



# OFFICIAL COMMUNITY PLAN

Bylaw No. 2089, 2022  
Schedule 'A'







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





# Acknowledgments

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# HOW WAS THIS OCP CREATED?

## INPUTS



### TECHNICAL INPUTS



#### SITE ANALYSIS

- Walking and biking tours
- Desktop mapping analysis
- Natural systems analysis



#### BEST PRACTICES AND TEAM EXPERTISE

- Latest OCP research
- Depth of OCP team across multiple small and medium communities



#### DEMOGRAPHICS AND STATISTICS

- Analysis of growth rates, housing, household composition, economic sectors and age group demographics

> SEE APPENDIX 2



#### VACANT LAND INVENTORY

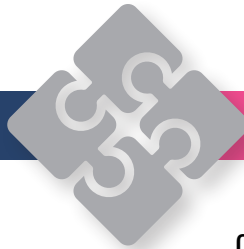
- Mapping analysis of potentially developable vacant land to determine future land availability for different uses (commercial, industrial, residential, mixed).



#### FLOOD MITIGATION STRATEGY



#### REVIEW OF EXISTING CITY PLANS, ZONING STUDIES, AND BYLAWS



### COMMUNITY INPUTS



#### COMMUNITY ENGAGEMENT FEEDBACK



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



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

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



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

> SEE APPENDIX 3: WHAT WE HEARD REPORTS

### COUNCIL INPUT



Council identified 4 priorities for the OCP:

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

### STAFF INPUT



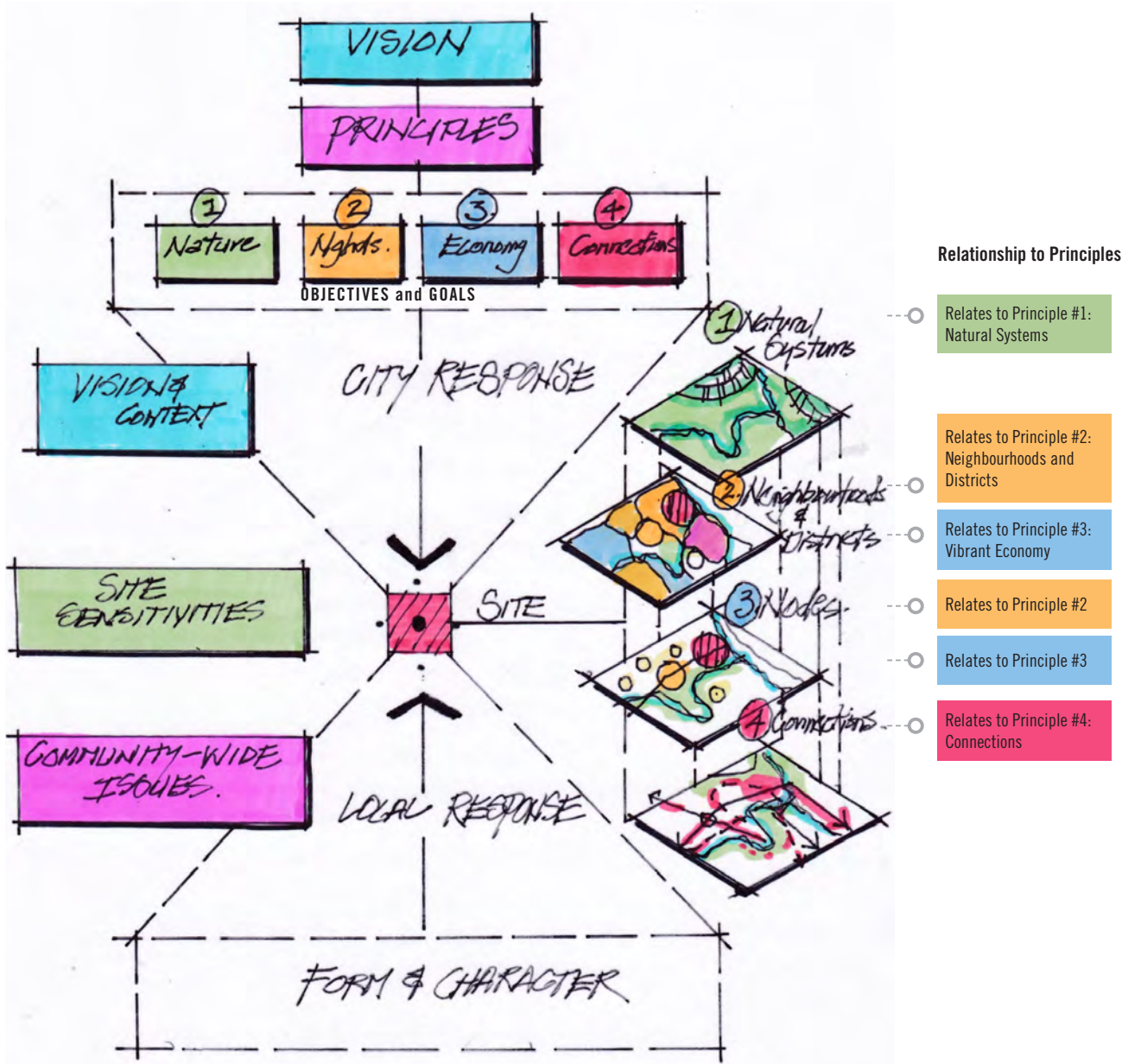
The OCP should better assist staff and developers when looking at rezoning and development permit area applications. It should be easy to use and read.



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



# OCP STRUCTURE



# OCP USER GUIDE

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







# SECTION 1.0 VISION AND GUIDING PRINCIPLES

## COMMUNITY VISION

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



# GUIDING PRINCIPLES

## 1.1 PRINCIPLES OVERVIEW

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

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



### PRINCIPLE #1: Integrate Natural Systems



### PRINCIPLE #2: Enhance Our Great Neighbourhoods



### PRINCIPLE #3: Maintain a Thriving Local Economy



### PRINCIPLE #4: Connect the City



# 1.2 PRINCIPLE #1 – INTEGRATE NATURAL SYSTEMS

## DESCRIPTION

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

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

## PRINCIPLE 1 - GOALS



Protect residents and property from natural hazard events



Enhance ecosystems and protect from degradation



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



Reduce Greenhouse Gases (GHGs) and fight climate change



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





## 1.3 PRINCIPLE #2 – ENHANCE OUR GREAT NEIGHBOURHOODS

### DESCRIPTION







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

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

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

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

### PRINCIPLE 2 - GOALS

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



## 1.4 PRINCIPLE #3 – MAINTAIN A THRIVING LOCAL ECONOMY

### DESCRIPTION

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

a multi-faceted approach, including ensuring there is available employment lands, taxes or tax incentives which are fair and properly targeted, City regulations and approvals are clear and reasonable, infrastructure and servicing is adequate, transportation systems function properly, and housing is available and affordable to attract and retain employees.

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

### PRINCIPLE 3 - GOALS



Reduce the impact of high-disturbance businesses on surrounding neighbourhoods



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



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





## 1.5 PRINCIPLE #4 – CONNECT THE CITY

### *Through Mobility Corridors, Parks, and Infrastructure*

#### DESCRIPTION

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

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

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

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

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

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

#### PRINCIPLE 4 - GOALS



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



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



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



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



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



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



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

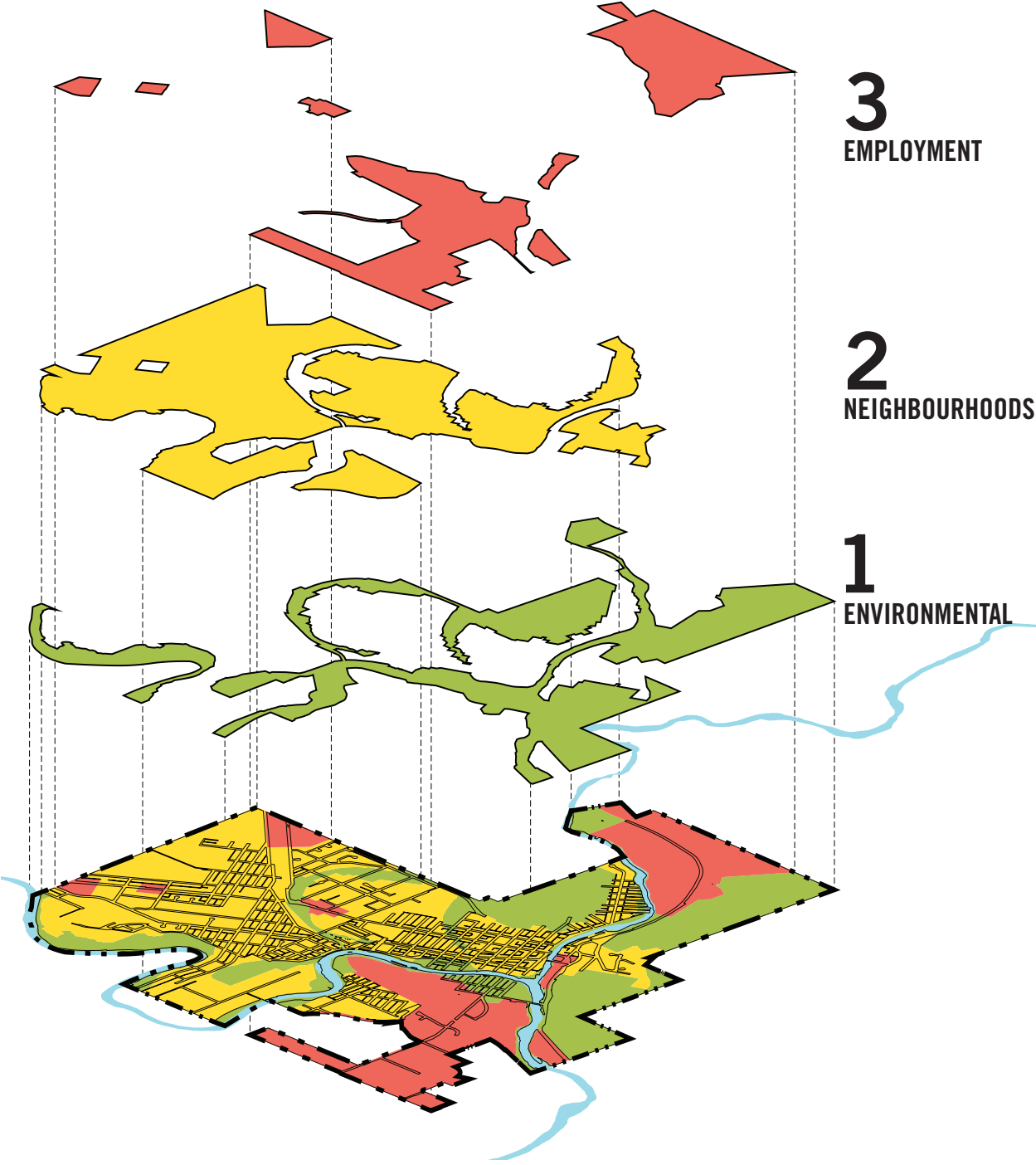


**Maintain a strong infrastructure and asset management program for public works, utilities and natural infrastructure to ensure financial sustainability of these assets**

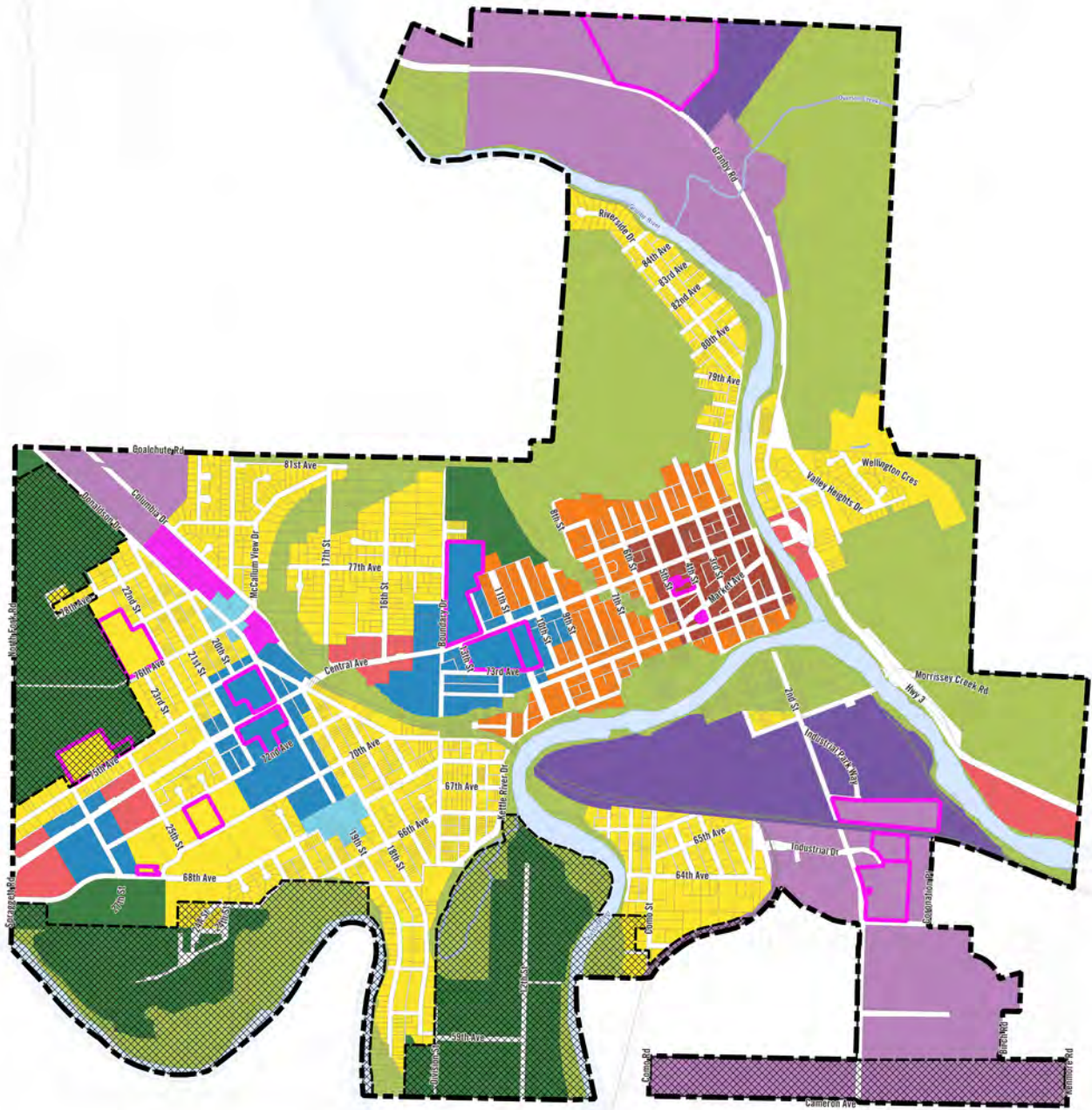


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# GRAND FORKS LAND USE STRATEGY







