agricultural/Rural
- Airport
- Commercial Core
- Environmental Resource District
- Heavy Industry
- Heritage Corridor
- Highway and Tourist Commercial
- Hillside & Resource District
- Institutional
- Light Industry
- Low Density Residential
- Medium Density Residential
- Mixed Use Commercial/Residential
- Park & Open Space
- Residential Infill/Intensification

### **7.2 Objectives**

- 7.2.1 Recognize the importance of Highway #3 as a vital transportation corridor.
- 7.2.2 Minimize negative impacts associated with development along Highway #3.
- 7.2.3 Minimize the impact of traffic corridors on agriculture industry in the area.
- 7.2.4 Enhance the city's transportation system to accommodate the general public including the youth, the elderly and those with special needs.
- 7.2.5 Encourage the use of the BC Green Building Code in new developments.
- 7.2.6 Implement an Asset Management program to ensure that Grand Forks is PSAB 3150 compliant.

### **7.3 Policies**

- 7.3.1 Encourage infill development and redevelopment to minimize the need for services to be expanded.
- 7.3.2 Subject to funding, expand the sanitary sewer and water systems to areas designated as Light Industry.
- 7.3.3 Ensure that new infrastructure facilities associated with new development are sized to accommodate additional future development.



- 7.3.4 Maximize the potential of the city's water supply from its current wells through conservation and metering.
- 7.3.5 Encourage new development to conform to the City's network of pathways and walkways including the completion of sidewalks.
- 7.3.6 Maintain a sustainable foundation of infrastructure that is affordable, provides service levels consistent with the community's expectations, and encourages growth and economic development.
- 7.3.7 Promote staff awareness of asset management to ensure a practical and continuous integration of infrastructure management practices over time.
- 7.3.8 Encourage collaboration among senior management through a cross-functional asset management team that meets regularly to balance competing infrastructure needs.
- 7.3.9 Support development along Highway #3 that provides access from rear lanes or adjacent local streets, rather than directly from the Highway.





## **8.0 PROMOTE & PROVIDE ALTERNATIVE MODES OF TRANSPORTATION TO SINGLE – OCCUPANT AUTOMOBILES**

### **8.1 Introduction**

Single occupant vehicles (SOV) are the most common mode of transportation in Grand Forks. The primary use of SOVs are daily commuting and running errands. The following Smart Growth principles articulate the shift towards other modes of transportation:

- Provide a variety of transportation choices such as walking, cycling and transit, to minimize the use of SOVs;
- Encourage the development of alternate transportation choices in existing neighborhoods.

By focusing on alternative transportation modes, the useful life of existing transportation infrastructure will be extended delaying need of further investments in new roads.

The objectives and policies that aim to shift transportation patterns in Grand Forks away from single occupant vehicles (SOVs) towards alternate modes of transportation relate to the following land use designations:

- Agricultural/Rural
- Airport
- Commercial Core
- Environmental Resource District
- Heavy Industry
- Heritage Corridor
- Highway and Tourist Commercial

- Hillside & Resource District
- Institutional
- Light Industry
- Low Density Residential
- Medium Density Residential
- Mixed Use Commercial/Residential
- Park & Open Space
- Residential Infill/Intensification

### **8.2 Objectives**

- 8.2.1 Enhance the city's transportation system to accommodate the needs of vehicular and non-vehicular transportation, particularly pedestrians and cyclists.
- 8.2.2 Promote a pedestrian and cycling atmosphere by providing appropriate linkages between residential, commercial and amenity areas.
- 8.2.3 Provide a safe environment for non-motorized mobility through the provision of lighting, signage and traffic calming measures.

### **8.3 Policies**

- 8.3.1 Support the development of the city centre as a pedestrian and cycling oriented area, with designated areas for motorized vehicular passage.
- 8.3.2 Encourage new developments to contribute toward the city's pedestrian and/or cycling networks.
- 8.3.3 Promote the development of a regionally based conventional transit system.



8.3.4 Encourage residents to use alternative modes of transportation.

8.3.5 Encourage walking within the ACT NOW principles.





## **9.0 PROVIDE A VARIETY OF LINKED RECREATIONAL OPPORTUNITIES**

### **9.1 Introduction**

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 objectives and policies that move Grand Forks towards providing a variety of linked recreational opportunities are applied to the following land use designations:

- Agricultural/Rural
- Commercial Core
- Environmental Resource District
- Heavy Industry
- Heritage Corridor
- Highway and Tourist Commercial
- Hillside & Resource District
- Institutional
- Light Industry
- Low Density Residential
- Medium Density Residential
- Mixed Use Commercial/Residential
- Park & Open Space
- Residential Infill/Intensification

### **9.2 Objectives**

9.2.1 Provide a network of community wide paths, trails and sidewalks that link recreation opportunities and facilities with the surrounding community.

9.2.2 Provide recreational access along the Kettle and Granby rivers.

### **9.3 Policies**

9.3.1 Connect the Trans-Canada Trail with existing and future City trails, pathways and sidewalks.

9.3.2 As funding permits, implement the 2008-2017 Sidewalk Plan.

9.3.3 Continue efforts to establish a linear park and multi-use pathway system with appropriate links to existing and future trails, pathways and sidewalks.

9.3.4 Explore the potential for a recreational buffer zone between the Kettle and Granby Rivers and adjacent commercial and residential development.

9.3.5 Promote the use of active modes of transportation via City trails, pathways and sidewalks to access recreational facilities.





## **10.0 SUPPORT A DIVERSIFIED ECONOMY**

### **10.1 Introduction**

An important component of a sustainable community is the economic component. Maintaining a diversified economy is much more viable in the long-run than an economy focused solely on one industry.

The objectives and policies that aim to strengthen Grand Forks' economy and improve its economic viability are as follows, and apply to the following land use designations:

- Agricultural/Rural
- Airport
- Commercial Core
- Environmental Resource District
- Heavy Industry
- Heritage Corridor
- Highway and Tourist Commercial
- Hillside & Resource District
- Institutional
- Light Industry
- Low Density Residential
- Medium Density Residential
- Mixed Use Commercial/Residential
- Park & Open Space
- Residential Infill/Intensification

### **10.2 Objectives**

- 10.2.1 Support the retention of existing commercial and industrial enterprises in Grand Forks.
- 10.2.2 Encourage growth and diversification of the business sector.

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

### **10.3 Policies**

- 10.3.1 Use lands within the Airport designation primarily for aviation-related activities, such as aircraft parking, air transportation, freight, refueling and maintenance.
- 10.3.2 Promote the development of a "gateway" from Central Avenue Highway #3 into the City Centre.
- 10.3.3 Encourage communication providers to offer the necessary technology and services for home-based businesses to thrive in Grand Forks.
- 10.3.4 Develop incentives for the establishment of locally owned and operated businesses.
- 10.3.5 Ensure new commercial and industrial developments are planned in a manner that minimizes conflicts with residential and agricultural uses.
- 10.3.6 Ensure easy access to commercial and industrial areas is maintained for current and future growth and development.
- 10.3.7 Support tourism opportunities that can be combined with learning and education opportunities.
- 10.3.8 Support and encourage agriculture as a vital contributor to the local and regional economy.
- 10.3.9 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. *[Added by Bylaw No. 1919-A1 May 30, 2016].*





## **11.0 SUPPORT A VIBRANT ARTS & CULTURE COMMUNITY**

### **11.1 Introduction**

Culture adds vibrancy and humanity 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 town centre 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.

The objectives and policies that aim to strengthen the arts and culture community within Grand Forks are as follows, and apply to the following land use designations are:

- Commercial Core
- Heritage Corridor
- Institutional
- Park & Open Space

### **11.2 Objectives**

- 11.2.1 Develop design guidelines to enhance and promote the cultural services provided in Grand Forks.
- 11.2.2 Construct a performing arts centre, either as a standalone facility or in combination with another public facility.
- 11.2.3 Beautify the city centre.
- 11.2.4 Offer year round arts and culture attractions to enhance livability in Grand Forks.

### **11.3 Policies**

- 11.3.1 Pursue funding and public support for a performing arts centre that would function as a multi-purpose venue and create a cultural focal point in the City.
- 11.3.2 Promote and encourage the sale of products created by the arts and culture community.
- 11.3.3 Work with the community as well as other regional arts and cultural centers and artisans to provide a blend of attractions, including seasonal festivals and fairs.







## **12.0 STRENGTHEN THE SOCIAL FABRIC OF THE COMMUNITY**

### **12.1 Introduction**

The social fabric of a community is the numerous facilities and services that are available and being provided presently and expected to be made available and provided in the future to meet the needs of all residents. The social fabric creates a sense of community pride where residents and visitors feel safe and welcomed.

Enhancing current access to services and facilities and those expected in the future makes the community attractive and livable. A livable community improves and fosters an environment of learning, tolerance and growth, creating a balance of harmony and responsibility.

The objectives and policies that aim to strengthen the social fabric of Grand Forks are as follows, and apply to the following land use designations:

- Agricultural/Rural
- Airport
- Commercial Core
- Environmental Resource District
- Heavy Industry
- Heritage Corridor
- Highway and Tourist Commercial
- Hillside & Resource District
- Institutional
- Light Industry
- Low Density Residential
- Medium Density Residential
- Mixed Use Commercial/Residential
- Park & Open Space
- Residential Infill/Intensification

### **12.2 Objectives**

- 12.2.1 Adopt an integrated planning approach by incorporating a social perspective into overall planning.
- 12.2.2 Work collaboratively with the RDKB in the provision of regional services in Grand Forks when it is beneficial to both the City and the region.
- 12.2.3 Seek opportunities to work with the Interior Health Authority and appropriate agencies to identify and address the health and social needs of the area.
- 12.2.4 Encourage and support universal access to services such as those that help provide employment, social and recreation opportunities for residents of all ages.
- 12.2.5 Advocate on behalf of residents on issues affecting the quality of life, health and welfare to publicly funded agencies and other levels of government.

### **12.3 Policies**

- 12.3.1 Consider incentives for health services in Grand Forks that would see residents continue being provided with the health services they need.
- 12.3.2 Encourage institutional uses to locate in, or within the vicinity of the city centre.
- 12.3.3 Enhance the accessibility of community facilities by encouraging joint-use and creative programming.



- 12.3.4 Work with the community, Youth Advisory Committee and Recreation Commission on the development of a youth centre.
- 12.3.5 Apply Crime Prevention through Environmental Design (CPTED) principles to enhance the safety of neighbourhoods.
- 12.3.6 Work collaboratively with publicly funded agencies, other levels of governments and non-profit corporations in the delivery of assisted living and seniors care, special needs and mental and physical disability services.
- 12.3.7 Work cooperatively with other publicly funded agencies, other levels of governments and non-profit corporations in offering support services and improving housing for the poor, disadvantaged and low income earners.





### **13.0 CONSERVE ENERGY & WATER AND SUPPORT THE SUSTAINABLE PRODUCTION OF FOOD**

#### **13.1 Introduction**

As a signatory to the Climate Action Charter, the Provincial Government requires the City to include targets for green house gas (GHG) reductions in its municipal operations. This is to encourage municipalities to reduce their GHG emissions to try to achieve carbon neutrality by 2020. Managing the community's use of energy and water has a significant positive impact on sustaining municipal infrastructure, and reducing its overall carbon footprint.

In addition, with the rising cost of energy impacting transportation of goods, materials and food production today, focus should be on more self-sufficiency within the community to reduce transportation and GHG emissions, thereby reducing costs to locals and sustaining the production of local food.