## MAP 1: LAND USE DESIGNATIONS

### Legend

-  City of Grand Forks
-  Agricultural Land Reserve
-  Current Institutional Uses

### Land Use

-  ENV - Environmental
-  AG -Agricultural / Rural
-  RN - Residential Neighbourhood
-  GDT - Greater Downtown Neighbourhood

-  NN - Neighbourhood Node
-  CH - Community Hubs
-  DT - Downtown Core
-  HT - Highway and Tourist Commercial
-  MU - Mixed Use Corridor
-  LI - Light Industrial
-  HI - Heavy Industrial



SCALE: 1:25,000

0 200 400 600 800 1,000  
Metres


 NAD 83 / UTM Zone 11N






**MAP 2: AREAS COVERED BY A DEVELOPMENT PERMIT AREA**


- Legend**
-  City of Grand Forks
  -  Parcels
  -  Character Development Permit Areas
  -  Environmental Development Permit Area



**SCALE: 1:25,000**



**0 200 400 600 800 1,000**  
Metres

 **NAD 83 / UTM Zone 11N**

*This map is for reference only. Please refer to individual Development Permit Areas in Sections 2-4.*

# SECTION 2.0 ENVIRONMENTAL

 Peter Kalasz

## 2.1 PRINCIPLE #1 – INTEGRATE NATURAL SYSTEMS

### DESCRIPTION

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

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

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

### GUIDING PRINCIPLE 1 - GOALS



Protect residents and property from natural hazard events



Enhance ecosystems and protect from degradation



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



Reduce GHGs and fight climate change



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







# ENVIRONMENTAL LAND USES

## 2.2 INTRODUCTION

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

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

### LAND USES

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

1. Environmental Lands – see policies in *Section “2.3 Environmental Land Uses”*.

## 2.3 ENVIRONMENTAL LAND USES

### GOALS



Protect residents and property from natural hazard events



Enhance ecosystems and protect from degradation



Reduce GHGs and fight climate change

### INTRODUCTION

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

Future climate heating impacts on Grand Forks are expected to further intensify many of the disruptions already experienced by the community. These include major storm and flooding events, severe heat waves and wildfires, and drought.

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

### INTENT

The intent of “**Environmental Land Uses**” is to protect sensitive ecosystems and prevent increased exposure to natural hazards by limiting development to the most appropriate site(s) within each property, and seeking opportunities to increase protection of natural assets.

### POLICIES

**2.3.1.** Limit land development in lands identified as Environmental on “[MAP 1: Land Use Designations](#)” to prevent increased exposure to natural hazards and protect environmentally sensitive areas.

**2.3.2.** Where appropriate, permit seasonal recreational uses or sensitive, limited footprint development that is resilient to natural hazards and complementary to the present natural assets.

**2.3.3.** Undertake or reinforce protection and enhancement of Environmental Areas through the Environmental Development Permit Areas (DPAs).

**2.3.4.** Seek opportunities at the subdivision approval stage to preserve, conserve or protect Environmental Areas from future development through use of available legislative tools.

**2.3.5.** Seek to invest in the conversion of Environmental Areas to resilient uses such as parks, open spaces, environmental areas, wildlife refuges, and wetlands where applicable.

**2.3.6.** Seek opportunities to buffer or set back development adjacent to Environmental Areas.



# ENVIRONMENTAL DEVELOPMENT PERMIT AREAS (DPA)

## AUTHORITY

The City of Grand Forks has the authority under the *Local Government Act* to designate certain areas as Development Permit Areas (DPAs) for specific purposes and guide or control development to achieve objectives. In the Environmental DPAs, these purposes include:

- protection of the natural environment, its ecosystems and biological diversity; and
- protection of development from hazardous conditions.

## REQUIREMENTS

The *Local Government Act* dictates when a property owner whose property is in a development permit area is required to obtain a development permit. For convenience, at the time of adoption of this OCP, the *Local Government Act* states that the following prohibitions apply unless an exemption in this bylaw applies or the owner first obtains a development permit:

- (a) land within the area must not be subdivided;
- (b) construction of, addition to or alteration of a building or other structure must not be started;
- (c) land within an area designated under section 488 (1) (a) or (b) [natural environment, hazardous conditions] must not be altered.

Land alteration includes, but is not limited to, the stripping and grading including the removal of trees, vegetation, and grading of the land for the purposes of development or access.

## EXEMPTIONS AND VARIANCES

In addition to any exemptions listed within each DPA section, general exemptions include:

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

Minor variances may be considered for:

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

## ENVIRONMENTAL DPAS

The OCP has the following Environmental DPA policy areas:

1. General Environmental DPA
2. Floodplain DPA
3. Steep Slopes DPA
4. Riparian Area and Sensitive Ecosystems DPA

## 2.4 GENERAL ENVIRONMENTAL DPA POLICIES

### GOALS



Protect residents and property from natural hazard events



Enhance ecosystems and protect from degradation



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



Reduce GHGs and fight climate change

### INTRODUCTION AND OBJECTIVES

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

This DPA consists of all unprotected floodplains, riparian areas, environmentally sensitive areas, and steep slopes as shown in the following Development Permit Area Maps:

- ***"MAP 3: Flood Hazard Development Permit Area"***
- ***"MAP 4: Steep Slopes Development Permit Area"***
- ***"MAP 5: Riparian Areas and Sensitive Ecosystem Development Permit Area"***

In general, environmental Development Permit Areas establish objectives for the protection of the natural environment and protection of development from hazardous conditions pursuant to Development Permit Area provisions of the *Local Government Act*. Specific authorities are provided in each section.

### POLICIES

#### APPLICABILITY

- 2.4.1. The following policies apply to the "Environmental DPA" lands as shown on:
- a) ***"MAP 3: Flood Hazard Development Permit Area"***
  - b) ***"MAP 4: Steep Slopes Development Permit Area"***
  - c) ***"MAP 5: Riparian Areas and Sensitive Ecosystem Development Permit Area"***

#### GENERAL ENVIRONMENTAL PROTECTION

- 2.4.2. Require lands within an Environmental DPA remain free of development and in their natural condition except in accordance with conditions contained within a Development Permit.

#### APPLICATION REQUIREMENTS

- 2.4.3. Where any Environmental Development Permit Area policy renders a parcel of land undevelopable, consider permitting a lesser setback or other relaxation in accordance with information and conditions provided by a Qualified Professional (QP) to certify that the land may be safely used as intended without impacting the natural environment, according to objectives in each DPA and the following conditions:

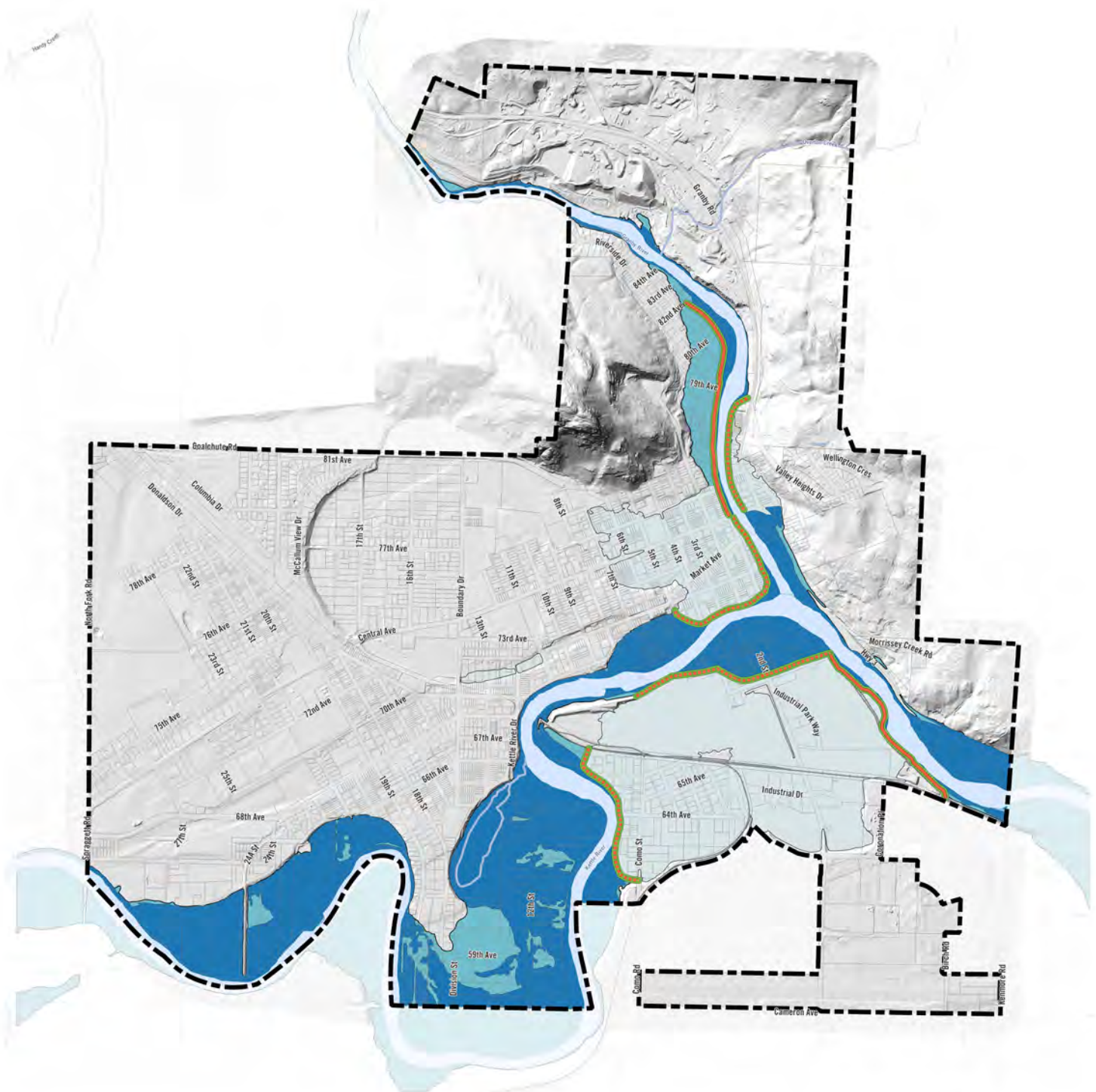


- a) The QP must prepare a report to be included in the Development Permit regarding conditions of development to allow the land to be safely used as intended without impacting the natural environment.
  - b) The QP must certify a statement upon completion of development that the construction was carried out in compliance with the conditions specified in the Development Permit.
  - c) The QP must provide a Declaration of Competency to provide assurance to the City that they are acting within their expertise, training and experience regarding the specific work they are being hired for.
  - d) The QP must provide a Conflict of Interest Disclosure Statement regarding any potential conflict, real or perceived, that could call into question the objectivity of their advice.
  - e) The City may require third party QP review of the report to verify findings or development conditions.
  - f) All reports are prepared at the owner's expense.
- 2.4.4.** Require a Landscape Plan as part of the development permit application detailing the following:
- a) erosion control,
  - b) protection of banks,
  - c) maintenance of watercourses and hydrological function,
  - d) Sensitive Ecosystem Inventory classification, and
  - e) all existing and proposed landscape features.










## GUIDELINES

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- 2.4.5.** Use erosion and sediment control measures during construction of all developments to minimize the flow of sediment into the surrounding environment.
- 2.4.6.** Retain, and restore where appropriate, vegetation and soils to control runoff and protect natural ecosystems and habitat values.
- 2.4.7.** Consider wildlife habitat values associated with sensitive ecosystems and species habitats at risk in areas of danger trees or flammable vegetation by retaining a Qualified Professional prior to removal.
- 2.4.8.** Design lighting to be compliant with the Royal Astronomy Society of Canada Dark Sky Guidelines for Outdoor Lighting.



### MAP 3: FLOOD HAZARD DEVELOPMENT PERMIT AREA

-  City of Grand Forks
-  25-Year Floodway  
(4% Annual Exceedance Probability)
-  200-Year Protected Floodplain  
(0.5% Annual Exceedance Probability)
-  200 Year Unprotected Floodplain  
(0.5% Annual Exceedance Probability)
-  **Dikes**  
Existing Dike
-  Proposed Dike
-  Existing & Future Dike Footprint
-  Existing & Future Dike 7.5m Setback
-  Proposed Dike Footprint

NI



SCALE: 1:25,000



0 200 400 600 800 1,000  
Metres

 NAD 83 / UTM Zone 11N



# 2.5 FLOOD HAZARD DEVELOPMENT PERMIT AREA

## GOALS



Protect residents and property from natural hazard events



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

## INTRODUCTION AND OBJECTIVES

The purpose of the Flood Hazard DPA is to prevent the loss of floodable open space which is critical for floodplain function (protection of the natural environment, its ecosystems and biodiversity), and to support the protection of life and property in Grand Forks (protection of development from hazardous conditions).

Lands subject to regular flood hazards have planning requirements and regulations including the policies in this section.

The City began installing major new flood protection infrastructure in 2022. Currently, all lands in the floodplain are either in the 25-Year Floodway or the 200-Year Unprotected Floodplain, as any existing dikes do not meet current Flood Construction Levels and design standards.

Once each area's flood protection works are completed and commissioned, areas protected by that infrastructure are subject to policies for the **"200-Year Protected Floodplain"** and will no longer require a development permit under this DPA.

The purposes of the Floodplain Development Permit Area under the **Local Government Act** are:

- (a) protection of the natural environment, its ecosystems and biological diversity; and
- (b) protection of development from hazardous conditions.

## POLICIES

### APPLICABILITY

- 2.5.1. **Section "2.4 General Environmental DPA Policies"**, guidelines and exemptions apply to the **"Floodplain DPA."**
- 2.5.2. The following policies apply to lands as shown on **"MAP 3: Flood Hazard Development Permit Area"**
- 2.5.3. Within this DPA there are three different policy areas:
  - a) Areas within the 25-Year Floodway require a Flood Hazard Development Permit
  - b) Areas within the 200-Year Unprotected Floodplain require a Flood Hazard Development Permit.
  - c) Areas within the 200-Year Protected Floodplain do not require a Flood Hazard Development Permit.
- 2.5.4. The **"25-Year Floodway"** means the lands that can accommodate the majority of flow with a 4% annual probability of occurring. This area is vulnerable to regular flooding events.
- 2.5.5. **"Floodplains"** means all lands within the 1:200 year (0.5% probability of annual occurrence) floodplains of the Granby and Kettle Rivers as shown on **"MAP 3: Flood Hazard Development Permit Area"**.

- 2.5.6. The “**200-Year Protected Floodplain**” means the lands protected by a City-owned dike or other flood protection infrastructure designed, constructed and commissioned according to the requirements of the City’s current (2019-2024) Flood Mitigation Program to a Flood Protection Level including the 0.5% annual probability flood plus applicable freeboard.

### FLOODPLAIN PROTECTION

- 2.5.7. Require that lands in the “**Floodway Area**” remain free from development or fill and in their natural condition.
- 2.5.8. Require developments to refrain from altering natural flow, flood storage or attenuation, or other natural floodplain processes.
- 2.5.9. Require all new construction or major additions within the “**200-Year Unprotected Floodplain**” to meet the minimum flood construction level, setbacks, and other conditions specified in the Floodplain Management Bylaw.
- 2.5.10. Consider approving at-grade structural flood protection instead of meeting flood construction level within the “**200-Year Protected Floodplain**”, to be administered under the regulations of the Floodplain Management Bylaw or Building Bylaw.
- 2.5.11. Register a restrictive covenant to lands within the Floodplain Development Permit Area during the development stage.
- 2.5.12. Consider discouraging the creation of new lots within the “**200-Year Unprotected Floodplain**” through increasing minimum lot size in the Zoning Bylaw.

### GUIDELINES

- 2.5.13. Where possible, reduce the flood hazard to existing permanent structures on the property by raising the habitable space to flood construction levels or providing at-grade structural flood protection.
- 2.5.14. Maintain and/or restore vegetation within the required riparian area setback to minimize erosion in accordance with the applicable guidelines for Watercourses and Riparian Areas as outlined in *Section “2.7 Riparian Areas and Sensitive Ecosystem DPA”*.
- 2.5.15. Site structures as close as possible to the landward edge of floodplain properties to minimize access across floodplain lands and maintain a safe access to public roads.
- 2.5.16. Limit the length of driveways, utility corridors, and other infrastructure within floodplain lands to the greatest extent possible.
- 2.5.17. Refrain from filling low-lying areas within floodplains that provide flood attenuation or riparian and wetland habitat.
- 2.5.18. Refrain from building berms, dikes, floodwalls or other private flood protection beyond what is required to protect the immediate area around dwellings, structures and private infrastructure to maintain the capacity of the floodplain to attenuate floods.



## 2.6 STEEP SLOPES DEVELOPMENT PERMIT AREA

### GOALS



Protect residents and property from natural hazard events



Enhance ecosystems and protect from degradation

### INTRODUCTION AND OBJECTIVES

The City contains several areas where natural hillsides and riverbanks create potentially hazardous conditions for development. Many of these slopes also contain sensitive ecosystems such as rock outcrops and riparian areas. Limiting development in these areas supports the objectives of reducing natural hazards and protecting the natural environment.

Steep slopes are defined to mean all lands within the City of Grand Forks with a natural slope in excess of 30 percent. Policies within this DPA also provide direction for land within a buffer of 15 m of the top and bottom of the slopes, which defines the setback area and, together with the steep slopes, the Development Permit Area. For illustration these are shown on [“MAP 4: Steep Slopes Development Permit Area”](#).

Areas in Grand Forks considered subject to hazardous conditions consist of steep hillsides which may be susceptible to rock fall, landslide, and subsidence. Also, hillside areas are subject to erosion if not properly rehabilitated. A number of these areas with steep slopes have been designated for industrial use or have highly visible residential development. At this time, no specific objectives have been set to reduce visual impact of these developments on the community.

The purposes of the Steep Slopes Development Permit Area under the **Local Government Act** are:

- (a) protection of the natural environment, its ecosystems and biological diversity; and
- (b) protection of development from hazardous conditions.

### POLICIES

#### APPLICABILITY

- 2.6.1. [Section “2.4 General Environmental DPA Policies”](#), guidelines and exemptions apply to the **“Steep Slopes DPA.”**
- 2.6.2. The following policies apply to lands as shown on [“MAP 4: Steep Slopes Development Permit Area”](#) as steep slopes and lands within the steep slopes buffer, as well as any Steep Slopes not appearing on this map for reasons of scale or mapping error.
- 2.6.3. Within this DPA there are two (2) policy areas based on slope and proximity to steep slopes:
  - a) Steep Slope Areas over 30%; and
  - b) Setbacks from Steep Slope Areas.
- 2.6.4. A Steep Slopes Development Permit is not required in the setback area where industrial activities or site development have created steep slopes by placing fill, tailings, embankments, material storage piles, railway embankments, or other materials, within in the Industrial and Airport Land Use Area.
- 2.6.5. A Steep Slopes Development Permit is not required in areas only created by setbacks of City-owned earth berm dikes or the embankments of settling ponds, wastewater treatment plants, or highways.



#### STEEP SLOPES PROTECTION








- 2.6.6. Steep Slopes, defined to be lands with a natural slope in excess of 30 percent and minimum horizontal distance of 10 m, shall remain free of development and in their natural condition.



## MAP 4: STEEP SLOPES DEVELOPMENT PERMIT AREA

### Legend

-  City of Grand Forks
-  Steep Slopes DPA Area

- > 30 % Slopes**
-  Band 1 (Gray)
  -  <= 30
  -  30 - 60
  -  60 - 90
  -  90 - 120
  -  120 - 150
  -  > 150



**SCALE: 1:25,000**



**0 200 400 600 800 1,000  
Metres**

 **NAD 83 / UTM Zone 11N**



- 2.6.7.** Require setbacks from Steep Slope Areas to be a minimum of 15 m in distance, unless otherwise determined by a QP.
- 2.6.8.** Require developments to mitigate any potential erosion, land slip, rock falls or subsidence and to avoid posing any hazards to other developments near the site.
- 2.6.9.** Require a storm water management plan prepared by a QP to limit impervious surface and manage erosion, sediment, and run-off as per the City's Subdivision, Development and Servicing Bylaw for any development in the Steep Slopes DPA.

## **GUIDELINES**



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- 2.6.10.** Design the development to minimize any alterations to the steep slope and to reflect the site.
- 2.6.11.** Preserve areas with natural slopes of 30% or greater as natural open space.
- 2.6.12.** Construct accesses to minimize slope disturbance.
- 2.6.13.** Avoid placing fill, excavated material, sand or soil near the top of slope.
- 2.6.14.** Incorporate measures to restore or enhance the natural grade, soils and vegetation during or after development.
- 2.6.15.** Design any structural or slope mitigation measures by a qualified Professional Engineer.





## MAP 5: RIPARIAN AREAS AND SENSITIVE ECOSYSTEM DEVELOPMENT PERMIT AREA


### Legend

-  City of Grand Forks
-  Riparian Area & Sensitive Ecosystems DPA

### Sensitive Ecosystems

-  Sensitive Ecosystems
-  Other Important Ecosystems

### Wetlands & Riparian Areas


-  Riparian Areas
-  Wetlands
-  Lakes and Ponds
-  Seasonally Flooded Fields



SCALE: 1:25,000



0 200 400 600 800 1,000  
Metres

 NAD 83 / UTM Zone 11N



## 2.7 RIPARIAN AREAS AND SENSITIVE ECOSYSTEM DPA

### GOALS



Enhance ecosystems and protect from degradation



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

### INTRODUCTION AND OBJECTIVES

The Riparian Area DPA represents areas identified through Sensitive Ecosystem Mapping (SEI) that are identified as “Riparian,” “Wetland,” “Lakes and Ponds,” “Seasonally-flooded fields,” and surface water layers from Provincial databases, that include “Rivers” and “Streams.”

The Sensitive Ecosystems are identified through Sensitive Ecosystem Inventory (SEI) mapping and classification as “Sensitive Ecosystems” and “Other Important Ecosystems.”

Riparian Areas and Sensitive and Other Important Ecosystems are referenced on “MAP 5: Riparian Areas and Sensitive Ecosystem Development Permit Area”.

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

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

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

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

These sensitive ecosystems include wetlands, the Granby and Kettle Rivers, Overton Creek, wildlife habitats, naturalized and riparian areas, mature forest, woodland, grassland, sparsely vegetated areas, and modified wetlands or seasonally flooded fields.

The purpose of the Riparian Areas and Sensitive Ecosystem DPA under the *Local Government Act* is to:

- (a) protection of the natural environment, its ecosystems and biological diversity.

### POLICIES

#### APPLICABILITY

- 2.7.1. Section “2.4 General Environmental DPA Policies”, guidelines and exemptions apply to the “Riparian Areas and Sensitive Ecosystems DPA.”
- 2.7.2. The following policies apply to lands as shown on “MAP 5: Riparian Areas and Sensitive Ecosystem Development Permit Area”.
- 2.7.3. Where, through mapping error or scale, the proponent identifies that the classes or boundaries of Sensitive Ecosystems and Riparian Areas may be incorrect, require the proponent to retain a QP to map and confirm current sensitive ecosystem classes, boundaries and buffers, and submit the results to the City.
- 2.7.4. Notify senior government agencies through referral where development or land clearing is understood to be occurring within or adjacent critical habitat for species at risk.
- 2.7.5. Require developments to avoid sensitive areas and mitigates any impacts on the riparian area, sensitive ecosystem, or stream flow, drainage patterns and channel geometry.
- 2.7.6. Require development and all associated clearing, grading and landscaping to be a minimum of:
  - a) 30m from the natural boundary of the Granby and Kettle Rivers

#### SENSITIVE ECOSYSTEM PROTECTION

- b) 30m from the boundaries of SEI classes of “Streams, Wetlands and Riparian Areas”
- c) 0m from SEI classes of “Other Important Ecosystems” and “Old Fields”

**2.7.7.** Exempt developments from setbacks in this DPA on the landward side of a dike or other flood mitigation structure, or where a permanent roadway is between the parcel and the Sensitive Ecosystem or Riparian Area.

## GUIDELINES

**2.7.8.** Retain, and restore where appropriate, healthy, mature trees and vegetation between the development site and the Sensitive Ecosystem or Riparian Area.

**2.7.9.** Retain standing dead trees with wildlife habitat attributes where they do not pose hazards to the development.

**2.7.10.** Incorporate plants native to British Columbia and the Grand Forks area and should be selected in accordance to FireSmart Canada standards wherever possible.

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

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

**2.7.13.** Remove invasive plants and take measures to prevent their spread in accordance with best management practices and guidance of the Boundary Invasive Species Society.





# SECTION 3.0 NEIGHBOURHOODS

## 3.1 PRINCIPLE #2 – ENHANCE OUR GREAT NEIGHBOURHOODS

### DESCRIPTION

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

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

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

### GUIDING PRINCIPLE 2 - GOALS



Establish a walkable mixed use employment node in each neighbourhood



Build a vibrant Downtown and reinforce Market Avenue



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



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



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



Create diverse employment centres accessible to all residents

## ENHANCE OUR GREAT NEIGHBOURHOODS

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

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

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

One key goal in this OCP is housing diversity. A statistical comparison between City demographics and the existing housing demonstrates the City requires a more diverse housing stock to meet the needs of its population (see [Appendix 1](#)). For example, the City is mainly single-detached homes (77%), but many residents may not need or desire that type of housing, including one or two-person households, students, young professionals, and seniors.