The objectives and policies that aim to better conserve energy and water, and support the sustainable production of food in Grand Forks, are included in this section, and apply to the following land use designations:

- Agricultural/Rural
- Airport
- Commercial Core
- Environmental Resource District
- Heavy Industry
- Heritage Corridor
- Highway and Tourist Commercial
- Hillside & Resource District
- Institutional

- Light Industry
- Low Density Residential
- Medium Density Residential
- Mixed Use Commercial/Residential
- Park & Open Space
- Residential Infill/Intensification

#### ***13.1.1 – Greenhouse Gas Reduction***

Recent changes to 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 a 33 percent reduction below 2007 levels by 2030, which is the 20-year horizon of this Official Community Plan.

The objectives and policies that correspond, directly or indirectly, to this target are included this section, as well as in the following areas of the OCP:

- Apply Smart Growth Principles to Built Form, Location and Type of Development
- Protect the Natural Environment
- Ensure Long-Term Sustainable Municipal Infrastructure
- Promote and Provide Alternative Modes of Transportation to SOVs
- Provide a Variety of Linked Recreational Opportunities
- Implementation



## 13.2 Objectives

- 13.2.1 Support and protect the productive agricultural use of land designated within the Agricultural Land Reserve (ALR).
- 13.2.2 Strive to meet the City's GHG reduction target of 33 percent below 2007 levels by 2030.

## 13.3 Policies

- 13.3.1 Only consider applications to subdivide lands within the Agricultural Land Reserve (ALR) for homesite severance when those applications are subject to Agricultural Land Commission approval.
- 13.3.2 Acknowledge and protect lands within the ALR for sustainable food production.
- 13.3.3 Encourage residents to utilize high efficiency residential heating systems over wood burning stoves.
- 13.3.4 Explore and where deemed appropriate undertake opportunities in the local production of clean power, such as "run-of-the-river" hydro.
- 13.3.5 Encourage the use of new green technologies in building construction.
- 13.3.6 Encourage local food production and promote the sale of locally-produced goods in local retail outlets.
- 13.3.7 Work with the provincial transit authority (BC Transit) and other relevant organizations to encourage and promote energy efficient and

low-impact modes of travel, such as public transit, walking and cycling.





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**City of Grand Forks Official Community Plan**  
**Policy Lookup Chart by Guiding Principle**

OCP Land Use Plan Designations	OCP Guiding Principles									
	1 - Built Form	2 - Heritage	3 - Environment	4 - Infrastructure	5 - Transportation	6 - Recreation	7 - Economy	8 - Arts & Culture	9 - Social Fabric	10 - Energy, Water & Food
All designations	4.3.7, 4.3.8		6.3.1-6.3.6, 6.3.8, 6.3.9	7.3.3-7.3.8	8.3.2 - 8.3.5		10.3.3		12.3.2, 12.3.5	13.3.3, 13.3.5, 13.3.6, 13.3.7
Agricultural/Rural (AR)	4.3.6		6.3.3, 6.3.10			9.3.3, 9.3.5	10.3.4, 10.3.8, 10.3.5			13.3.1, 13.3.2
Airport (AA)			6.3.3				10.3.1, 10.3.4-10.3.6			
Commercial Core (CC)	4.3.1, 4.3.2, 4.3.4	5.3.1, 5.3.3, 5.3.4	6.3.10	7.3.1	8.3.1	9.3.2-9.3.5	10.3.2 - 10.3.6	11.3.2-11.3.3	12.3.3, 12.3.6, 12.3.7	
Enviro Resource District (ER)			6.3.10			9.3.1, 9.3.3, 9.3.5				
Heavy Industry (HI)			6.3.10			9.3.1, 9.3.3, 9.3.5	10.3.4 - 10.3.6			13.3.4
Heritage Corridor (HC)	4.3.4	5.3.2, 5.3.3, 5.3.4	6.3.10	7.3.1		9.3.3, 9.3.5	10.3.3 - 10.3.6	11.3.2		
Highway & Tourist Commercial (HTC)	4.3.4	5.3.3, 5.3.4	6.3.10	7.3.1		9.3.3, 9.3.5	10.3.3 - 10.3.6		12.3.1, 12.3.3, 12.3.4, 12.3.6, 12.3.7	
Hillside & Resource District (HR)			6.3.6, 6.3.7, 6.3.10			9.3.3, 9.3.5				13.3.4
Institutional (IN)						9.3.2, 9.3.3, 9.3.5	10.3.7	11.3.1-11.3.3	12.3.1, 12.3.3, 12.3.4, 12.3.6, 12.3.7	
Light Industry (LI)			6.3.10	7.3.2		9.3.1, 9.3.5	10.3.3-10.3.6			13.3.4
Low Density Residential (LR)	4.3.9	5.3.3, 5.3.4	6.3.10	7.3.1		9.3.1-9.3.5	10.3.3, 10.3.5		12.3.7	
Medium Density Residential (MR)	4.3.11	5.3.3, 5.3.4		7.3.1		9.3.2, 9.3.3, 9.3.5	10.3.3, 10.3.5		12.3.7	
Mixed Use Commercial/Res (MU)	4.3.4	5.3.3, 5.3.4	6.3.10	7.3.1		9.3.1-9.3.5	10.3.3 -10.3.6		12.3.7	
Park & Open Space (PK)			6.3.10			9.3.1-9.3.5		11.3.3	12.3.3	13.3.4
Res Infill / Intensification (RI)	4.3.3-4.3.5, 4.3.10	5.3.3, 5.3.4	6.3.10	7.3.1		9.3.2-9.3.5	10.3.3, 10.3.5		12.3.7	







## 14.0 DEVELOPMENT PERMIT AREAS

### 14.1 Introduction

Pursuant to the *Local Government Act*, Council may designate certain areas of the City as Development Permit Areas (DPA). Special conditions in the form of development guidelines might be implemented. These designations and guidelines are generally used to:

- protect and enhance the natural environment;
- protect and safeguard development from hazardous conditions;
- revitalize an area in which a commercial use is permitted;
- establish definitive objectives to treat form and character of commercial and multiple housing residential development; and
- establish definitive objectives and to treat the form and character of light industrial and service commercial development in lands located in the northwest corner of the City.

A development permit area is required within a DPA before:

- subdivision;
- construction, addition or alteration of a building or structure is started;
- land in a designated environmentally sensitive area is altered; and
- land subject to hazardous conditions in a designated area is altered.

In accordance with the Agricultural Land Commission Act, a development permit is not required for the clearing of land within the ALR for agricultural purposes.





## **14.2 Multiple-Housing Development Permit Area**

The Multiple-Housing DPA is designated under Section 919.1(1)(f) (form and character of multiple housing residential developments) of the *Local Government Act*.

### Area

The designated areas for the Multiple-Housing DPA are delineated on the Development Permit Area Map (Schedule 'C').

### Justification

Most multiple-housing developments are located in areas next to major roadways, areas next to low density residential use, and areas going through a transition from low density residential to multiple-housing residential use. Because of their prominent size and location, multiple-housing developments can have a significant visual impact on the surrounding area.

Good design guidelines can help ensure that the development enhances the area rather than create an eyesore and source of friction between existing residents and the new development.

The objective of this designation is to ensure that multiple-housing developments are attractive and compatible with the surrounding area.

### **14.2.1 - Conditions For Which a Multiple-Housing Development Permit is Not Required**

The following may be undertaken without a Multiple-Housing Development Permit:

- construction of a single-family dwelling or a duplex;
- internal alterations, which do not affect the outer appearance of the building;
- replacement, upgrading or repair of roofing;
- small additions that result in less than a 25% increase in floor area beyond the floor area that existed at the date adoption of this bylaw;
- alteration of land;
- construction of an accessory building or addition to a multiple-housing residential building that shall not alter patterns or requirements of parking, access, loading, or landscaping on the site;
- painting the exterior of a building;
- replacement of windows; and
- construction of a fence;
- replacement of an existing sign or canopy, where the size and design of the replacement sign or canopy are generally consistent with the sign or canopy being replaced.

### **14.2.2 - Guidelines**

Multiple-housing residential includes all developments with three or more dwelling units per building or lot. Development permits issued in this area shall be in accordance with the following guidelines:



### Buildings and Structures

- .1 The scale, siting and shape of buildings should be consistent with adjacent development and prevailing neighbourhood character;
- .2 Monolithic structures and long expanses of straight walls should be avoided;
- .3 Large buildings should be designed in a way that creates the impression of smaller units and less bulk through the use of building jogs, irregular faces and architectural features such as gables, dormers, balconies, chimneys, special window features, canopies, verandas, porches and railing; and
- .4 Clustering and other creative spatial arrangements with common open areas and facilities are encouraged. These types of housing should be designed to promote visual quality and efficient use of land and building materials.

### Utility Servicing

- .5 All multiple-housing development should be connected to a community water system and a community sewer system.

### Parking/Access

- .6 Parking lots shall be landscaped to provide shade and to enhance the appearance of the overall development. Parking areas with greater than 10 stalls should be broken into smaller groups, divided by landscaping;

- .7 Safe and efficient vehicle entrances and exits, and on-site circulation should be provided; and

- .8 Consideration should be given to safe and efficient pedestrian and bicycle access. Provision shall be made for such features as pedestrian sidewalks or pathways, bicycle lanes and bicycle racks.

### Screening and Landscaping

- .9 The site should be provided with screening in the form of walls, fencing, hedging, planting and other screening materials or a combination of materials in the following areas:

- around outdoor storage areas and waste containers, heating and cooling equipment and other service areas;
- between parking areas and the street; and
- between parking areas and neighbouring properties.

- .10 The site should be provided with landscaping in the following areas:

- along the property edge next to roadways;
- between buildings and parking areas;
- along on-site access roads;
- along the sides of the buildings;
- and in other open space areas not required for parking, access roads or walkways.



### Signage

- .11 Freestanding signage should be low, front lit or unlit, with a landscaped base.
- .12 The general character of signs should be similar in design to the associated building.



### 14.3 Hillside Development Permit Area

The Hillside DPA is designated under Section 919.1(1)(a) (protection of the natural environment), Section 919.1(1)(b) (protection of development from hazardous conditions) and Section 919.1(1)(f) (form and character of industrial development) of the *Local Government Act*.

#### Area

Within the City of Grand Forks, all lands with a natural slope in excess of 30 percent and land within 15m of the top of steep slopes with grades in excess of 30 percent are designated as a Hillside Development Permit Area. Lands that may contain these areas are generally identified on the Development Permit Area Map (Schedule 'C').

#### Justification

Areas in Grand Forks are 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 ensure that the visual impact of heavy industrial land use on the community is minimized.

#### **14.3.1 - Conditions for which a Hillside Development Permit is not Required**

The following may be undertaken without a Hillside Development Permit:

- internal alterations, which do not affect the outer appearance of the building;

- replacement, upgrading or repair of roofing;
- painting the exterior of a building;
- replacement of windows;
- construction of an accessory building or addition to an industrial building where the accessory building or addition is not visible from neighboring areas; and
- replacement of an existing sign or canopy, where the size and design of the replacement sign or canopy are generally consistent with the sign or canopy being replaced.

#### **14.3.2 - Guidelines**

Development permits issued in this designation shall be in accordance with the following guidelines:

#### **Development on Hillside with Slopes over 30%**

##### Setbacks

- .1 For developments on or near steep hillsides, the City of Grand Forks may require that buildings and structures be set back a given distance as specified in the Development Permit from the top of the steep hillside or the toe of the slope.

##### Safe Use of Development

- .2 For developments in areas where the City considers that the land is subject or may be subject to erosion, land slip, rock falls or subsidence, the City may require that the Development Permit include a report certified by a professional engineer with experience in geotechnical engineering that the land may be used safely for the use intended. Where the engineer's report indicates that the land may



be used safely subject to conditions set out in the 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 a professional engineer that the construction was carried out in compliance with the conditions specified in the Development Permit.

to visually shield the community from on-site industrial activities.

### Storm Water Management

- .3 Hillside development proposals must be accompanied by a storm water management plan prepared by a professional engineer with engineering experience in hydrology and storm water management to the satisfaction of the City of Grand Forks. Impervious surfaces should be minimized to aid in storm water infiltration. Storm water may be collected in reinforced natural swales or new drainage channels made with natural materials, and then conveyed to a storm water pond or site drainage system of sufficient capacity.

### Industrial Development

- .4 Industrial development located within the Hillside DPA and within the Heavy Industrial designation in the OCP requires screening and landscaping. The screening and landscaping should be designed to reduce the visual impact of heavy industrial use on neighbouring areas.

Screening may be in the form of fencing, hedging, planting and other screening materials or a combination of materials used



#### **14.4 General Commercial Development Permit Area**

The General Commercial Development Permit Area is designated under Section 919.1(1)(d) (revitalization of a commercial area) and Section 919.1(1)(f) (form and character of commercial development) of the *Local Government Act*.

##### Area

Within the City of Grand Forks, all lands designated Highway & Tourist Commercial are designated as a General Commercial Development Permit Area on the Development Permit Area Map (Schedule 'C').

Commercial Core areas, surrounding the Historic Downtown, are designated as a General Commercial Development Permit Area on the Development Permit Area Map (Schedule 'C').

##### Justification

##### *Highway & Tourist Commercial*

Highway & Tourist Commercial areas are quite visible from Highway 3 and often are the first impression that tourists get of Grand Forks. For commercial development in the Highway & Tourist Commercial area, special considerations are required to address the following:

- the highway corridor is a high visibility area and therefore the visual image of the community must be presented in a positive way;
- access along a high volume controlled access route has implications on commercial development; and

- compatibility between the residential areas and the commercial development.

##### *Commercial Core*

The Commercial Core areas, surrounding the Historic Downtown, form a strong part of the community's identity. As development occurs, Council would like to ensure that the visual character of these areas improves in a way that compliments the Historic Downtown area.

An objective of this designation is to maintain and enhance the image of the Commercial Core areas, surrounding the Historic Downtown, by requiring a high standard of development. Development will meet a consistently high standard of visual quality to assure that the character of the commercial core will continue to improve over time.

#### **14.4.1 - Conditions for which a Commercial Development Permit is not Required**

The following may be undertaken without a Commercial Development Permit:

- internal alterations, which do not affect the outer appearance of the building;
- replacement, upgrading or repair of roofing;
- painting the exterior of a building;
- replacement of windows;
- construction of a fence;
- construction of an accessory building or addition to a commercial building that does not alter patterns or requirements of parking, access, loading or landscaping on the site; and
- replacement of an existing sign or canopy, where the size and design of the replacement





sign or canopy are generally consistent with the sign or canopy being replaced.

#### **14.4.2 - Guidelines**

Development permits issued in this designation shall be in accordance with the following guidelines:

##### Buildings and Structure

- .1 Buildings should be designed in a way that enhances the visual character of the commercial area.
- .2 The shape, scale and siting of buildings should be consistent with adjacent development.
- .3 The shape, siting, rooflines, architectural features and exterior finish should be sufficiently varied to create interest and avoid a monotonous appearance.
- .4 Monolithic structures and long expanses of straight walls should be avoided.
- .5 Large buildings should be designed in a way that creates the impression of smaller units and less bulk, by using building jogs and irregular faces.
- .7 Buildings should be designated in a way that relates positively to pedestrians at the street level.

##### Access and Parking

- .8 Parking areas with more than 20 stalls should be broken into smaller groups, divided by landscaping.
- .9 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.
- .10 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.

##### Screening, Landscaping and Amenities

- .11 Sites should be provided with screening in the form of walls, decorative fencing, hedging, planting, other screening materials or a combination of materials in the following areas:
  - around outdoor storage areas, waste containers, heating and cooling equipment, and other service areas; and
  - between the rear of commercial areas and any residential area.
- .12 The site should be provided with landscaping:
  - between parking areas and roadways; and
  - between buildings and parking areas.



.13 Where setbacks are required between the building and the property line, the site should be provided with landscaping:

- along the property edge next to roadways; and
- along the sides of buildings.

#### Lighting

.14 Land uses or establishments should be designed to ensure that they do not produce a strong glaring light or reflection of that light beyond their lot lines. Shielded or controlled intensity lights are required.

#### Signage

.15 Signage should complement the building design and finish.



## 14.5 Historic Downtown Development Permit Area

The Historic Downtown Development Permit Area is designated under Section 919.1(1)(d) (revitalization of a commercial area) and Section 919.1(1)(f) (form and character of commercial development) of the *Local Government Act*.

### Area

The Historic Downtown, as defined in the City of Grand Forks Heritage Program (BC Heritage Branch, 2011) are designated as a Historic Downtown Development Permit Area on the Development Permit Area Map (Schedule 'C').

### Justification

Much of the heritage resources that exist in Grand Forks are located in the Historic Downtown area. The Council would also like to ensure that the heritage resources in the City of Grand Forks are protected, preserved and promoted.

Please refer to the City of Grand Forks Heritage Program - Design Guidelines for the Historic Downtown, prepared by the BC governments Heritage Branch (2011) for more information.

### 14.5.1 - Conditions for which a Commercial Development Permit is not Required

The following may be undertaken without a Commercial Development Permit:

- internal alterations, which do not affect the outer appearance of the building;
- replacement, upgrading or repair of roofing;
- painting the exterior of a building;

- replacement of windows;
- construction of a fence;
- construction of an accessory building or addition to a commercial building that does not alter patterns or requirements of parking, access, loading or landscaping on the site; and
- replacement of an existing sign or canopy, where the size and design of the replacement sign or canopy are generally consistent with the sign or canopy being replaced.

### 14.5.2 - Guidelines

Development permits issued in this designation shall be in accordance with the following guidelines:

#### Buildings and Structure

- .1 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. Creative solutions to roof-top additions should be sought in order to maintain the visual appearance of buildings ranging from one to three storeys in height.
- .2 New buildings within the historic downtown should be constructed to respect the character defining heights of surrounding buildings. Care should be taken to ensure that the height of a new building does not overpower its neighbours.
- .3 Each building speaks to its period of construction. Interventions to existing buildings should be undertaken in a way that



- ensures that the character defining elements of that building and the downtown are conserved. Work to existing buildings must be visually and physically compatible with the character defining elements of the building.
- .4 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.
- .5 Building walls facing public streets and walkways should provide visual interest to pedestrians. Long blank walls should be avoided.
- .6 Storefronts should be treated in a ways that maintains their contribution to the continuity of the streetscape. Non-character defining materials and treatments should be removed.
- .7 Individual buildings should be treated as a consistent whole. Buildings with multiple store fronts or primary and secondary facades should avoid visual clutter associated with conflicting or uncomplimentary treatments on each storefront.
- .8 Recessed doorways should be retained or revealed to add visual interest to the streetscape.
- .9 Reinstating, or continuing to use character defining corner entrances. New buildings at intersections should be designed with corner entrances.
- .10 In new construction, building materials and colours should respect the historic architecture and character of the Historic Downtown and the surrounding streetscape, as seen in the colours, textures, and modulation of existing materials.
- .11 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 so that they do not obscure details in the masonry or distort the proportions of architectural features. Back-lit or metal awnings are not appropriate.
- Signage
- .12 Historic signs should be maintained if found to be a character defining element of the place.
- .13 No sign should be constructed or situated so that it disfigures or conceals any significant architectural feature of the building.
- Lighting
- .14 Lighting should be permanent and should respect the heritage values and character defining elements of the building.
- .15 Lighting that highlights the architecture of the building is encouraged, but that avoids light pollution in the sky.



### Screening, Landscaping and Amenities

- .16 Alleyways should be developed as secondary opportunities for commercial enterprises.
- .17 Building facades facing onto walkways should be treated in a similar fashion as street front facades in terms of colours, detailing and materials. However, care should be taken to ensure that walkway facades have less detail to identify them as secondary facades.
- .18 Street furniture should be designed in a way to reflect the heritage values of the community.
- .19 Landscaping of both hard and soft surfaces can be designed to reflect the heritage values of the community. Landscaping can interpret the history and heritage of the city, and contribute to the sense and understanding of place.

on the site. Pedestrian and bicycle networks on the site should link with networks off the site.

### Access and Parking

- .20 Parking areas with more than 20 stalls should be broken into smaller groups, divided by landscaping.
- .21 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.
- .22 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



## **14.6 Environmentally Sensitive Area Development Permit Area**

The Environmentally Sensitive Area (ESA) DPA is designated under Section 919.1(1)(a) (protection of the natural environment) of the *Local Government Act*.

### Area

Within the City of Grand Forks exists a substantial 200-year floodplain. Development within this area is regulated by Bylaw No. 1402. Some of the areas outside of the floodplain are also susceptible to flooding. These include areas with high water tables and consist of environmentally sensitive marshlands. These areas are designated as a DPA and are identified on the Development Permit Area Map (Schedule 'C').

### Justification

The environmentally sensitive area that is covered by this DPA consists of wetlands, which are subject to high water table levels. The Ministry of Environment indicates that this wetland maintains biodiversity connectivity within the City of Grand Forks. Mammals including cougar, white-tailed deer, mule deer, and black bear frequent the wetland in this area.

This area also boasts ox-bows, which were more abundant prior to development. Other natural features in this area include cattail, red osier, dogwood and willow, which serve as excellent habitats to nesting birds. The swampland in this area is also home to at least one threatened species: the Tiger Salamander. Historically, fish entered this waterway from the Kettle River. The condition of this wetland is poor at present. Rehabilitation and the

removal of garbage and other man-made blockages would return this area to its prior state as a watercourse.

### **14.6.1 - Conditions for which an Environmentally Sensitive Area Development Permit is not Required**

The following may be undertaken without an Environmentally Sensitive Area Development Permit:

- the construction or alteration of a single family or two-family residential dwelling, a residential or agricultural accessory building situated 15 m or more from the natural boundary of a stream or other water feature or is at least 10m from the natural break of the slope of a ravine;
- placement or replacement of a manufactured home or a mobile home in an approved mobile home park;
- road access and services including: sewer lines, water lines, drainage lines and routes, natural gas lines, power line, telephone lines, cable lines and other services if they will not pass through the ESA for the development;
- fencing if it does not pass through the ESA;
- internal alterations which do not affect the outer appearance of the building;
- replacement, upgrading or repair of roofing;
- painting the exterior of a building;
- replacement of windows; and
- replacement of an existing sign or canopy, where the size and design of the replacement sign or canopy are generally consistent with the sign or canopy being replaced.
- The clearing of land within the ALR for agricultural purposes, pursuant to the Agricultural Land Commission Act.



## 14.6.2 - Guidelines

### General Environmental Management

Development Permits issued in this area shall be in accordance with the following guidelines:

#### Wetlands

- .1 Wetlands should be adequately buffered by natural vegetation to filter out contaminants from storm water runoff and protect aquatic habitat and amenity values. In general, a minimum setback of at least 15 meters is needed for a buffer to assimilate pollutants. Building setbacks should be calculated from the landward edge of the wetland, at high water.
- .2 On site deposit of fill or construction materials that may affect the size, water quality, or ecological integrity of wetlands is discouraged, and will be subject to approval by the City and the Ministry of Environment.
- .3 Other mitigation measures for wetlands may be required by the City and the Ministry of Environment.

#### Vegetation Management

- .4 Do not clear, grub or remove trees or undergrowth from the wetland area of the site without prior approval from the Ministry of Environment.
- .5 Re-vegetation within and adjacent to the wetland should be with native species appropriate to the site.

- .6 Where the Ministry of Environment has requested it, vegetation or trees should be planted or retained in order to control erosion, protect banks or protect water quality and fisheries.