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

## NODES AND NEIGHBOURHOODS APPROACH

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

### NODES

The OCP identifies the following nodes:

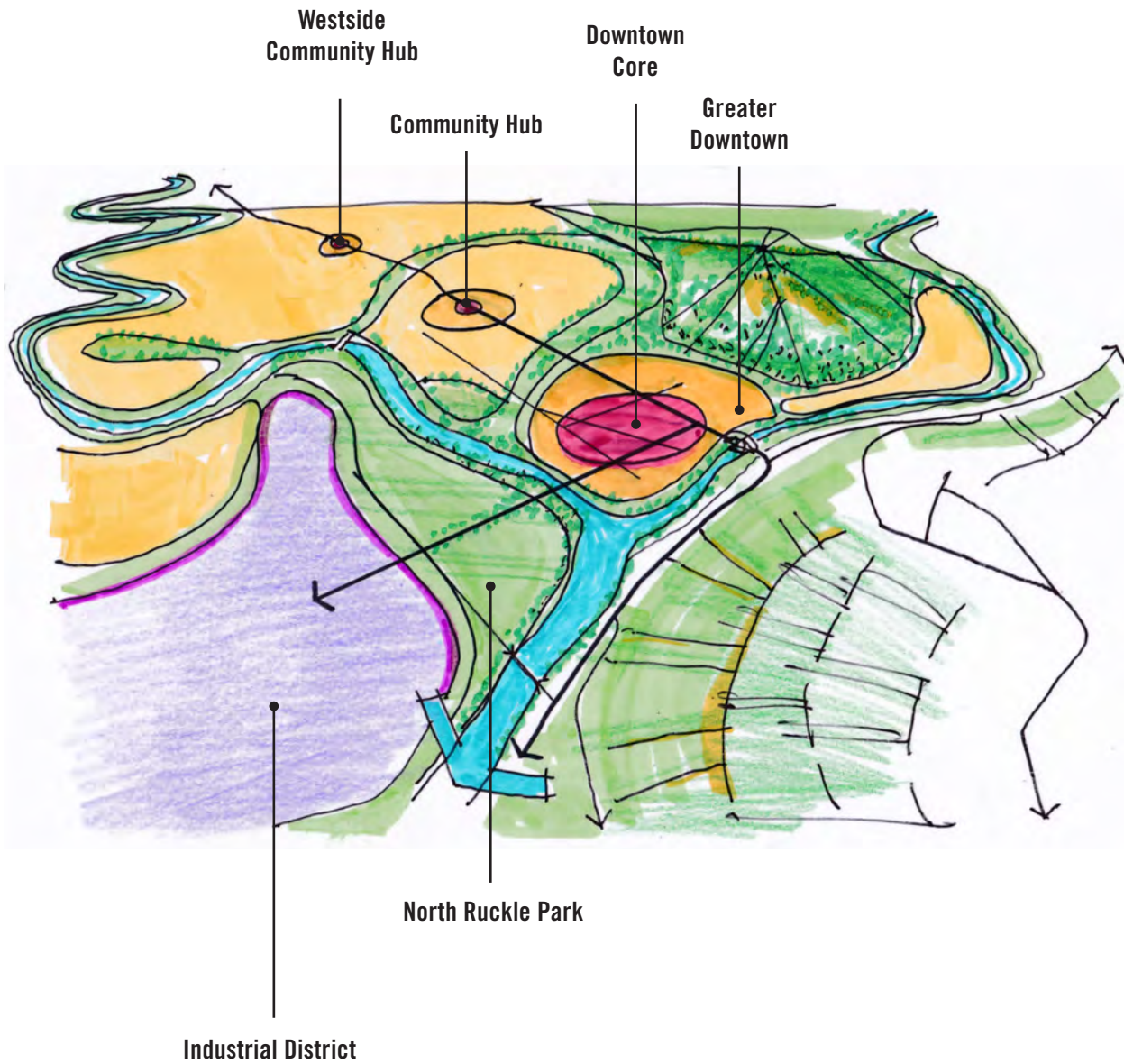
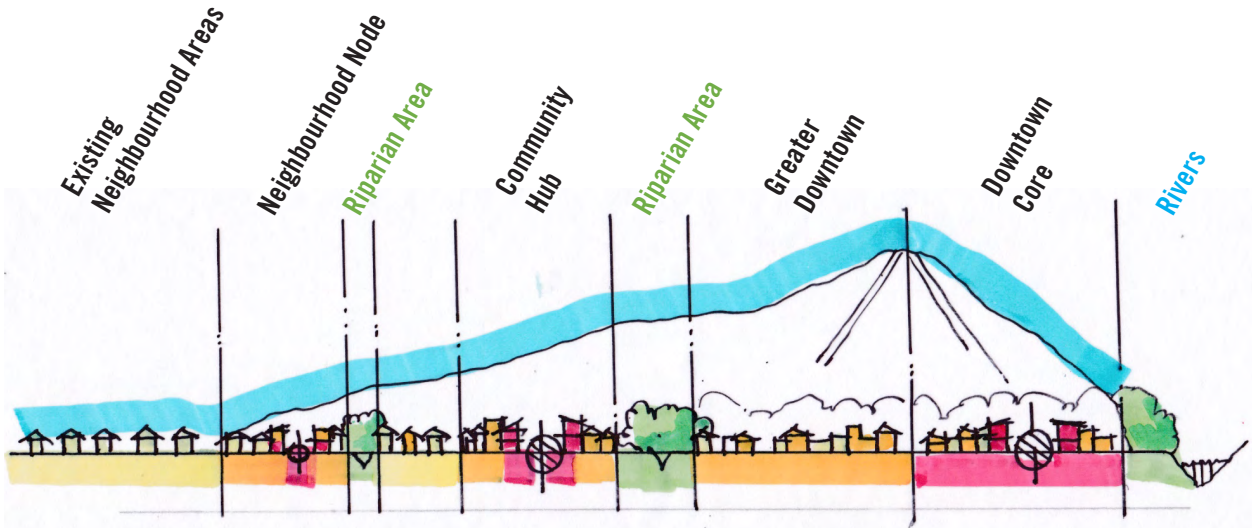
1. Neighbourhood Nodes – See policies in [Section “3.2 Neighbourhood Nodes”](#).
2. Community Hubs – See policies in [Section “3.3 Community Hubs”](#).
3. Downtown Core – See policies in [Section “3.4 Downtown Core”](#).

### NEIGHBOURHOODS

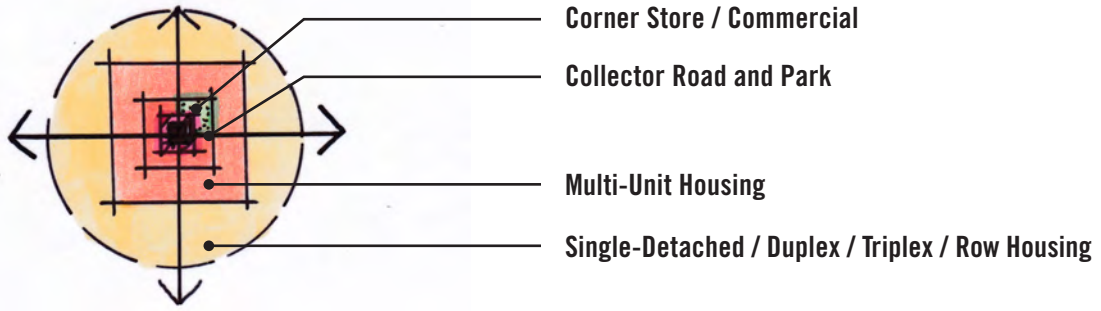
The OCP has the following neighbourhoods:

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

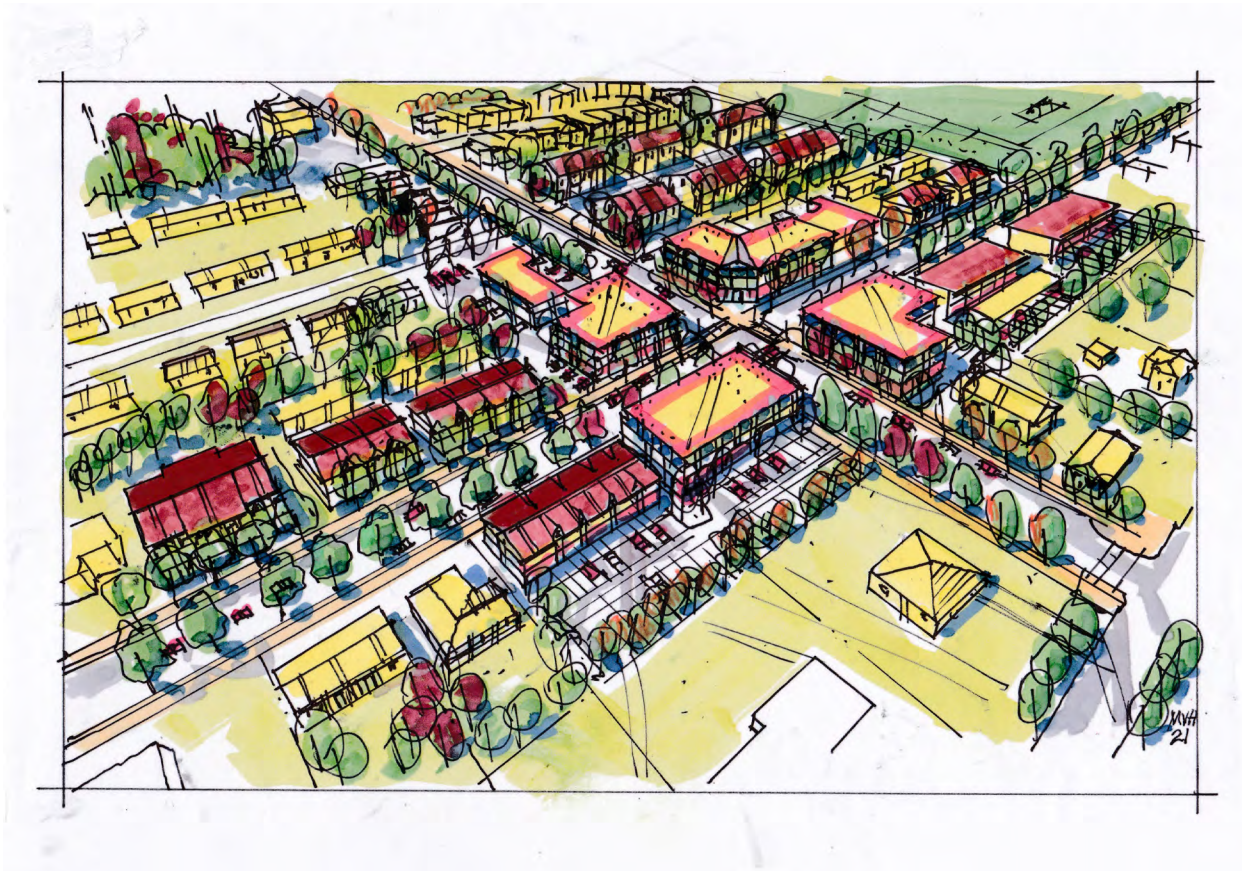




NEIGHBOURHOOD NODE

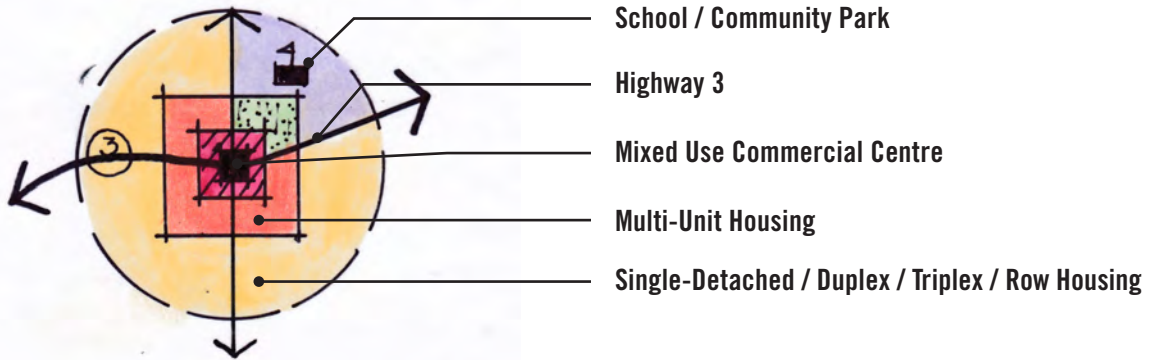


1. **Neighbourhood Nodes** are small nodes, encompassing four corners of an intersection along a collector road or a slightly bigger area, that are located within a neighbourhood. They serve mainly the needs of that local neighbourhood with local retail/commercial uses and may have multi-unit housing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

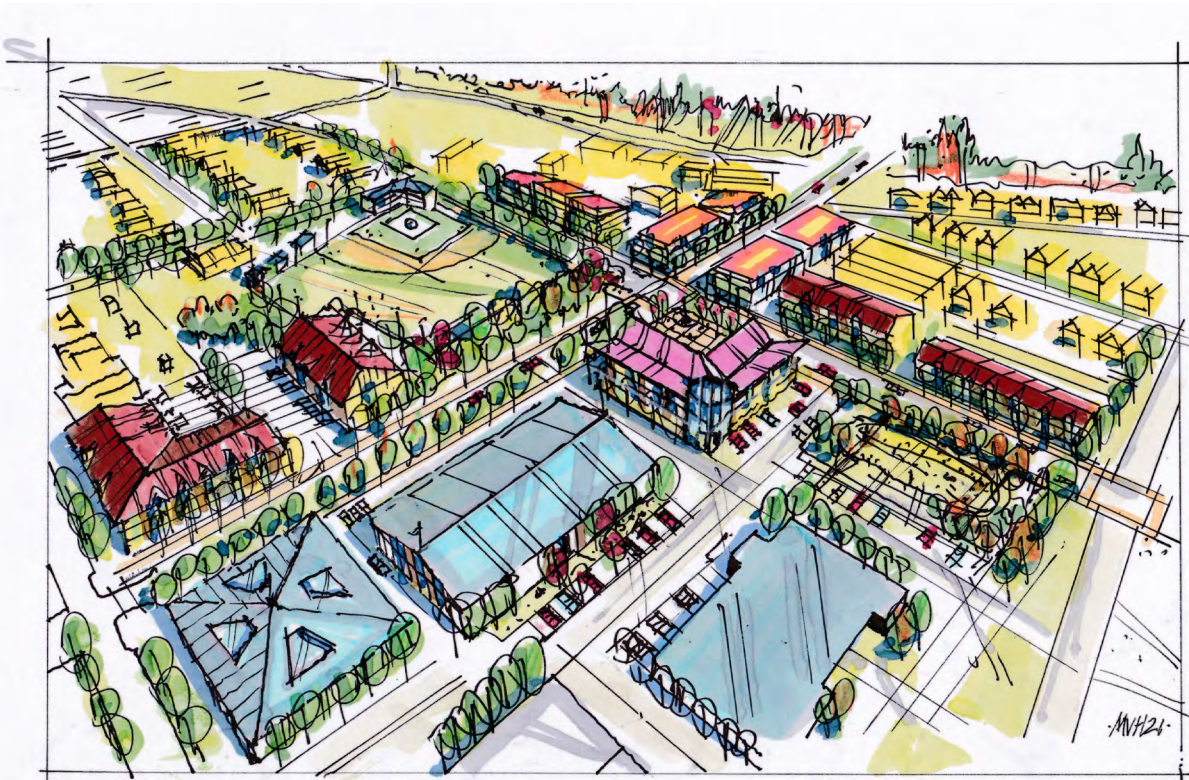




**COMMUNITY HUB**

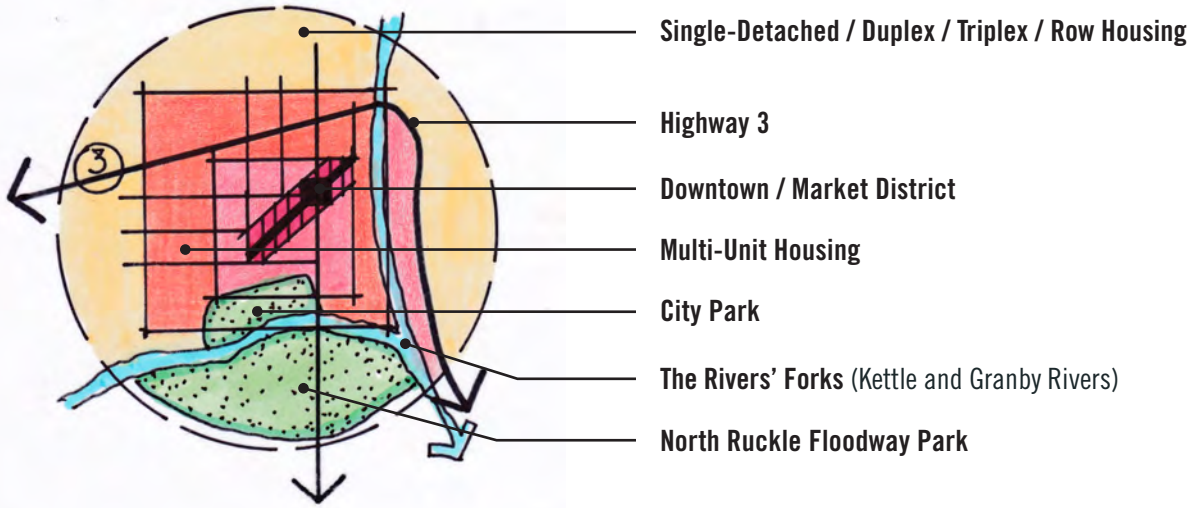


2. **Community Hubs** are larger nodes that are at the junction of two or more neighbourhoods, along an arterial road, and have a broad mix of residential, commercial, and institutional uses. Community Hubs should include mid-rise developments (apartments, townhouses), a concentration of small- to medium-format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

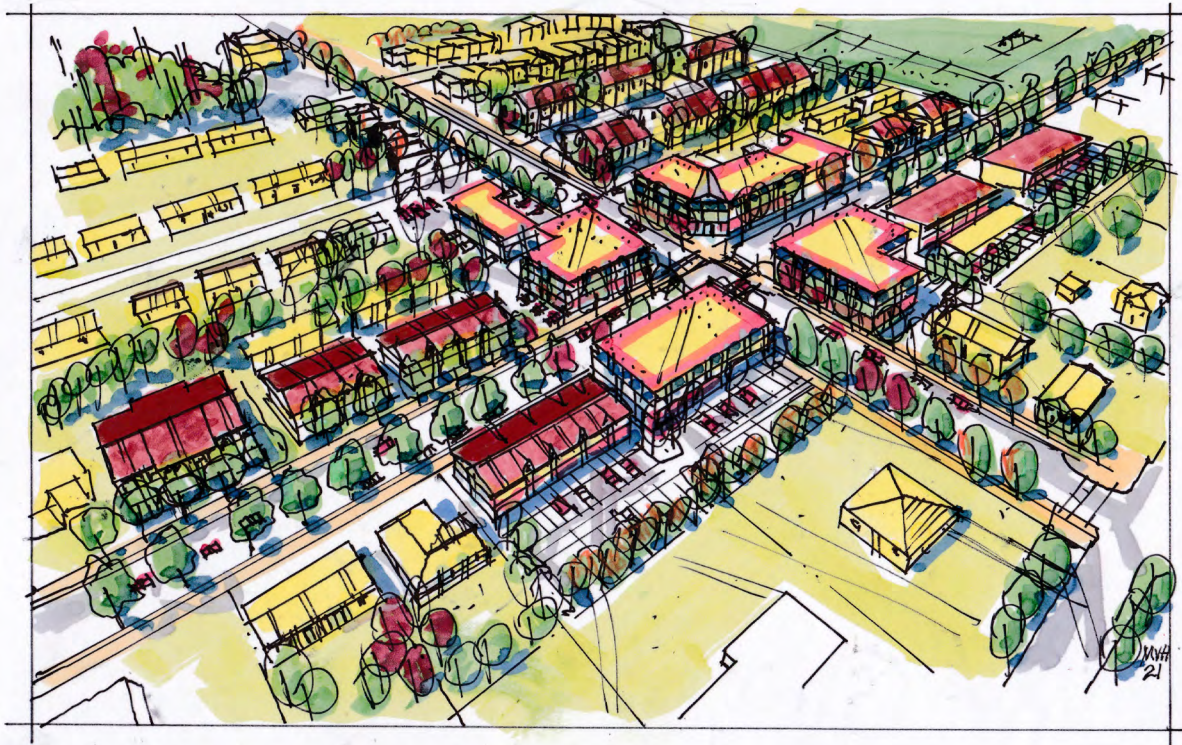




**DOWNTOWN CORE**



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





# NEIGHBOURHOOD LAND USES

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

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

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

## GENERAL DEVELOPMENT

- 3.1.1. Require a master plan for developments on parcels greater than one hectare in area or larger than three units in all Neighbourhood Areas (see [Appendix 1: Master Plan Submission Requirements](#)).
- 3.1.2. Consider Temporary Use Permit applications on a case-by-case basis within all zones showing on Schedule 'A' of the City of Grand Forks Zoning Bylaw no. 2039, as amended from time to time.
- 3.1.3. Apply Crime Prevention through Environmental Design (CPTED) principles, where appropriate, to enhance the safety of the City and its neighbourhoods.

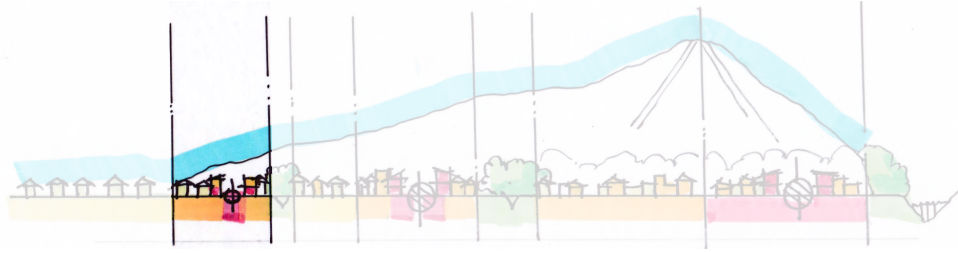
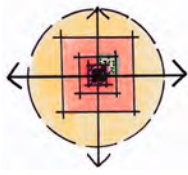
## PUBLIC AND INSTITUTIONAL BUILDINGS

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







## AFFORDABLE HOUSING

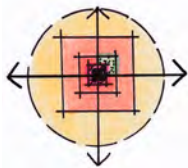
- 3.1.6. Consider incentives for affordable housing using available means such as waiving, reducing or deferring applicable charges, fees, or taxes where appropriate, across all neighbourhoods.

## 3.2 NEIGHBOURHOOD NODES



### GOALS

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



### INTRODUCTION

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

### INTENT

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

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

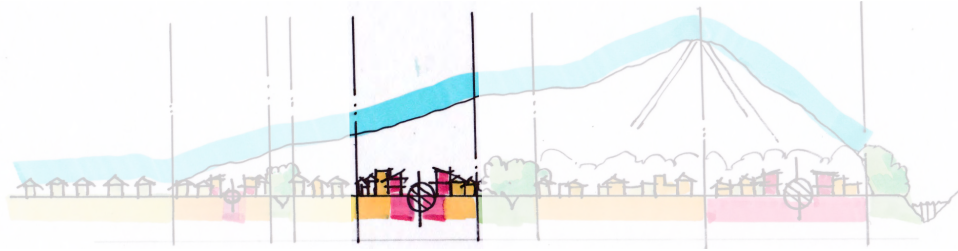
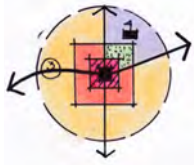


## POLICIES





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- 3.2.1.** The following policies apply to those lands identified as Neighbourhood Nodes on ***“MAP 1: Land Use Designations”***.
- 3.2.2.** Support development to achieve a density of 40 residential units per hectare or greater.
- 3.2.3.** Encourage Neighbourhood Nodes to include ground oriented, low-rise developments in the form of triplexes, fourplexes, townhouses, apartments, and mixed-use developments that are 2-3 storeys in height.
- 3.2.4.** Encourage residential development within or near Neighbourhood Nodes to provide a density transition to the lower density of the surrounding neighbourhood.
- 3.2.5.** Encourage a diversity of rental, affordable and accessible housing within Neighbourhood Nodes.
- 3.2.6.** Encourage small-format, neighbourhood scale commercial, mixed-use development, and neighbourhood amenities to be integrated into Neighbourhood Nodes.
- 3.2.7.** Require developments to incorporate high standards of urban and architectural design, including street-oriented buildings, high-quality landscaping, canopy trees, and pedestrian and cycling infrastructure.
- 3.2.8.** Require developments to incorporate high-quality streetscape elements that improve the existing character of the neighbourhood, such as landscaped areas, public art, signage, and wayfinding.
- 3.2.9.** Require developments to incorporate pedestrian- and transit-oriented design elements such as seating areas, bike racks, sidewalks, and multi-use connections.
- 3.2.10.** Consider establishing new Neighbourhood Nodes if they meet the following criteria:
- a)** within 100m from a major intersection;
  - b)** on a collector road;
  - c)** existing higher density development; and
  - d)** existing or potential to connect to City’s pedestrian network.
- 3.2.11.** Require developers to complete sidewalk or trail network connections as appropriate through implementing bylaws or agreements.

## 3.3 COMMUNITY HUBS



### GOALS

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

### INTRODUCTION

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

### INTENT

Community Hubs should generally have the following characteristics:

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

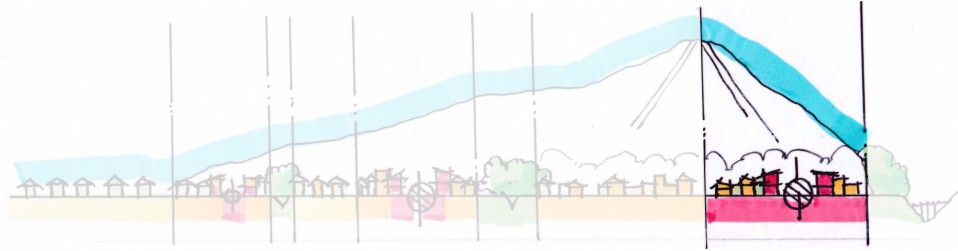
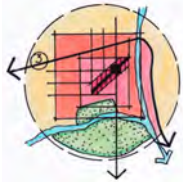


## POLICIES







- 3.3.1.** The following policies apply to those lands identified as Community Hubs on *“MAP 1: Land Use Designations”*.
- 3.3.2.** Encourage a diversity of rental, affordable and accessible housing within Community Hubs.
- 3.3.3.** Direct and encourage higher density residential developments to be located within Community Hubs.
- 3.3.4.** Support development in Community Hubs contributes to a broad mix of residential, commercial and civic uses that are appropriately scaled to serve multiple neighbourhoods.
- 3.3.5.** Support development to achieve a target of 60 units per hectare or greater in Community Hubs.
- 3.3.6.** Encourage a transition in density around Community Hubs to the lower density of the surrounding neighbourhood.
- 3.3.7.** Encourage ground oriented to mid-rise residential development in the form of townhouses, apartments, triplexes, fourplexes, live-work, and mixed-use developments up to 5 storeys in Community Hubs.
- 3.3.8.** Encourage developments and buildings to be oriented to the neighbourhoods they serve and not towards a highway or major road. Where highway orientation is desired, provide secondary frontage and architectural interest to the neighbourhood.
- 3.3.9.** Require developments to incorporate high-quality streetscape elements that build upon the existing character of the neighbourhoods being served, such as landscaped areas, canopy trees, public art, signage, and wayfinding.
- 3.3.10.** Require developments to incorporate pedestrian- and transit-oriented design elements such as seating areas, bike racks, sidewalks, and multi-use connections.
- 3.3.11.** Require developers to support completion of sidewalk or trail network connections as appropriate through implementing bylaws or agreements.
- 3.3.12.** Consider identifying new Community Hubs if they meet the following criteria:
- a)** centrally located on an arterial road;
  - b)** existing community, educational or institutional centre within 100m;
  - c)** existing higher density development; and
  - d)** existing or potential to connect to City’s pedestrian network.



## 3.4 DOWNTOWN CORE



### GOALS

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

### INTRODUCTION

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

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

### INTENT

Downtown Core should generally have the following characteristics:

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



## POLICIES

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





## 3.5 ALL NEIGHBOURHOODS

### GOALS

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

### INTRODUCTION

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

Fostering a sense of ‘home’ is important to health and wellbeing, and creating great neighbourhoods can directly improve the wellbeing of citizens. As a community, we strive to create spaces which our citizens can be proud to call home.

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

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

The City aims to guide neighbourhoods to have a variety of housing types to support rental, affordable, and

accessible housing to meet the needs of all citizens, and to enable housing diversity to align with community demographics including multi-generational housing. The density policies below enable sufficient housing stock to flexibly meet current and potential future housing demand. It also supports sound asset management by having sufficient residential base to pay for utilities as well as services such as roads and drainage.

### INTENT

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

## POLICIES

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- 3.5.1. The following policies apply to all lands identified as “**Residential Neighbourhood**” on “*MAP 1: Land Use Designations*”.
- 3.5.2. Support the development in all Neighbourhood Areas of a range of housing forms such as single-detached housing, laneway homes, secondary suites, and two-unit dwellings.
- 3.5.3. Support the development of rental, affordable, and accessible housing within all neighbourhoods.
- 3.5.4. Support, where appropriate, a neighbourhood node within each residential neighbourhood to enable sufficient amenities within walking distance from the majority of homes.
- 3.5.5. Endeavor to connect all existing residential lots not located within the Agriculture / Rural Residential or Environmental areas within 100 metres of either a primary trail, secondary trail, or paved pathway.
- 3.5.6. Consider developing guidelines for form and character of residential development in hillside areas to decrease impacts of development on the visual characteristics of the community.