- .7 Where disturbance of the Environmentally Sensitive Area is unavoidable in order to construct or repair road, water, sewer, drainage, gas, underground wiring or other infrastructure, soil conservation measures such as silt fencing, matting and trapping should be used. The disturbed areas should then be replanted with natural vegetation immediately after the construction or repair is complete.

- .8 The sequence and timing of development should consider important fish and wildlife activities such as breeding, nesting and spawning seasons, and assist in minimizing soil erosion.

- .9 Areas to be preserved free of development should be temporarily fenced or otherwise protected from damage prior to starting development of the site, with care taken to include the root system of the trees within the fenced area.

- .10 Infrastructure and facilities that allow public access and passive recreational uses should be planned in such a way that public safety is ensured, landowners are not disturbed, and there are no significant impacts on the area's ecological features and functions.





### Safe Use of Development

- .11 For developments in areas where the City considers that the land is subject or may be subject to flooding, erosion or high water levels, the City may require that the Development Permit include a report certified by a professional engineer with experience in geotechnical engineering that the land may be safely used for the use intended. Where the engineer's report indicates that the land may be used safely subject to conditions set out in the 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 a professional engineer that the construction was carried out in compliance with the conditions specified in the development permit.



## 14.7 Light Industrial Development Permit Area

The Light Industrial DPA is designated under Section 919.1(1)(f) (form and character of industrial development) of the *Local Government Act*.

### Area

The principal designated area is shown as the Light Industrial DPA on Schedule 'C' on the Development Permit Area Map. In general, the lands that are designated Light Industry located in the northwest corner of the City of Grand Forks will be subject to the Light Industrial DPA guidelines.

### Justification

The area designated as Light Industrial and Service Commercial in the northwest corner of Grand Forks is suitable for light industry and service commercial development. The objective of this designation is to ensure that development of light industrial sites 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 zoned properties.

### 14.7.1 - Conditions for which a Light Industrial Development Permit is not Required

The following may be undertaken without a Light Industrial Development Permit:

- internal alterations, which do not affect the outer appearance of the building;
- replacement, upgrading or repair of roofing; Painting the exterior of a building;
- replacement of windows;

- construction of a fence;
- the construction of an accessory building or addition to a light industrial building that does not alter patterns or requirements of parking, access, loading, or landscaping on the site; and
- replacement of an existing sign or canopy, where the size and design of the replacement sign or canopy are generally consistent with the sign or canopy being replaced.

### 14.7.2 - Guidelines

Development Permits issued in this area shall be in accordance with the following guidelines:

- .1 All buildings, structures and additions thereto shall be designated in a manner which gives consideration to the relationship with adjacent buildings and open areas, the efficiency of the circulation system and the design and siting compatibility with surrounding development.
- .2 Techniques to reduce impression of building size and bulk such as stepping back upper storeys, utilizing alcoves, bays, sub-roofs and ledges are encouraged.
- .3 Architectural details and design elements, which enhance the visual appearance and articulate the facade are encouraged.
- .4 Outdoor storage materials should be screened with walls, fencing, hedging, trees, planting, other screening materials or a combination of these materials.
- .5 Areas of landscaping should be provided next to roadways.



- .6 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.
- .7 Light industrial buildings and office buildings associated with light industrial use should be treated with painted metal, stucco, wood or textured concrete or other suitable finishings. Untreated flat concrete blocks will not be allowed.



## 14.8 Heritage Corridor Development Permit Area

The Heritage Corridor DPA is designated under Section 919.1(d) (revitalization of an area in which a commercial use is permitted) and Section 919.1(1)(f) (form and character of commercial and multiple housing residential development) of the *Local Government Act*.

### Area

The designated Heritage Corridor DPA is shown on Development Permit Area Map Schedule 'C'.

### Justification

The area that has been established as a Heritage Corridor, as shown on Land Use Map Schedule 'B', has historically been characterized as 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 to allow adaptive re-use of heritage homes for commercial purposes, thereby allowing small-scale commercial establishments to capitalize upon both the heritage character of the area and its exposure to the provincial highway. 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.

### 14.8.1 - Conditions for which a Heritage Corridor Development Permit is Not Required

The following may be undertaken without a Heritage Corridor Development Permit:

- internal alterations, which do not affect the outer appearance of the building;
- replacement, upgrading, or repair of roofing;
- painting the exterior of a building;
- replacement of windows;
- replacement of an existing sign or canopy, where the size and design of the replacement sign or canopy are generally consistent with the sign or canopy being replaced;
- construction of a fence; and
- the construction of an accessory building or addition to a commercial or multiple housing residential building that does not alter the patterns or requirements of parking, access, loading, or landscaping on the site.

### 14.8.2 - Guidelines

Development permits issued in this designation shall be in accordance with the following guidelines:

#### Buildings and Structures

- .1 The heritage character of existing buildings, structures, and landscapes should be sensitively maintained or restored, where structurally feasible, with limited additions.
- .2 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 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.

.4 The shape, scale, orientation, and siting of buildings should be consistent with adjacent development.

.5 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 neighboring properties.

.6 Buildings should be designed to relate positively to pedestrians at street level.

#### Access and Parking

.7 On-site parking and loading areas should be located at the rear of the principal building wherever possible. Where on-site parking areas are provided beside the principal building, they should be sited no closer to the front parcel line than the front wall of the principal building.

.8 Egress from parking areas should be provided via a rear lane or a collector road. Direct access to Highway #3 from parking areas is discouraged.

.9 Variances to zoning bylaw requirements will be considered as part of the Development Permit approval process if such variances are required to more effectively implement the above-noted access and parking guidelines.

.10 It must be demonstrated that adequate space is available for loading that does not negatively impact on-site or off-site traffic circulation.

#### Screening Landscaping and Amenities

.11 Sites should be provided with screening in the form of walls, decorative fencing, hedging, planting, other materials, or a combination of materials in the following areas:

- around outdoor storage areas, water containers, heating and cooling equipment and other service areas; and
- where possible, between the rear of commercial sites and any residential areas.

.12 The site should be provided with landscaping:

- between parking areas and roadways;
- between parking areas and adjacent residential uses; and
- between buildings and parking areas.

.13 The site should be provided with landscaping:

- along the property edge next to roadways; and
- along the sides of buildings.

#### Lighting

.14 Sites should be designed so that they do not produce a strong glaring light or reflection of that light beyond their lot lines. Shielded or controlled intensity lights are required.



- .15 The impact of light shed from on-site vehicles upon neighbouring residential uses shall be minimized through appropriate site design, screening and landscaping.

#### Signage

- .16 Signage should complement the building design and finish and should reflect the heritage design objectives for the area.



#### **14.9 Donaldson Drive Transition District Development Permit Area**

The Donaldson Drive Transition District DPA is designated under Section 919.1(1)(f) — (form and character of commercial and multiple housing residential development) of the *Local Government Act*.

##### Area

The designated Donaldson Drive Transition District DPA is shown on the Development Permit Area Map Schedule 'C.'

##### Justification

The subject area has historically been used for a range of uses, including industrial. Considering its location between the CPR rail right-of-way and the low-density residential areas to the west, it is important to ensure that there is sensitive transition area established that allows a range of uses but limits the impact of non-residential and multi-residential uses on the adjacent low-density residential neighbourhood.

##### **14.9.1 - Conditions for which a Donaldson Drive Transition District Development Permit is Not Required**

The following may be undertaken without a Donaldson Drive Transition District Development Permit:

- internal alterations, which do not affect the outer appearance of the building;
- replacement, upgrading, or repair of roofing;
- painting the exterior of a building;

- replacement of windows;
- replacement of an existing sign or canopy, where the size and design of the replacement sign or canopy are generally consistent with the sign being replaced;
- construction of a fence;
- the construction of an accessory building or addition to a commercial or multiple housing residential building which is less than 100 square feet in area and that does not alter the patterns and requirements of parking, access, loading or landscaping on the site; and
- replacement of an existing sign or canopy, where the size and design of the replacement sign or canopy are generally consistent with the sign or canopy being replaced.

##### **14.9.2 - Guidelines**

Development permits issued in this designation shall be in accordance with the following guidelines:

##### Buildings and Structures

- .1 Buildings should be designed in a way that enhances the visual character of the area.
- .2 The shape, scale and siting of buildings should be consistent with adjacent development.
- .3 The shape, siting, rooflines, architectural features and exterior finish should be sufficiently varied to create interest and avoid a monotonous appearance.
- .4 Monolithic structures and long expanses of straight walls should be avoided.





.5 Large buildings should be designed in a way that creates the impression of smaller units and less bulk, by using building jogs, irregular faces and architectural features such as gables, dormers, balconies, chimneys, special window features, canopies, verandas, porches and railings.

.6 Sensitive restoration of heritage buildings, structures, sites and landscapes should be encouraged where structurally feasible.

.7 Clustering of multiple housing residential buildings and other spatial arrangements with common open areas and facilities are encouraged. These types of housing should be designed to promote visual quality, efficient use of land and building materials.

.8 Buildings should be designed in a way that relates positively to pedestrians at street level.

.9 Variances to zoning bylaw requirements will be considered as part of the Development Permit approval process.

.10 Noxious and non-compatible businesses and industries should be encouraged to relocate into the Light Industrial and Service Commercial areas.

#### Access and Parking

.11 Parking areas with more than 10 stalls should be broken into smaller groups divided by landscaping. Parking lots should be landscaped to provide shade and to enhance the appearance of the overall development.

.12 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.

.13 Variances to zoning bylaw requirements will be considered as part of the Development Permit approval process if it can be demonstrated such variances are required to more effectively implement the above-noted access and parking guidelines.

#### Screening, Landscaping and Amenities

.14 Sites should be provided with screening in the form of walls, decorative fencing, hedging, planting, other material, or a combination of materials in the following areas:

- around outdoor storage areas, water containers, heating and cooling equipment, and other service areas; and
- between the rear of commercial sites and any residential area.

.15 The site should be provided with landscaping:

- between parking areas and roadways;
- between parking areas and adjacent single-family residential uses; and
- between buildings and parking areas.

.16 The site should be provided with landscaping

- along the property edge next to roadways; and
- along the sides of the buildings.



### Lighting

- .17 Sites should be designed so that they do not produce a strong glaring light or reflection of that light beyond their lot lines. Shielded or controlled intensity lights are required.
- .18 The impact of light shed from on-site vehicles upon neighbouring residential uses shall be minimized through appropriate site design, screening and landscaping.

### Signage

- .19 Signage should complement the building design and finish. Freestanding signage should be low, front lit, or unlit, with a landscaped base.



*[This Section 14.10 added by Bylaw No. 1919-A2 March 26, 2018]*

## **14.10 Accessory Dwelling Unit and Tiny House Development Permit Area**

The Accessory Dwelling Unit and Tiny House Development Permit Area (ADU DPA) is designated under the Local Government Act Section 488 (as amended from time to time), "establishment of objectives for the form and character of intensive residential development."

### Area

This DPA applies to:

- Placement of any detached Accessory Dwelling Unit (i.e. Garden Suites) or any temporary Tiny House on Wheels on residential-zoned properties where permitted in the Zoning Bylaw.

### Justification

The intent of this Development Permit Area is to guide the incremental densification of existing residential areas with accessory dwelling units (laneway houses and carriage homes, referred to as Garden Suites and temporary Tiny Houses on Wheels), as well as promote compact and clustered development patterns in new residential areas where small homes are desired.

These guidelines are intended to support the creation of a variety of compact housing forms with a high standard of urban design and livability, designed for durability and an attractive appearance over the long term. They will help integrate new accessory dwelling units with the surrounding neighbourhood and provide new housing forms which are affordable and appropriate to the needs of the community.