## 3.6 GREATER DOWNTOWN NEIGHBOURHOOD

### INTRODUCTION

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The Greater Downtown Neighbourhood is an established neighbourhood of primarily traditional single-family dwellings, with some multi-unit and infill developments. Its proximity to the Downtown Core and its concentration of infrastructure and commercial and mixed-use amenities makes this an important focal point for increased investment and infill. Special opportunities exist due to the proximity to Observation Mountain and Granby and Kettle Rivers and its traditional grid layout.

### INTENT

---

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

### POLICIES

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- 3.6.1.** The following policies apply to those lands identified as “**Greater Downtown Neighbourhood**” on “***MAP 1: Land Use Designations***”.
- 3.6.2.** Support development to achieve a target of 60 units per hectare or greater across the Greater Downtown.
- 3.6.3.** Individual developments consisting of eight (8) or more dwelling units or 0.5 hectares or greater must achieve a minimum gross residential density of 40 units per hectare.
- 3.6.4.** Support the evolution of the residential character within the Greater Downtown to include a greater range of housing forms and density, including single-detached dwellings, two-unit dwellings, laneway homes, secondary suites, live-work buildings, townhouses, and apartments.

- 3.6.5.** Endeavor to support safe pedestrian and cycling access to recreational amenities near downtown including Observation Mountain and the Kettle and Granby Rivers.
- 3.6.6.** Encourage infill and re-development of large or low density lots into density at or above the neighbourhood target.
- 3.6.7.** Require developments to incorporate high-quality streetscape elements that build upon the existing character of the City and the broader branding and wayfinding of the Downtown Core, such as landscaped areas, public art, signage, and wayfinding.
- 3.6.8.** Require multi-unit residential developments to incorporate pedestrian- and transit-oriented design elements such as seating areas, bike racks, sidewalks, and multi-use connections.
- 3.6.9.** Invest in the development of high-quality complete streetscapes within the Greater Downtown that support the broader branding and wayfinding of the Downtown Core. This includes on-street parking, on- or off- street bike lanes or multi-use pathways, accessible pedestrian-oriented design, continuous street trees on both sides of the street, and unique lighting, signage, and wayfinding.

## 3.7 RESIDENTIAL NEIGHBOURHOODS

### INTRODUCTION

The remainder of residential neighbourhoods in Grand Forks have a mix of established residential areas from different eras with predominately a single-detached character within a mostly grid street network. Housing types, styles and density varies across the City, and there are opportunities to infill sensitively in most areas while maintaining a spacious feel and room for trees.

### INTENT

The intent of land use across Residential Neighbourhoods in the City is to mature and evolve the increased variety of housing forms and densities to support walkable neighbourhoods that are connected to nearby nodes and hubs and that are able to support their infrastructure uses over time.

### POLICIES

- 3.7.1. The following policies apply to those lands identified as “**Residential Neighbourhood**” on ***MAP 1: Land Use Designations***.
- 3.7.2. Support a range of housing forms including single-detached dwellings, laneway homes, secondary suites, two-unit dwellings, triplexes, fourplexes, and townhouses across all neighbourhoods.
- 3.7.3. Require individual developments consisting of eight (8) or more dwelling units or 0.5 hectare to achieve a minimum gross residential density of 12 units per hectare with a target of 25 units per hectare.
- 3.7.4. Encourage developments adjacent to agricultural lands to incorporate landscape setbacks, treed buffers and screening along the shared property line to support continued compatibility with agricultural activities.
- 3.7.5. Prioritize investment in the development of complete streets and multi-use trails within neighbourhoods that provide multi-modal connections to the broader City.
- 3.7.6. Encourage developments in all neighbourhoods to complement the residential form and character of a neighbourhood specifically through:
- Reduced front yard setbacks for porches, decks, courtyards and dwelling areas;
  - Preservation of historical architectural elements (if present) or building design that complements the historical architecture of the neighbourhood; and
  - Preservation and replacement of trees and natural vegetation.
- 3.7.7. Consider implementing FireSmart Canada principles and design standards through appropriate Development Permit Areas or other tools.





## 3.8 AGRICULTURAL/RURAL RESIDENTIAL

### ENVIRONMENTAL GOALS



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



Reduce GHGs and fight climate change

### INTRODUCTION

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

Properties within this land use area may be within the 25 year floodway and Unprotected 200-year Floodplain and are therefore also subject to the Floodplain Development Permit Area and other policies pertaining to Environmental Land Uses ([Section 2](#)).

### INTENT

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

### POLICIES

- 3.8.1. The following policies apply to those lands identified as “**Agricultural / Rural Residential**” on “[MAP 1: Land Use Designations](#)”.
- 3.8.2. Encourage and seek to protect the productive and sustainable agricultural use of land designated within the ALR.
- 3.8.3. Limit overall development in “**Agricultural / Rural Residential**” lands to maintain a low density rural development pattern less than 2.0 units per ha.
- 3.8.4. Support home-based businesses and small scale enterprises producing local goods.
- 3.8.5. Encourage local food production and promote the sale of locally-produced goods through the preservation of agricultural land.
- 3.8.6. Limit fragmentation of “**Agricultural / Rural Residential**” lands through increasing minimum lot size in the Zoning Bylaw.
- 3.8.7. Support consolidation of lots or lot boundary adjustments where the proposed subdivision increases agricultural lot viability.
- 3.8.8. Where a property is adjacent to agricultural lands, encourage land uses that are compatible with adjacent agricultural uses, such as urban agriculture, parks, open spaces, and passive recreation areas.
- 3.8.9. Where a property is adjacent to land in the ALR, encourage minimizing negative impacts on agricultural operations by supporting appropriate buffers, setbacks and site planning.
- 3.8.10. Consider implementing FireSmart Canada principles and design standards through appropriate Development Permit Areas or other tools.

# NEIGHBOURHOOD HOUSING DENSITY SUMMARY

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

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



Cross Section Street View - 25 UPH



Perspective View



Precedent Image

## GENERAL NEIGHBOURHOODS<sup>1</sup>

**Target Density for the Area:**

25 units per hectare (UPH)

**Density Range for Individual Developments:**

12 to 40 UPH

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

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

**How would this happen?**

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



Precedent Images

<sup>1</sup> Except Rural / Agricultural Land Use at 2 units per hectare





Cross Section View - 40 UPH



Perspective View



Precedent Image

## GREATER DOWNTOWN

Target: 60 units per hectare

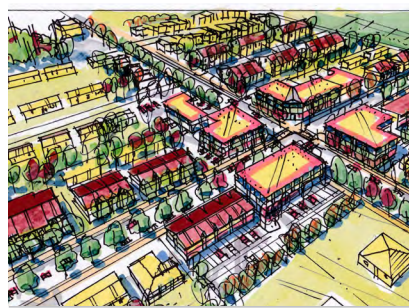
Range: 30 to 80 UPH

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

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



Cross Section View - 40 UPH



Perspective View



Precedent Image

## NEIGHBOURHOOD NODE

50 units per hectare

30 to 80 UPH

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

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



Cross Section Street View - 60 UPH



Perspective View



Precedent Image

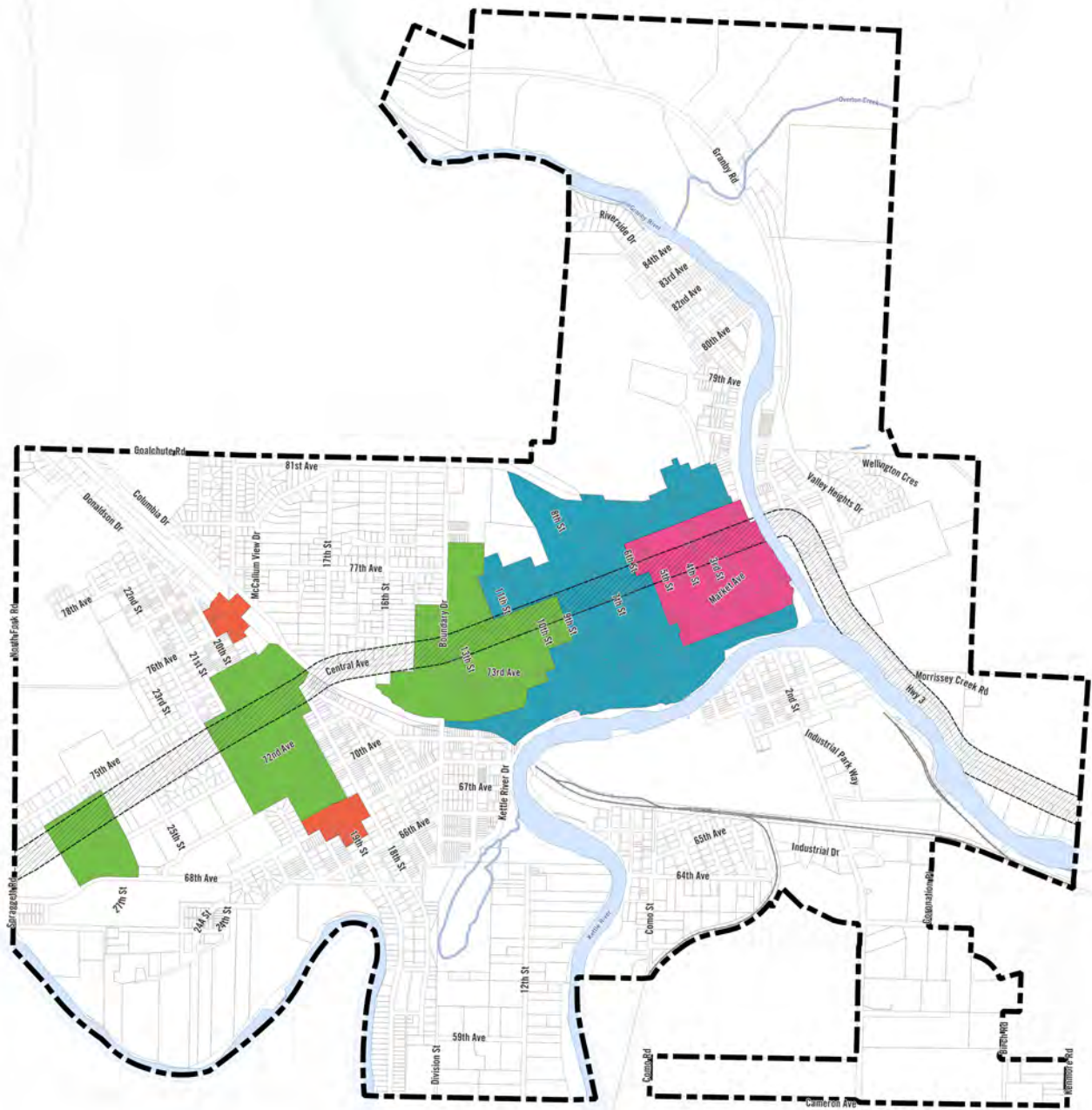
## COMMUNITY HUB

60 units per hectare

40 to 120 UPH

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

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



## MAP 6: NEIGHBOURHOOD DEVELOPMENT PERMIT AREAS

### Legend

-  City of Grand Forks
-  Highway 3 Corridor
-  HD - Historic Market District
-  GDT - Greater Downtown Infill
-  CC - Community Centres
-  NN - Neighbourhood Nodes



SCALE: 1:25,000

0 200 400 600 800 1,000  
Metres



# NEIGHBOURHOOD DEVELOPMENT PERMIT AREAS (DPA)

## AUTHORITY

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

## REQUIREMENTS

Unless otherwise specified in this plan, in the context of neighbourhood DPAs, a property owner is required to obtain a development permit if any portion of their parcel is located within any DPA, prior to:

- Subdividing land; or
- Constructing, adding to, or substantially altering a building.

## EXEMPTIONS AND VARIANCES

In addition to exemptions specified in each DPA section, general exemptions include:

- Interior alterations to a building;
- Replacement, upgrading, or repair of roofing, windows, paint, or signage;
- Installation, repair, or placement of utilities, infrastructure, or flood protection works by the City or authorized agencies;
- General road construction or maintenance within the right-of-way; and
- Any works undertaken by the City of Grand Forks on City property.

Minor variances may be considered for:

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


## NEIGHBOURHOOD DPAS

The OCP has the following Neighbourhood DPA policy areas:

1. General Neighbourhood DPA
2. Historic Market District DPA
3. Greater Downtown Infill DPA
4. Community Hubs DPA
5. Neighbourhood Nodes DPA

## 3.9 GENERAL NEIGHBOURHOOD DPA

### GUIDING PRINCIPLE 2 - GOALS

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

### INTRODUCTION AND OBJECTIVES

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

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

The purposes of the General Neighbourhood DPA are to:

- establish objectives for the form and character of intensive residential development; and
- establish objectives for the form and character of commercial, industrial or multi-family residential development.

### POLICIES

#### APPLICABILITY

- 3.9.1.** The policies and guidelines in General Neighbourhood DPA apply to all commercial, mixed use, and multi-unit residential lands within the following Development Permit Areas on *“MAP 9: Neighbourhood Development Permit Areas”*:
- a) “Historic Market District DPA”;
  - b) “Greater Downtown Infill DPA”;
  - c) “Community Hubs DPA”; and
  - d) “Neighbourhood Nodes DPA.”
- 3.9.2.** The policies and guidelines in “General Neighbourhood DPA” also apply to all residential, mixed-use, or commercial developments of four or more units or greater than 1 hectare in any Residential Neighbourhood.
- 3.9.3.** In the event of a conflict between guidelines in the General Neighbourhood DPA and specific Neighbourhood Development Permit Areas, the specific guideline takes precedent.



## EXEMPTIONS

- 3.9.4. Existing or new single-detached dwellings, detached accessory dwelling units, duplexes, and triplexes are exempt from the following “General Neighbourhood DPA” policies.
- 3.9.5. Consider permitting minor alternations to the exterior of the building where required for maintenance, safety, and to ensure structural integrity.
- 3.9.6. Exempt building additions less than 25% of the existing building Gross Floor Area from requiring a development permit.