## **14.10.1 - Guidelines**

### Buildings and Structures

- .1 Orient buildings to maximize opportunities for passive solar heating and natural lighting.
- .2 Consider adaptable design and universal accessibility.
- .3 Use natural ventilation and cooling systems.
- .4 Consider the use of green roof systems to reduce stormwater runoff, reduce energy costs and improve visual appearance.
- .5 Use building products that demonstrate re-use, upcycling and green technology.
- .6 Developments are encouraged to seek Passive House, LEED, or other sustainability certification.
- .7 Where garages or carports are necessary, design them to be recessed within the building or set back from the front face of the building.
- .8 Buildings should be clad with durable, aesthetically acceptable and environmentally friendly materials at least as good of quality as primary dwelling; vinyl and aluminum siding is not acceptable.
- .9 Tiny Houses on Wheels must be skirted with a finished insulating material the same quality as or complementary to the cladding of the Tiny House.



- .10 In all residential zones, Tiny Houses on Wheels must have a deck or porch attached, with appropriate stairs or ramp, to signify that they are semi-permanent in nature.

#### Utilities / Servicing

- .11 Buildings must share the services of the primary unit as per the City Bylaws for water, sewer, electrical services.

#### Parking / Access

- .12 Entrances should face the street (or laneway, if sited on a lane) and have direct pedestrian access from the street. Windows should provide "eyes on the lane" for security.
- .13 Shared driveways are encouraged to reduce paved surfaces.
- .14 Provide vehicle access via rear lanes where they are available.

#### Screening and Landscaping

- .15 Provide private outdoor space of at least 9 square metres for each of the primary residence and accessory dwelling unit.
- .16 Provide for clothesline use.
- .17 Limit the use of potable water for landscape irrigation.
- .18 Provide natural filtration of rainwater into the site through techniques including rain gardens, rainwater collection systems, bioswales and permeable paving or crushed rock for driveways.



## **15.0 SAND & GRAVEL RESOURCES**

### **15.1 - Introduction**

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.

The City currently operates a Sand and Gravel pit off Granby Road in the northern portion of the City.

The City's objectives and policies for sand and gravel are as follows:

### **15.2 - Objectives**

- 15.2.1 Maintain a supply of sand and gravel that meets the needs of Grand Forks
- 15.2.2 Ensure that extraction, processing, manufacturing and hauling sand and gravel resources have minimal impacts on the environment and the surrounding neighbourhoods
- 15.2.3 Minimize utilization of sand and gravel resources within the ALR

- 15.2.4 Rehabilitate lands that have been used for gravel extraction.

### **15.3 - Policies**

- 15.3.1 Require that sand and gravel operations used 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.
- 15.3.2 Permit asphalt plants, concrete plants, gravel crushing and grading in appropriate locations through issuance of temporary industrial use permits.
- 15.3.3 Require the rehabilitation of depleted sand and gravel extraction areas immediately following completion of extraction activities or in phases as work proceeds.
- 15.3.4 Prohibit sand and gravel extraction in environmentally sensitive areas.



## **16.0 IMPLEMENTATION**

### **16.1 Introduction**

Implementation is the key to moving the Official Community Plan forward. The following table lists implementation items and indicator metrics for each of the ten guiding principles in the Plan. Staff and Council are not required to pursue any of the listed items. Rather, the purpose of the section is to provide the City with tangible options for moving forward with the objectives and policies in the Plan.



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<b><u>Principle</u></b>	<b><u>Implementation Items</u></b>	<b><u>Measures</u></b>
<b>1 - Built Form</b>	<ul style="list-style-type: none"><li>• Host educational workshops to increase awareness of energy efficient products and services.</li><li>• Promote infill development, including higher densities, housing variety, special needs, senior's housing and low income housing.</li><li>• Work with the development community to incorporate Smart Growth principles into new developments.</li></ul>	<ul style="list-style-type: none"><li>• Number of workshops held and their effect on the community.</li><li>• Number of infill subdivisions.</li><li>• Number of special needs, seniors and low income units constructed.</li><li>• Number of new developments incorporating Smart Growth principles.</li></ul>
<b>2 - Heritage</b>	<ul style="list-style-type: none"><li>• Expand the heritage corridor as development occurs.</li><li>• Work with Chamber of Commerce and local merchants to provide historical displays.</li><li>• Work with local heritage societies to provide display space for historical artifacts.</li></ul>	<ul style="list-style-type: none"><li>• Number of refurbished or expanded heritage buildings.</li><li>• Number of new historical displays.</li><li>• Number and square footage of historical display space.</li></ul>
<b>3 - Environment</b>	<ul style="list-style-type: none"><li>• Work with the Boundary Air Quality Committee to ensure consistency between the Airshed Management Plan and the Community Sustainability Plan.</li><li>• Work with the appropriate agencies to monitor the effects of the Mountain Pine beetle within the City.</li><li>• Plant and replant the appropriate species of trees within the City to counter greenhouse gas emissions.</li><li>• Work with senior governments to ensure the health of the Kettle and Granby Rivers within the City.</li><li>• Work with the provincial government to assure heavy industry air emissions permits reflect the values of the Airshed Management Plan.</li><li>• Set an example in the community in reducing the City's carbon footprint.</li><li>• Develop a dust control strategy.</li></ul>	<ul style="list-style-type: none"><li>• Number of good air days as monitored.</li><li>• Number of trees affected by the mountain pine beetle.</li><li>• Number of trees planted and replanted.</li><li>• Water quality data for the Granby and Kettle Rivers.</li><li>• Discharge permits levels for heavy industry versus old permit levels.</li><li>• Number of new energy efficient vehicles.</li><li>• Number of new developments using alternative sources of heat and light.</li><li>• Reduction of road dust in the City.</li></ul>
<b>4 - Infrastructure</b>	<ul style="list-style-type: none"><li>• Undertake an infrastructure capacity and assessment study.</li><li>• Develop and implement a water and sewer line replacement strategy.</li><li>• Upgrade storm sewer capacity as appropriate</li><li>• Ensure all new development has storm water management.</li><li>• Ensure full life cycle accounting is established for all new infrastructure projects.</li><li>• Implement a universal water metering program for all residential users.</li><li>• Work with the Ministry of Transportation and Infrastructure to continually upgrade the City's transportation plan.</li><li>• Continually apply for grants to upgrade the City's infrastructure.</li></ul>	<ul style="list-style-type: none"><li>• Completion of infrastructure study.</li><li>• Number of new and replacement water and sewer lines.</li><li>• Number of new storm sewers.</li><li>• Number of new and repaired sidewalks and roads.</li><li>• Number of residential water meters.</li><li>• Number and amount of successful grants.</li></ul>
<b>5 - Transportation</b>	<ul style="list-style-type: none"><li>• Develop and update an anti-idling bylaw.</li><li>• Provide bicycle racks at all municipal buildings and at other areas of the City.</li><li>• Work with the Regional District and BC Transit to enhance the public transportation system.</li><li>• Expand the City's trail network for non motorized use.</li><li>• Develop the trail network that links neighbourhoods within Grand Forks and to those outside the City.</li><li>• Enhance the Trans Canada Trail within the City.</li></ul>	<ul style="list-style-type: none"><li>• Anti idling bylaw in place.</li><li>• Number of bicycle racks.</li><li>• Number of metres of trails.</li><li>• Number of Trans Canada Trail enhancements.</li></ul>



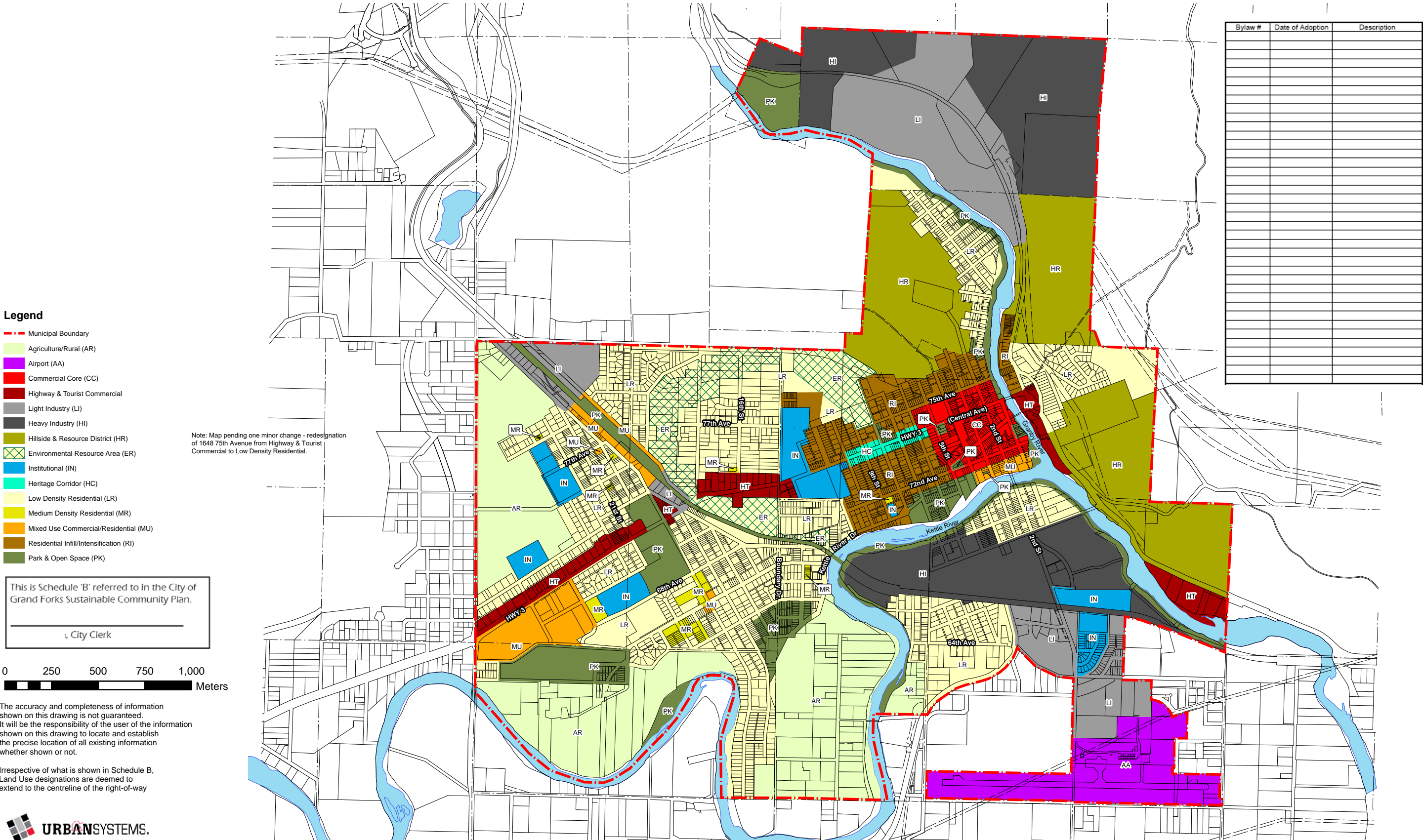
<b>6 – Recreation</b>	<ul style="list-style-type: none"> <li>Identify future areas for parks and open space.</li> <li>Provide access to protected areas.</li> <li>Develop a facilities sharing agreement with the School District and Regional District.</li> </ul>	<ul style="list-style-type: none"> <li>Facility sharing agreement in place.</li> <li>Number of future areas for parks.</li> <li>Number of additional recreational opportunities.</li> </ul>
<b>7 – Economy</b>	<ul style="list-style-type: none"> <li>Ongoing liaison with Community Futures.</li> <li>Survey existing commercial and industrial users to determine their needs.</li> <li>Work with Regional District, Community Futures and Chamber of Commerce to update tourism and marketing plans.</li> <li>Working with various partners, host workshops for businesses to encourage sustainable practices.</li> <li>Ensure new industry will have sustainable practices, particularly airshed management.</li> <li>Support home based businesses.</li> </ul>	<ul style="list-style-type: none"> <li>Survey of local business and industry completed.</li> <li>Continually upgraded marketing and tourism plans.</li> <li>Number of workshops hosted.</li> <li>Number of new and diverse businesses.</li> </ul>
<b>8 - Arts &amp; Culture</b>	<ul style="list-style-type: none"> <li>Apply for grants to promote and provide summer music and theatre programs.</li> <li>Continue developing the Old Courthouse to house Art Gallery and historic displays.</li> <li>Continue developing Gyro Park to create a cultural focal point in the City.</li> <li>Continue developing 5<sup>th</sup> Ave as an Arts &amp; Culture corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Number and amount of successful grant applications.</li> <li>Completion of Gyro Park.</li> <li>Continued development of 5<sup>th</sup> Ave corridor.</li> </ul>
<b>9 – Social Fabric</b>	<ul style="list-style-type: none"> <li>Identify and carry out facility improvements and access to facilities for all residents, but in particular for seniors and youth.</li> <li>Work with senior government to ensure that facilities for seniors and youth continue to be provided in Grand Forks.</li> <li>Work with appropriate agencies on social issues.</li> </ul>	<ul style="list-style-type: none"> <li>Number of new and upgraded facilities.</li> </ul>
<b>10 – Energy, Water and Food</b>	<ul style="list-style-type: none"> <li>Continually upgrade &amp; expand the City's electrical system to ensure continued supply of energy.</li> <li>Develop a universal water metering program that requires all users to be metered.</li> <li>Strive to achieve greenhouse gas emissions targets in the BC Climate Action Charter.</li> <li>Apply for grants to undertake an energy audit of municipal facilities to establish a baseline for measuring greenhouse gas emissions reductions.</li> <li>Develop a model xeriscape garden.</li> <li>Continually upgrade the City's water system.</li> <li>Develop an ongoing water conservation plan.</li> </ul>	<ul style="list-style-type: none"> <li>Number of electrical system upgrades and expansions.</li> <li>Number of new meters installed.</li> <li>Measurement of reduction in water usage per capita.</li> <li>Reduction in greenhouse gas emissions from municipal buildings.</li> <li>Completion of model xeriscape garden.</li> </ul>