## APPLICATION REQUIREMENTS

- 3.9.7. Applications must incorporate a site analysis that identifies existing structures, roads, sidewalks and trails, significant environmental features, and existing mature trees and considers surrounding neighbourhood architecture and character.
- 3.9.8. Applications must include a landscaping plan that addresses:
  - a) identification of planting areas and types of plantings;
  - b) vegetation and trees to be retained and protected during construction by distinct fencing;
  - c) on-Site stormwater mitigation;
  - d) proposed site grading;
  - e) site access points (vehicle and pedestrian);
  - f) bicycle parking; and
  - g) a lighting strategy.
- 3.9.9. A landscape plan may also include:
  - a) identification of signage;
  - b) public art;
  - c) outdoor amenity space; and
  - d) seating areas.

## GENERAL

- 3.9.10. Consider allowing smaller setbacks for porches, decks, and other semi-private spaces if designed to complement the surrounding neighbourhood.

- 3.9.11. Encourage bicycle parking, ride share parking, and EV charging stations and consider using to reduce on-site parking requirements.

## GUIDELINES

### NEIGHBOURHOOD, STREETS AND THE PUBLIC REALM

- 3.9.12. Improve neighbourhood connectivity by constructing and enhancing sidewalks, trails, bike routes, and vehicle connections in the area.
- 3.9.13. Develop sidewalk amenity zones with boulevards or street tree planting areas, sized to support multiple uses and designed for the survival of street trees.



Figure 3.1: Sidewalk and Amenity Zone

- 3.9.14. Incorporate Low Impact Development (LID) techniques into site planning, including techniques such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drainpipes into vegetated areas within the amenity zone.
- 3.9.15. Design street furniture to reflect the heritage values of the community.
- 3.9.16. Construct sidewalks adjacent to or within 100m from commercial / mixed use buildings to have an obstruction-free pedestrian through zone width of a minimum of 2.5m.

- 3.9.17.** Construct sidewalks adjacent to residential buildings to have an obstruction-free pedestrian through zone width of a minimum of 1.8m.

### BUILDING SITING AND ORIENTATION

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

### BUILDING FORM AND ELEMENTS

- 3.9.23.** Limit blank walls to less than 6 metres wide. Where there are major extents of wall surfaces, provide architectural features including glazing, texture, graphics, and colours as visual interest to break up the massive surface.
- 3.9.24.** Orient building entrances to the street, and design to be clearly identifiable from public areas.
- 3.9.25.** Articulate main entry areas with at least 50 percent glazing and a distinct front door design and broad overhangs in roof structure and details.
- 3.9.26.** Place active uses at the street level with secondary uses located on upper floors or in the alley.
- 3.9.27.** Incorporate roof overhangs, architectural features, doors and windows to articulate individual entries or uses along a façade.
- 3.9.28.** Integrate signage, lighting, and display systems in canopy and/or awning systems.

- 3.9.29.** Maximize the depth of canopy and awning systems to provide greater weather protection, as well as reduce the scale impact of larger buildings.



**Figure 3.2:** Weather Protection from Awnings

### CHARACTER AND MATERIALS

- 3.9.30.** Maintain a small-town scale and include design materials and elements that reflect Grand Forks' railway history and/or the surrounding natural landscape (mountains, rivers, wildlife, and lakes).
- 3.9.31.** Use natural colours found in the local natural landscape or accent colours complementary to these natural colours.
- 3.9.32.** Use FireSmart BC approaches to limit combustible materials in the building envelope.
- 3.9.33.** Incorporate sustainable or green building materials, including recycled, recyclable, and locally sourced materials.

### LANDSCAPING AND SCREENING

- 3.9.34.** Use landscape design to extend and complement any natural area on or adjacent the site and complement the adjoining residential development with natural plantings, accent planting, and specimen planting where appropriate.
- 3.9.35.** Refrain from planting species identified by the Invasive Species Council of BC as invasive, and/or by the Ministry of Agriculture as noxious.
- 3.9.36.** Mitigate offsite stormwater impacts by accommodating on-site to the greatest extent possible.



- 3.9.37. Design for infiltration and the use of green infrastructure in streetscaping where conditions permit.
- 3.9.38. Retain, where possible, existing mature and native trees and protect their root systems from disturbance during and after construction.
- 3.9.39. Design the scale and location of tree and shrub planting to visually soften building edges and interfaces between buildings and parking areas
- 3.9.40. Select tree species based on compatibility with climate, FireSmart and water conservation objectives where applicable. Design for passive cooling in summer using deciduous species that allow solar gain in winter, and provide windbreaks from prevailing winter winds to reduce heat loss in the winter.

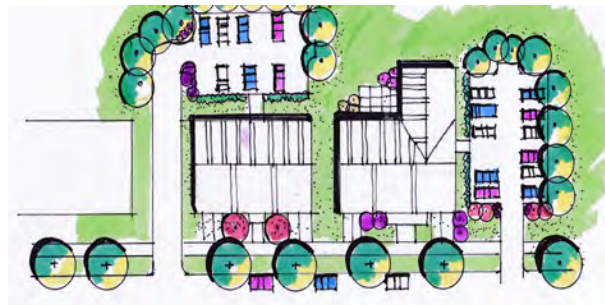


**Figure 3.3:** *Fencing and Wall Detail for Parking Areas*

- 3.9.41. Screen outdoor storage areas with vegetation and ensure garbage areas are fully enclosed and bear/wildlife proof.
- 3.9.42. Retain topsoil on site and create the least site disturbance where possible when grading and excavating.
- 3.9.43. Locate building ventilation systems to minimize noise and exhaust on pedestrian areas, adjacent residential development, and outdoor spaces.

## ACCESS AND PARKING

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



**Figure 3.4:** *Preferred Parking Location*

- 3.9.46. Break parking areas with more than 10 stalls into smaller groups, divided by trees and shrubs.
- 3.9.47. Where required, design off-street parking and loading to promote safe and efficient vehicle entrances and exits, and on-site circulation.
- 3.9.48. Where appropriate, use on-street parking in combination with smaller on-site surface parking lots to provide parking needs.
- 3.9.49. Design sites to accommodate alternative modes of transportation, providing for features such as pedestrian sidewalks, bicycle and walking paths or lanes, and bicycle racks on the site. Link pedestrian and bicycle networks on the site with networks off the site.

## SIGNAGE

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



**Figure 3.5:** Sign Integration

- 3.9.51.** Place commercial signage to not detract from the visibility of any City entrance signs.
- 3.9.52.** Only install signs advertising businesses, organizations, or activities located within the subject property's site or neighbourhood.
- 3.9.53.** Directly integrate signage into building facades. Design signage to be architecturally consistent with associated buildings, and avoid single or double pole mounted signs or backlit box signs.
- 3.9.54.** Design signage, materials, and message to be integrated with and complement the scale, colours, and materials of the building.
- 3.9.55.** Design signage to be legible at a pedestrian scale.
- 3.9.56.** Maintain historic signs if found to be a character defining element of the place.
- 3.9.57.** Construct and situate signs to reveal, not conceal, significant architectural features of the building.
- 3.9.58.** Install wayfinding signage in conjunction with Grand Forks' Wayfinding Strategy.


## LIGHTING

- 3.9.59.** Design lighting following a 'dark sky policy' with direct lighting only (full-cut-off) so lighting is directed and there is minimum off-site impacts especially on adjacent residential neighbourhoods.
- 3.9.60.** Within the development, design front entrance lighting and other visitor parking lighting to be discrete, pedestrian scaled, LED energy efficient, directed, and complementary to the adjoining street lighting.
- 3.9.61.** Use permanent lighting that respects the heritage values and character defining elements of the building but avoids light pollution.



## 3.10 HISTORIC MARKET DISTRICT DPA

### GUIDING PRINCIPLE 2 - GOALS

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

### INTRODUCTION AND OBJECTIVES

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

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

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

### POLICIES

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

### GUIDELINES


- 3.10.3.** Design new buildings and building renovations to be consistent with the City of Grand Forks Heritage Program - Design Guidelines for the Historic Downtown, prepared by the BC governments Heritage Branch (2011).
- 3.10.4.** Construct new buildings or additions to respect the character defining heights of surrounding buildings.
- 3.10.5.** Create active frontages for commercial and residential units with transparent glazing and doors and windows that open to the street.
- 3.10.6.** Plan civic buildings in conjunction with other nearby civic buildings, public spaces, and non-civic buildings to support connectivity and well-designed public spaces.

- 3.10.7.** Design new buildings to reflect current construction technology and design aesthetics, while respecting the form, scale, character, and materials of surrounding buildings. Avoid imitating styles of the past, but strive to achieve compatibility with the old by reflecting surrounding characteristics of scale, rhythm, facade articulation, window to wall ratios, and by maintaining the intact streetscape.
- 3.10.8.** Retain or reveal recessed doorways to add visual interest to the streetscape.
- 3.10.9.** Reinstate or continue to use character defining corner entrances, and design new buildings at intersections with corner entrances.
- 3.10.10.** Consider removing awnings to restore or enhance the historic facade.
- 3.10.11.** If awnings are to be constructed in new development or renovation, design awnings to:
- a)** Respect the character of the era in which the building was constructed;
  - b)** Complement building colours;
  - c)** Avoid obscuring details in the masonry or distort the proportions of architectural features;
  - d)** Avoid back-lit or metal awnings. Removal of awnings can assist with restoring and enhancing the historic facade.
- 3.10.12.** Avoid the use of vinyl or stucco in siding treatments.



## 3.11 GREATER DOWNTOWN INFILL DPA

### GUIDING PRINCIPLE 2 - GOALS

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

### INTRODUCTION AND OBJECTIVES

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

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

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

### POLICIES

#### APPLICABILITY

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

#### GENERAL

- 3.11.3. Consider variances to zoning bylaw requirements relating to the siting and size of buildings and structures as part of the Development Permit approval process if it can be demonstrated that such variances will better protect heritage values, enhance the development, or reduce negative impacts upon neighbouring properties.
- 3.11.4. Consider the adaptive re-use of heritage homes for commercial purposes to allow small-scale commercial establishments to capitalize upon both the heritage character of the area and its exposure to the provincial highway.

## GUIDELINES







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- 3.11.5.** Articulate building surfaces in larger structures of over 15 m in width or length.
- 3.11.6.** For new buildings, design additions, or alterations design shape, siting, roof lines, architectural features, and exterior finish to reflect the interesting heritage architectural styles that are present within the Greater Downtown. Avoid monolithic structures and long expanses of straight lines.
- 3.11.7.** Design building setbacks to be consistent with surrounding buildings, or reduced to accommodate porches closer to the sidewalk frontage.
- 3.11.8.** Maintain or restore the heritage character of existing buildings, structures, and landscapes where structurally feasible, with limited additions.
- 3.11.9.** Where alterations or additions are to be made to existing buildings, structures, and landscapes, make architecturally consistent with the heritage character of the site and surrounding heritage sites, and enhance the visual character of the area.
- 3.11.10.** Design shape, scale, orientation, and siting of buildings to be consistent with, or improve on, adjacent development.
- 3.11.11.** Design buildings to relate positively to pedestrians at street level.



## 3.12 COMMUNITY HUBS DPA

### GUIDING PRINCIPLE 2 - GOALS

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

### INTRODUCTION AND OBJECTIVES

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

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

### POLICIES

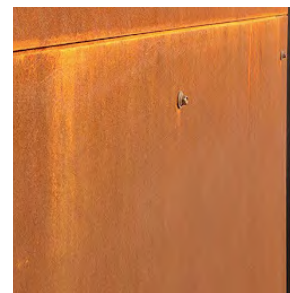
- 3.12.1. ***Section “3.9 General Neighbourhood DPA”*** apply to the **“Community Hubs DPA.”**
- 3.12.2. The following policies apply to the **“Community Hubs DPA”** as shown on ***“MAP 9: Neighbourhood Development Permit Areas”***.

### GUIDELINES

- 3.12.3. Design building setbacks to be consistent with surrounding buildings, or reduced to accommodate porches closer to the sidewalk frontage.
- 3.12.4. Incorporate high quality and natural materials that make reference to Grand Forks’ history, natural setting, and local context. Materials may include timber frame construction; steel, corten steel, modern brick, modern wood, hardiplank, or colourful cladding; transparent glazing; and natural stone design elements.



Timberframe



Corten Steel

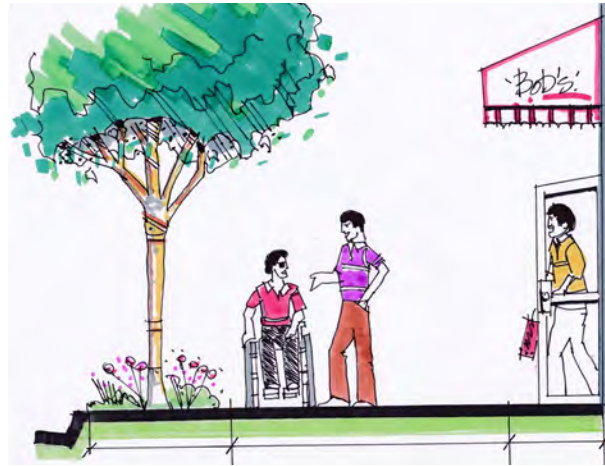




*Modern Brick and Hardiboard    Ground floor glazing*

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







- 3.12.9. Commercial sidewalks should include an obstruction-free pedestrian through zone and may include an amenity zone.
- 3.12.10. Large surface parking lots are not supported for commercial properties, but maybe permitted for large, community-wide civic uses.
- 3.12.11. Parallel or angled parking is encouraged to reduce overall on-site parking demand.