# MAP SCHEDULES

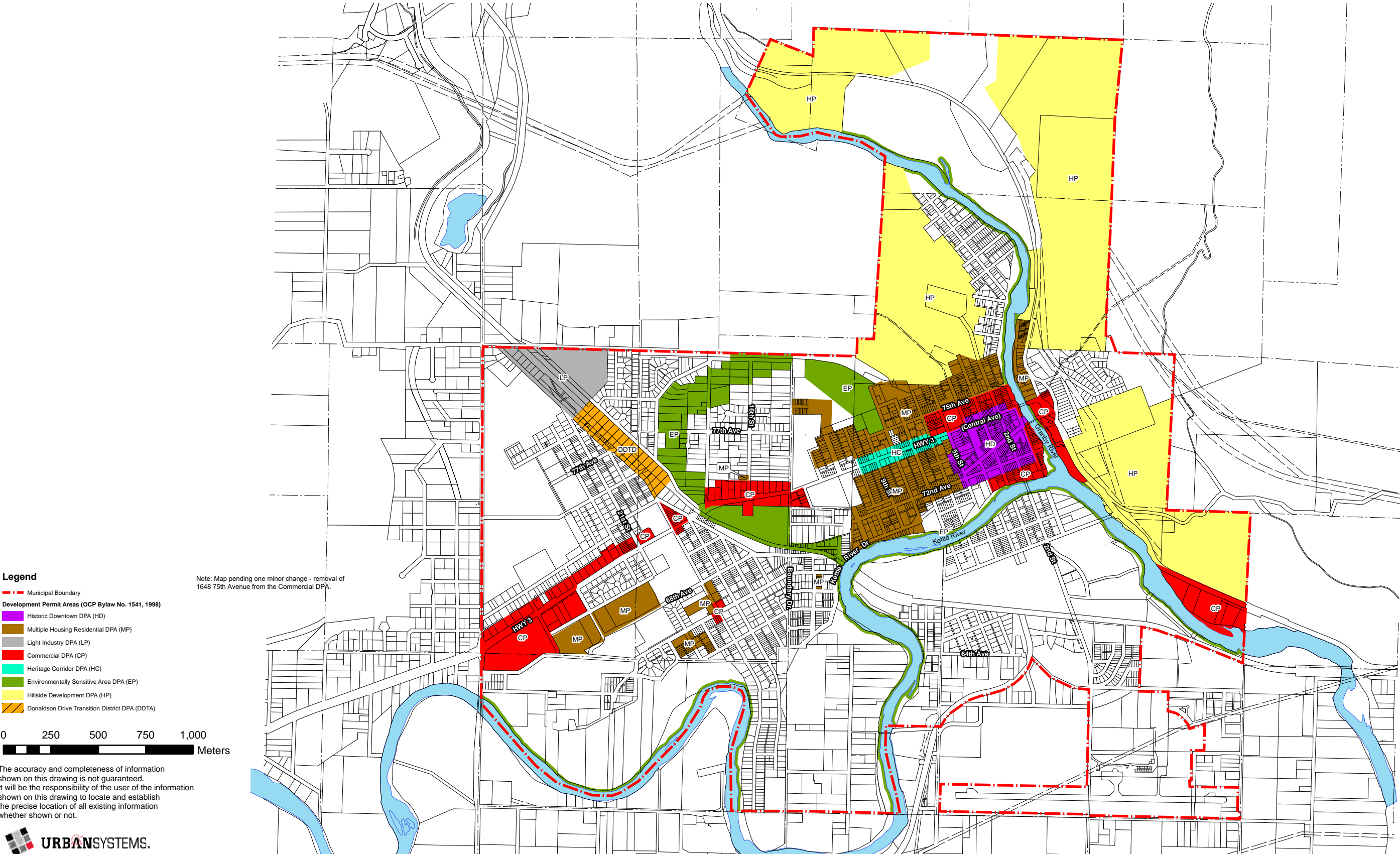


# OFFICIAL COMMUNITY PLAN

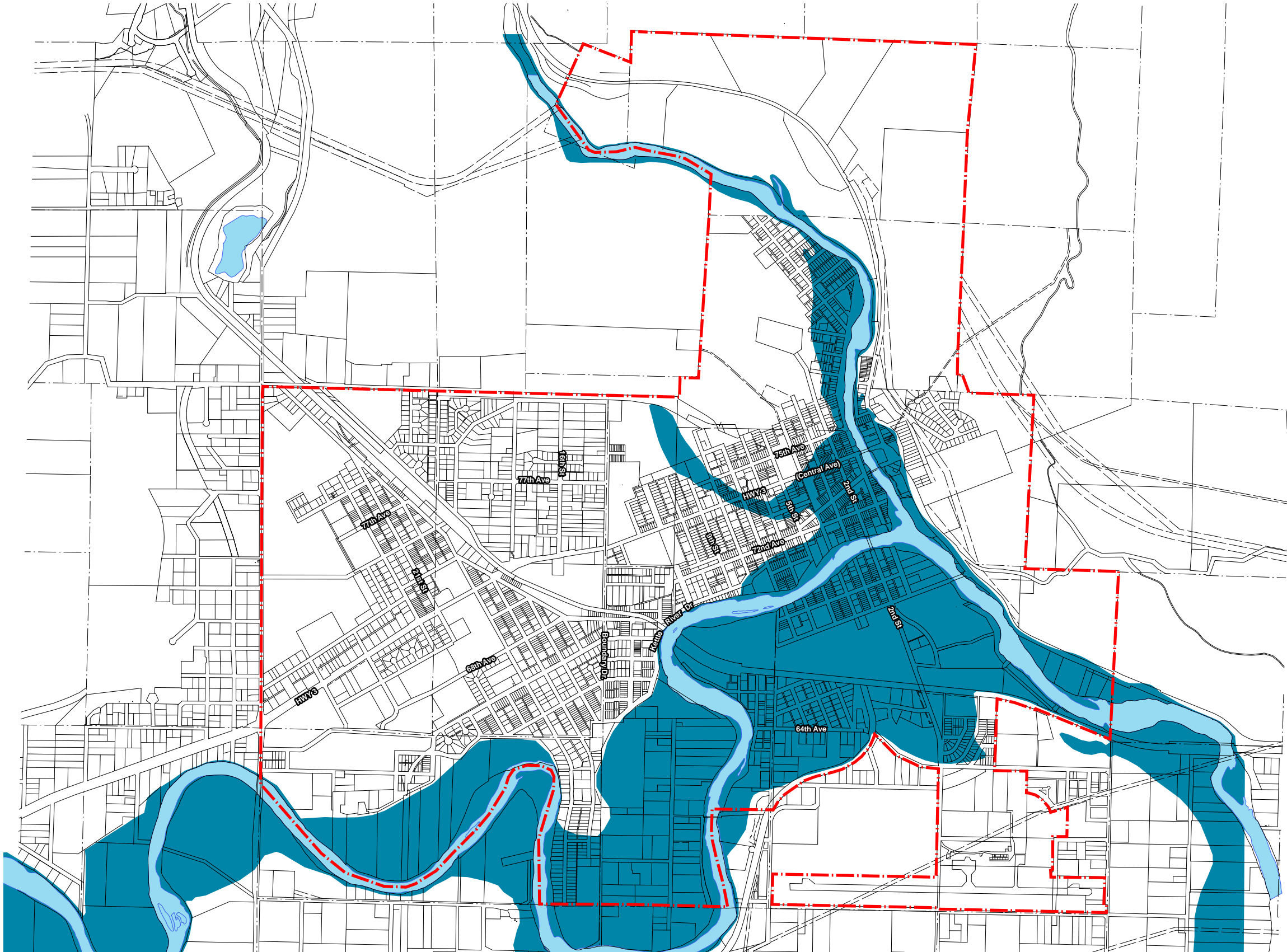


# Schedule 'B' Land Use Map





Schedule 'C' Development Permit Area



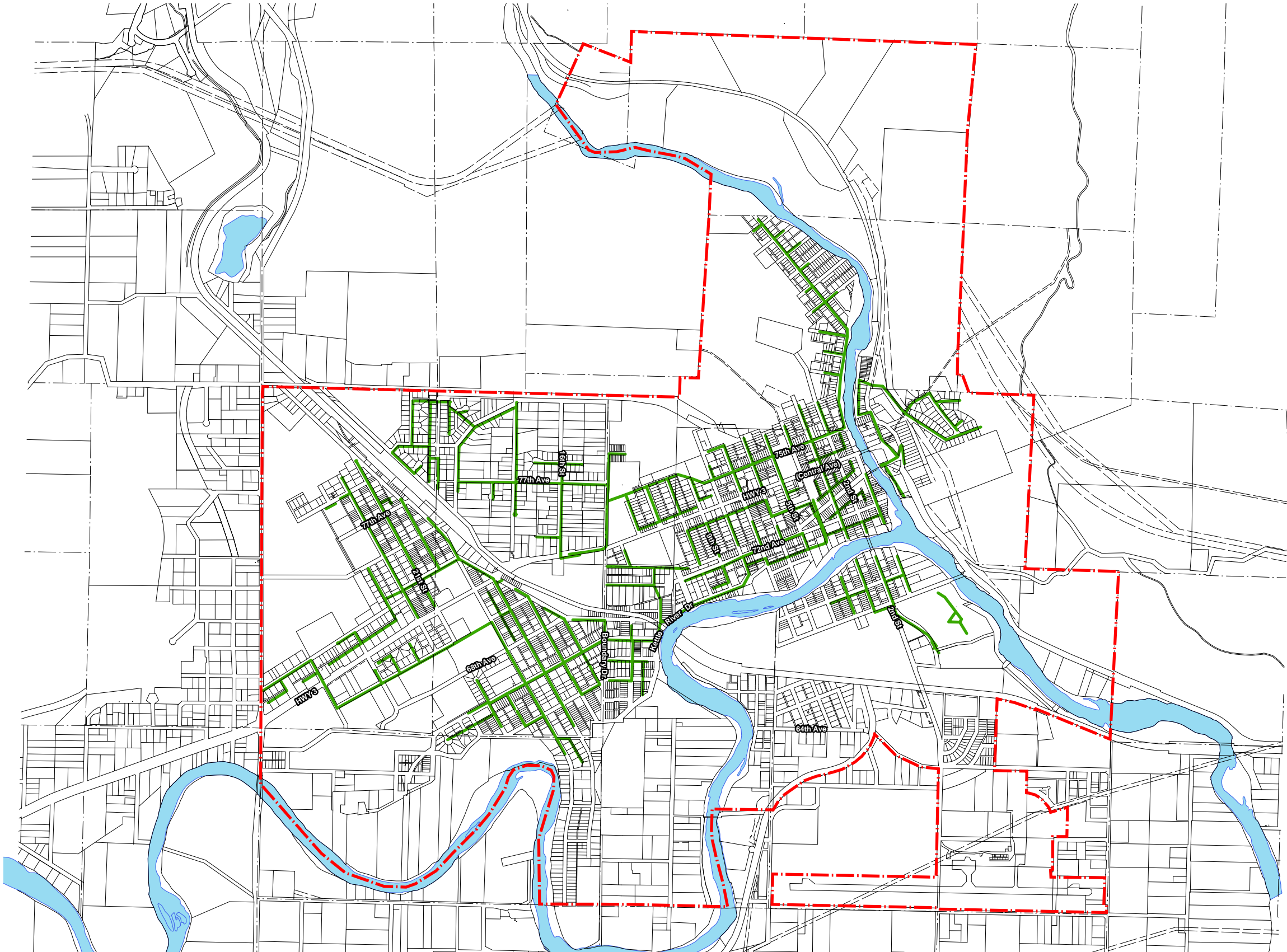
**Legend**

- Municipal Boundary
- 200 year floodplain

0 250 500 750 1,000  
Meters

The accuracy and completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate and establish the precise location of all existing information whether shown or not.





**Legend**

--- Municipal Boundary

--- Sanitary Sewer Mains

0 250 500 750 1,000 Meters

The accuracy and completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate and establish the precise location of all existing information whether shown or not.





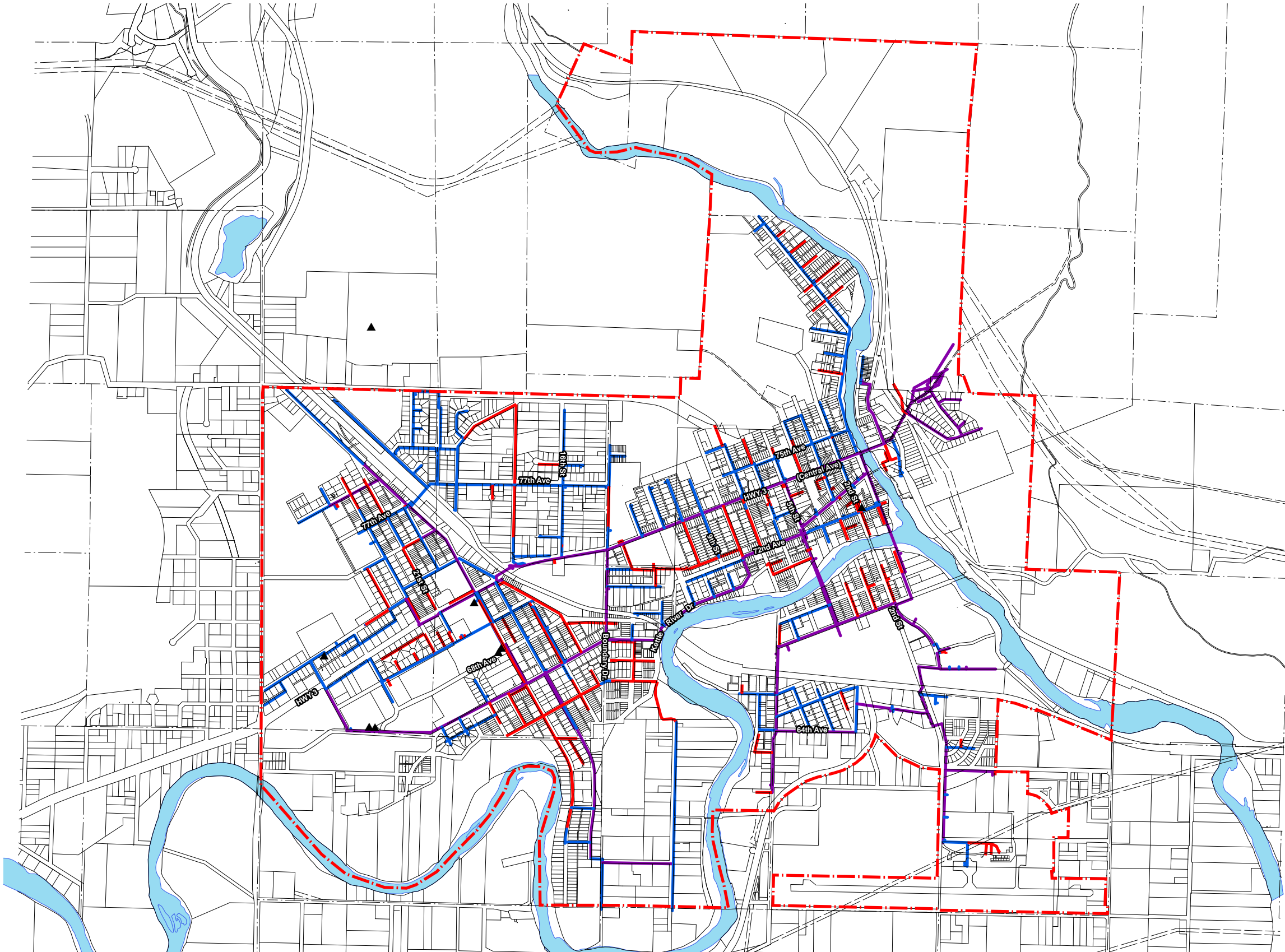
Legend

- Municipal Boundary
  - Less than 150mm Diameter
  - 150mm Diameter
  - Greater than 150mm Diameter
  - Existing Well Location
- 0 250 500 750 1,000 Meters

The accuracy and completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate and establish the precise location of all existing information whether shown or not.



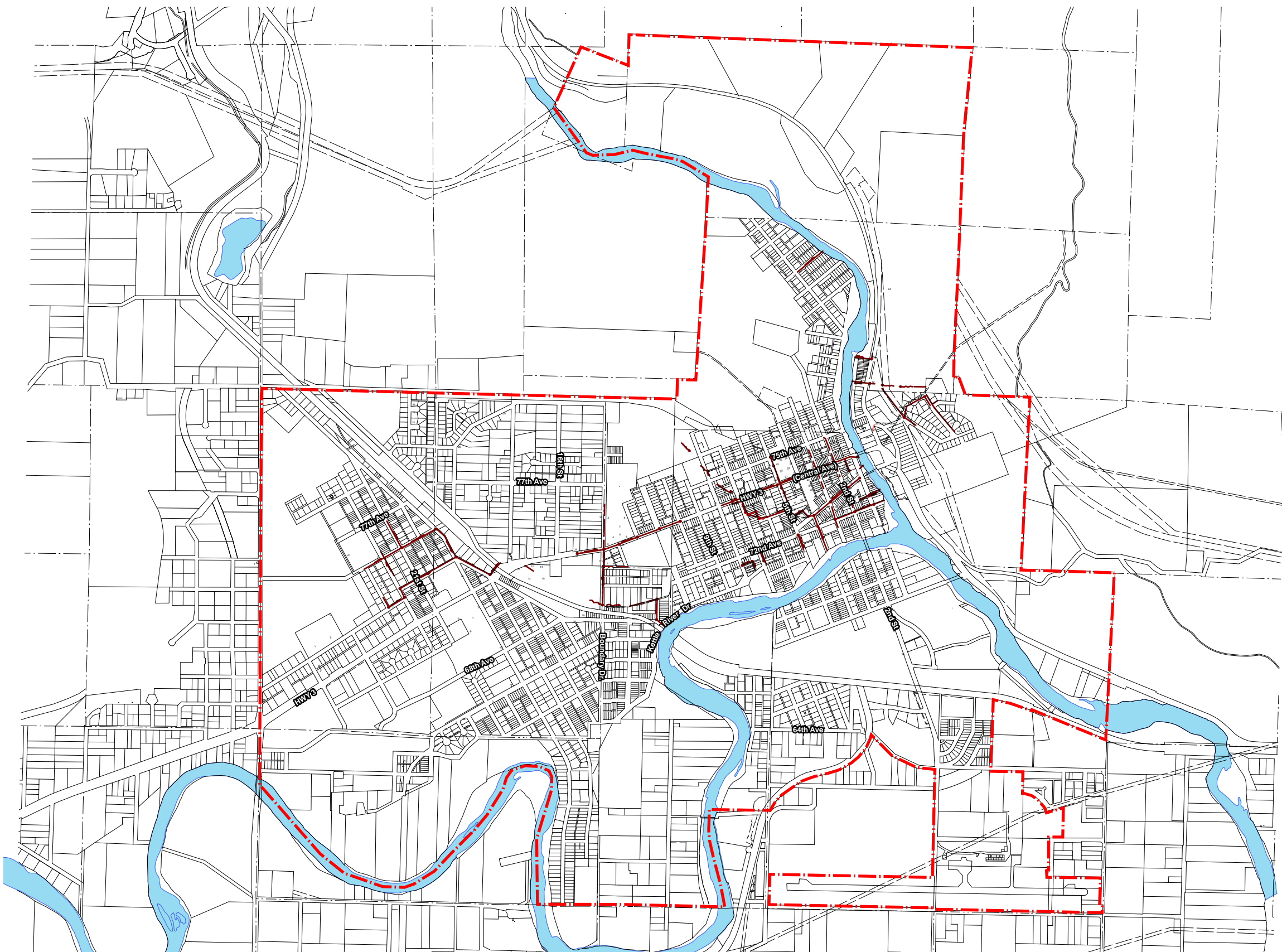
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Schedule 'F' - Water System



# OFFICIAL COMMUNITY PLAN



**Legend**

— Municipal Boundary

0 250 500 750 1,000 Meters

The accuracy and completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate and establish the precise location of all existing information whether shown or not.



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# Schedule 'G' - Storm Water System





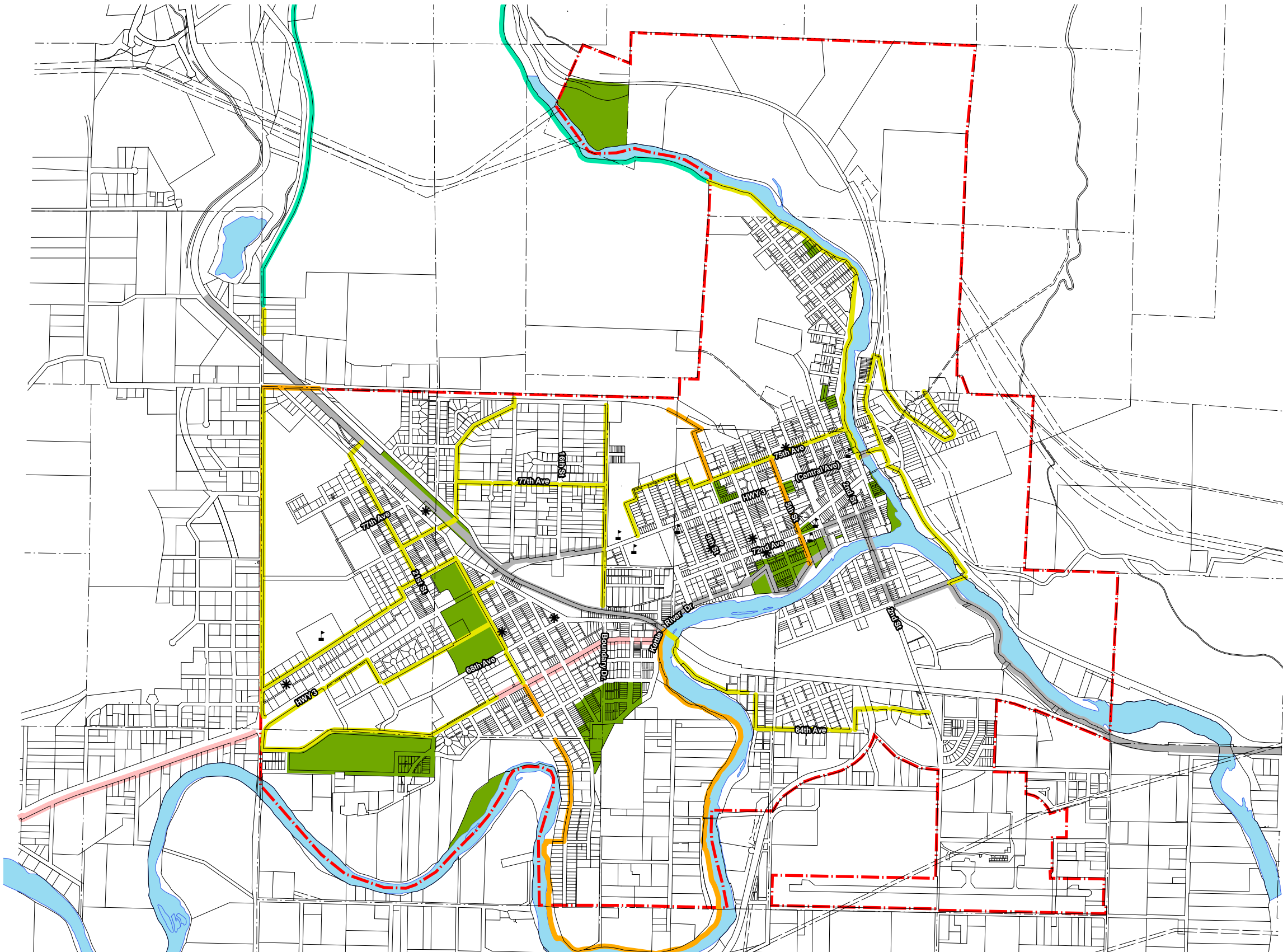
Legend

- \* Church
  - ⌚ School
  - Proposed Trail 2008-2013
  - Proposed Trail 2014-2017
  - Proposed Trail 2018-2021
  - Existing Road/Railway Trail
  - Existing Sidewalk Connection
  - Municipal Boundary
  - Parks and Open Space (OCP)
- 0 250 500 750 1,000 Meters

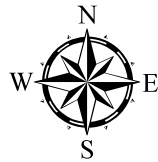
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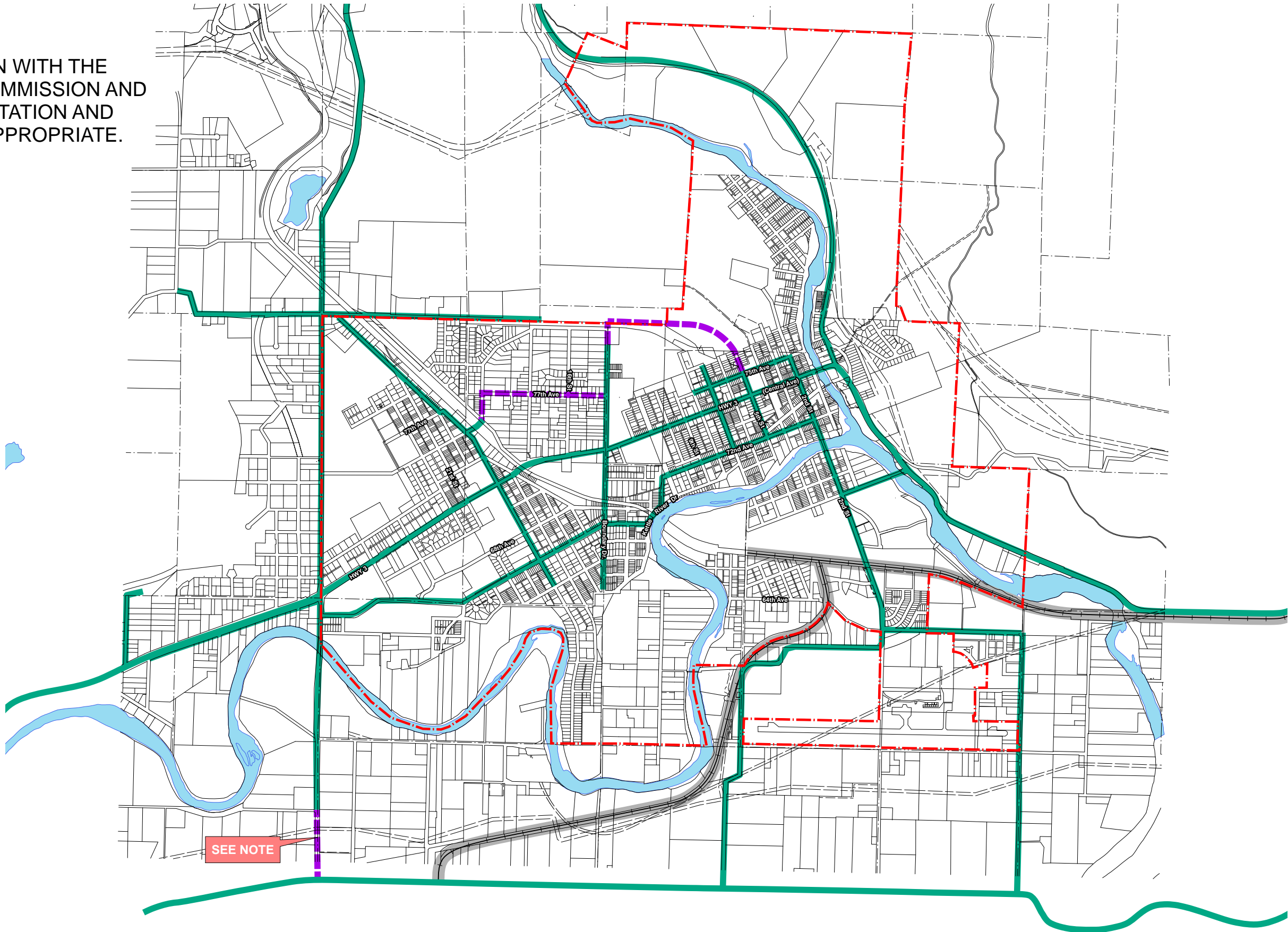
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Schedule 'H' - Bicycle Network Plan

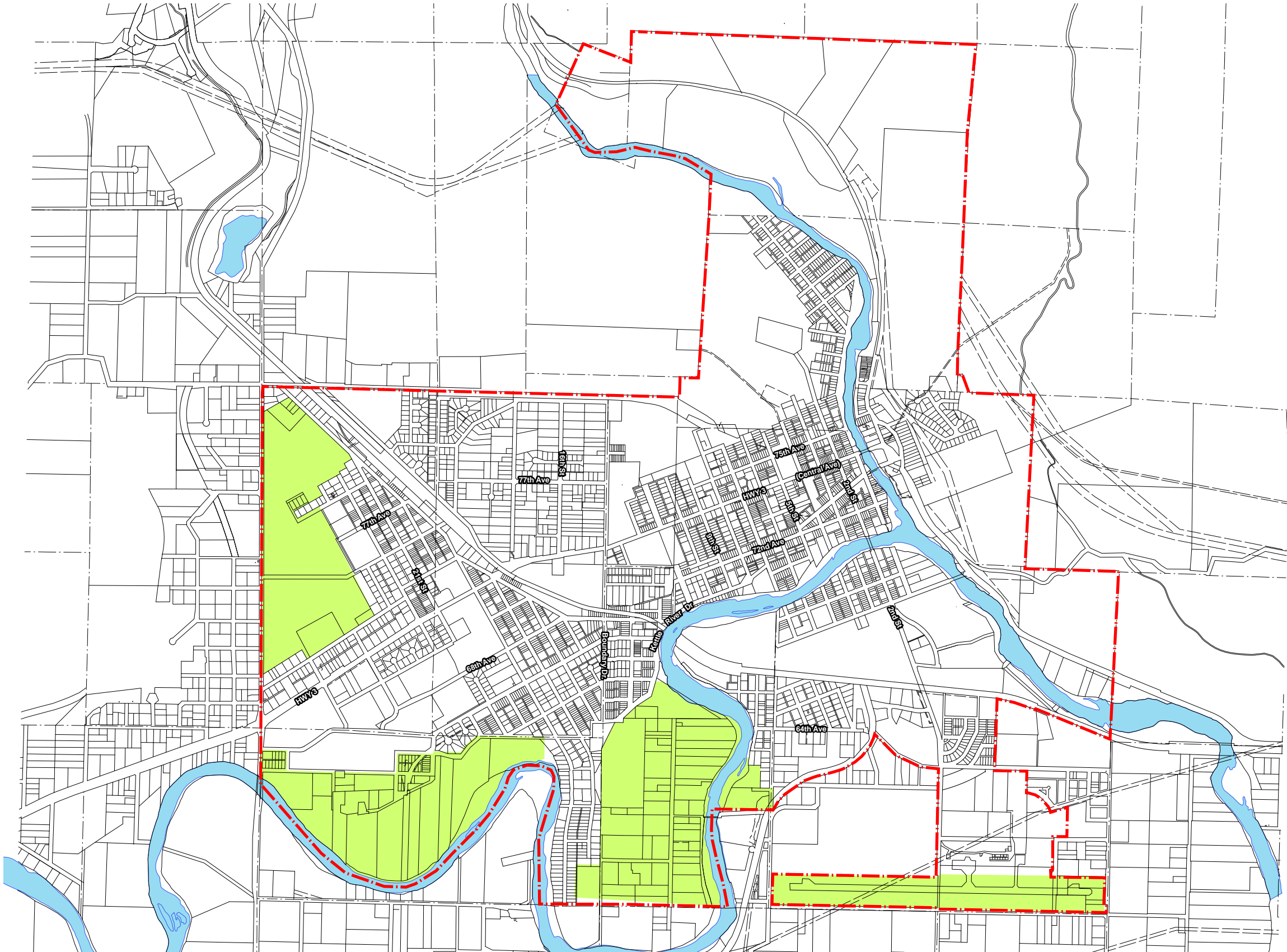


**NOTE:** ROAD ALIGNMENT  
SUBJECT TO DISCUSSION WITH THE  
AGRICULTURAL LAND COMMISSION AND  
MINISTRY OF TRANSPORTATION AND  
INFRASTRUCTURE, AS APPROPRIATE.



Schedule 'I' - Road Network Map





**Legend**

- Municipal Boundary
- Agricultural Land Reserve

0 250 500 750 1,000 Meters

The accuracy and completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate and establish the precise location of all existing information whether shown or not.