**Figure 3.6:** *Sidewalk Width*

## 3.13 NEIGHBOURHOOD NODES DPA

### GUIDING PRINCIPLE 2 - GOALS

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

### INTRODUCTION AND OBJECTIVES

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

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

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

### POLICIES

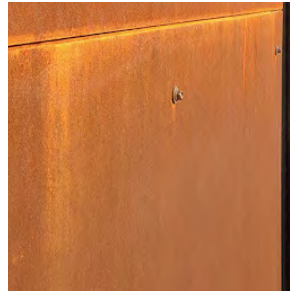
- 3.13.1. *Section “3.9 General Neighbourhood DPA”* apply to the “Neighbourhood Nodes DPA.”
- 3.13.2. The following policies apply to the “Neighbourhood Nodes DPA” as shown on *MAP 9: Neighbourhood Development Permit Areas*.

## GUIDELINES

- 3.13.3.** Locate buildings along the street front portion of the site and oriented to the street.
- 3.13.4.** Design setbacks for commercial and mixed-use buildings of no greater than 3.0 metres from the property line except where patios or plazas are provided.
- 3.13.5.** Incorporate small plazas, parks and neighbourhood parklets.
- 3.13.6.** Incorporate high quality and natural materials that make reference to Grand Forks' history, natural setting, and local context. Materials may include timber frame construction; steel, corten steel, modern brick, modern wood, hardiplank, or colourful cladding; transparent glazing; and natural stone design elements.
- 3.13.8.** Design pitched roofs adjacent to existing smaller residential forms to better integrate mixed use and apartment buildings with the existing neighbourhood.
- 3.13.9.** Design commercial sidewalks with an obstruction-free pedestrian through zone alongside any amenity areas.



*Timberframe*



*Corten Steel*



*Modern Brick and Hardiboard*



*Ground floor glazing*

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





## 4.1 PRINCIPLE #3: MAINTAIN A THRIVING LOCAL ECONOMY

### DESCRIPTION

A thriving economy requires available land for businesses to grow and adapt with changing local, regional and global conditions. Three types of land uses are identified in this OCP focused on the economy: tourist and highway commercial lands, industrial and airport, and heavy industrial.

Although all areas of the City assist in the local economy, these land use areas in the OCP are uniquely dedicated to economic development.

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

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

### GUIDING PRINCIPLE 3 - GOALS



Reduce the impact of high-disturbance businesses on surrounding neighbourhoods



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



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





# DISTRICT LAND USES

## 4.2 HIGHWAY, TOURIST AND MIXED-USE CORRIDORS

### GOALS



Reduce the impact of high-disturbance businesses on surrounding neighbourhoods



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



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

### INTRODUCTION

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

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

### INTENT

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

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

### POLICIES

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



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

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

**4.2.8.** Create and implement a Parking Strategy for RVs and large vehicles that may include or address:

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

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



## 4.3 LIGHT INDUSTRIAL AND AIRPORT

### GOALS



Reduce the impact of high-disturbance businesses on surrounding neighbourhoods



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



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

### INTRODUCTION

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

### INTENT




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

### POLICIES

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

## 4.4 HEAVY INDUSTRIAL

### GOALS

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

### INTRODUCTION

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

### INTENT

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

### POLICIES

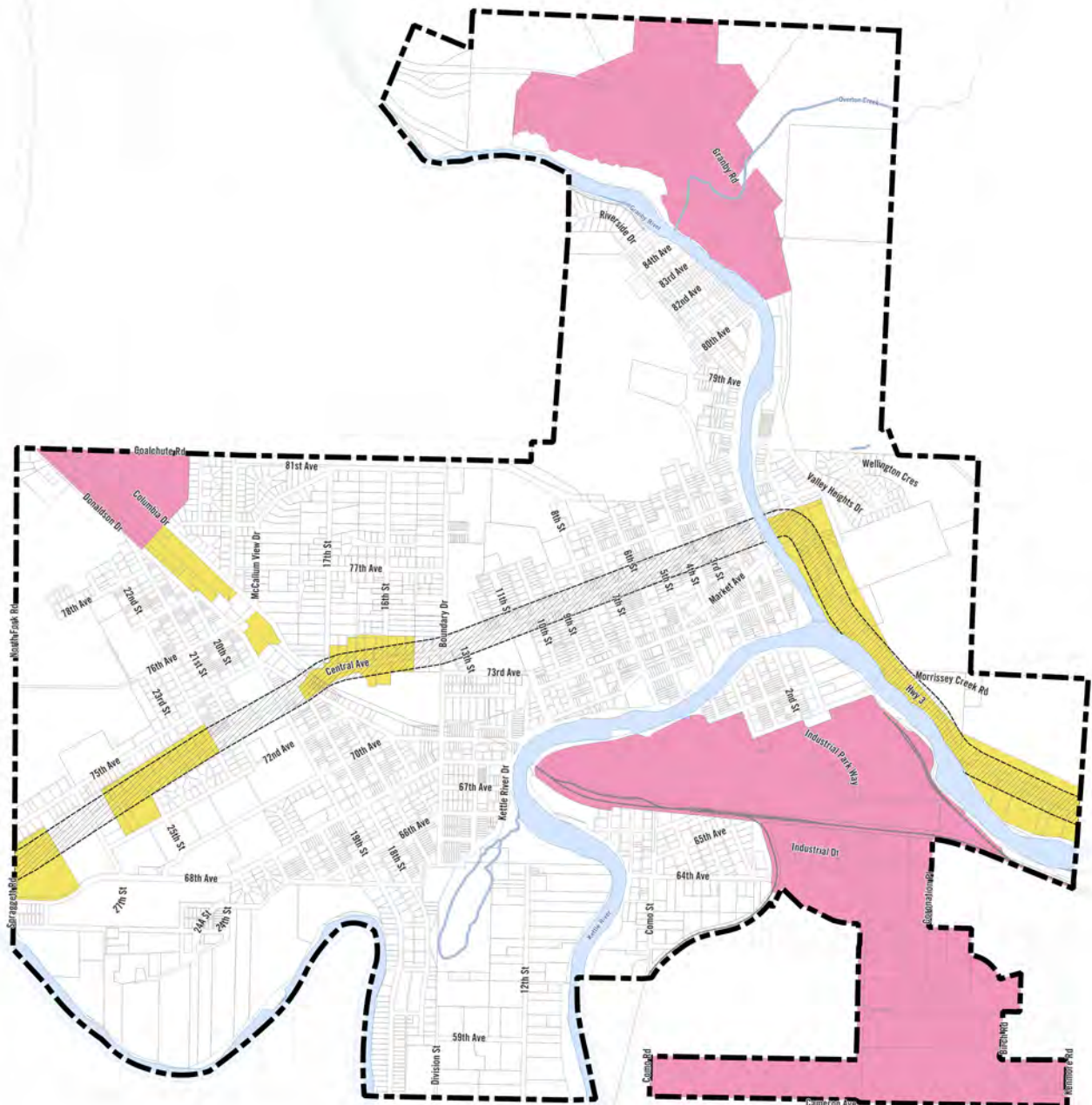
- 4.4.1. The following policies apply to those lands identified as “**Heavy Industrial**” on [“MAP 1: Land Use Designations”](#).
- 4.4.2. Appropriate land uses within the Heavy Industrial areas include light, medium, and heavy industrial land uses that may have minor or major offsite impacts and require large parcels of land with sufficient setbacks from other land uses.
- 4.4.3. Consider buffering Heavy Industrial areas from adjacent land uses through the use of parks, open spaces, or medium and light industrial land uses.
- 4.4.4. When approving new or expanded “**Heavy Industrial**” consider:
  - a) potential impact on adjacent land uses and whether proposed mitigations will be sufficient;
  - b) if located near the City border the potential impact on lands within an adjacent electoral area;
  - c) potential impact on environmental lands, including river and riparian lands, steep slopes, and sensitive species habitat;
  - d) transportation access and traffic safety; and
  - e) size and massing of the building(s) and its impact to adjacent land uses, including shadows, noise, and vibrations.



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

- 4.4.6.** Require developers requesting approval for a new or expanded Heavy Industrial property to provide risk assessment in accordance with the standards established by the Major Industrial Accidents Council of Canada, regarding:
- a)** risk identification;
  - b)** probability of an industrial accident;
  - c)** consequence of an industrial accident;
  - d)** emergency management plan; and
  - e)** risk management.





## MAP 7: DISTRICT DEVELOPMENT PERMIT AREAS

### Legend

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



SCALE: 1:25,000

0 200 400 600 800 1,000  
Metres

 NAD 83 / UTM Zone 11N

# DISTRICT DEVELOPMENT PERMIT AREAS (DPA)

## AUTHORITY

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

## REQUIREMENTS

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

- Subdividing land; or
- Constructing, adding to, or substantially altering a building.

## EXEMPTIONS AND VARIANCES

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General exemptions include:

- Interior alterations to a building;
- Replacement, upgrading, or repair of roofing, windows, paint or signage;
- Installation, repair, or placement of utilities, infrastructure, or flood protection works by the City or authorized agencies;
- General road construction or maintenance within the right-of-way; and
- Any works undertaken by the City of Grand Forks on City property.

Minor variances may be considered for:

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

## DISTRICT DPAS

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The OCP has the following Neighbourhood DPA policy areas:

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



## 4.5 GENERAL DISTRICT DPA

### GOALS

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

### INTRODUCTION AND OBJECTIVES

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

### POLICIES

#### APPLICABILITY

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

#### EXEMPTIONS

- 4.5.2. Existing or new single-detached dwellings, detached accessory dwelling units, duplexes, and triplexes are exempt requiring a District Development Permit even if the building is being changed from a residential to a commercial use, on condition that the current architectural design of the dwelling is generally maintained.
- 4.5.3. Building additions less than 25% of the existing building Gross Floor Area are exempt.
- 4.5.4. Minor alternations to the exterior of the building are permitted where they are required for maintenance, safety, and to ensure structural integrity.

### APPLICATION REQUIREMENTS

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

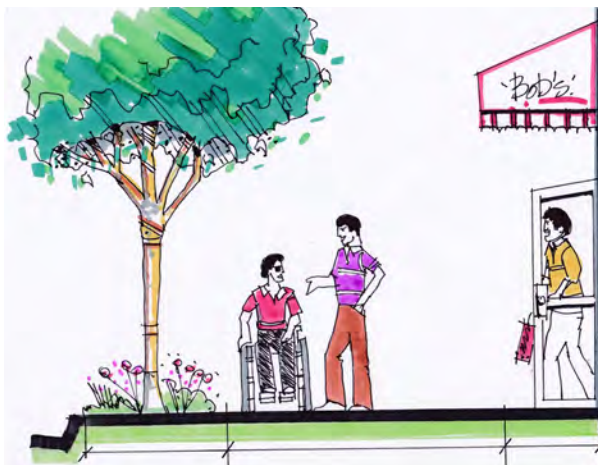
## GENERAL

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

## GUIDELINES

### STREETS AND THE PUBLIC REALM

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



**Figure 4.1:** *Sidewalk and Amenity Zone*

- 4.5.15. Incorporate Low Impact Development (LID) techniques into site planning, and consider designs such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drainpipes into vegetated areas within the amenity zone.

### BUILDING SITING AND ORIENTATION

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

### BUILDING FORM AND ELEMENTS

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



**Figure 4.2:** Weather Protection from Awnings

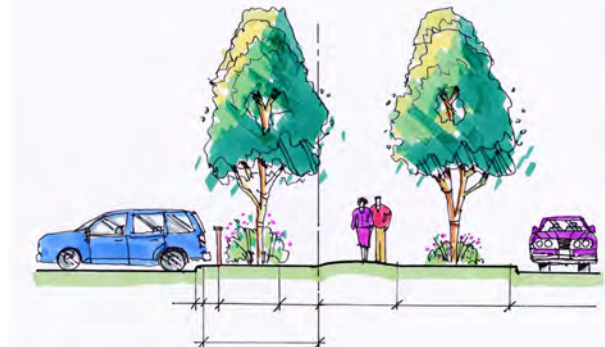
### CHARACTER AND MATERIALS

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

### LANDSCAPING AND SCREENING

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

- 4.5.37. Design the scale and location of tree and shrub planting to visually soften building edges and interfaces between buildings and parking areas
- 4.5.38. Select tree species based on compatibility with climate, FireSmart and water conservation objectives where applicable.
- 4.5.39. Design for passive cooling in summer using deciduous species that allow solar gain in winter, and provide windbreaks from prevailing winter winds to reduce heat loss in the winter.



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

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

### ACCESS AND PARKING

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





**Figure 4.4:** Preferred Parking Location

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

## SIGNAGE

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



**Figure 4.5:** Sign Integration

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




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

## LIGHTING

- 4.5.57. Design lighting following a 'dark sky policy' with direct lighting only (full-cut-off) so lighting is directed and there is minimum off-site impacts especially on adjacent residential neighbourhoods.
- 4.5.58. Within the development, design front entrance lighting and other visitor parking lighting to be discrete, pedestrian scaled, LED energy efficient, directed, and complementary to the adjoining street lighting.
- 4.5.59. Use permanent lighting that respects the heritage values and character defining elements of the building but avoids light pollution.

## 4.6 CORRIDORS AND GATEWAYS DPA

### GOALS

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

### INTRODUCTION AND OBJECTIVES

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

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

### POLICIES

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

### GUIDELINES

#### BUILDING FORM AND ELEMENTS

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

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

#### CHARACTER AND MATERIALS

- 4.6.5. Maintain a modern small-town scale and include design materials and elements that reflect Grand Forks’ railway history, traditional building materials, and/or the surrounding natural landscape (mountains, rivers, wildlife, and lakes).

#### LANDSCAPING AND SCREENING

- 4.6.6. Reduce the visual impact of large parking areas, by breaking up any parking area with five (5) or more stalls using stormwater management features, trees or vegetation, and screening where appropriate.
- 4.6.7. Design fencing adjoining residential areas to either complement materials generally used in the residential neighbourhood, or use chain-link fencing if including a solid hedge on the outside of the fence.

#### SIGNAGE

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

## 4.7 INDUSTRIAL AND AIRPORT DPA

### GOALS



Reduce the impact of high-disturbance businesses on surrounding neighbourhoods



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



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

### INTRODUCTION AND OBJECTIVES

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

### POLICIES

- 4.7.1.** *Section “4.5 General District DPA Policies”* policies, guidelines and exemptions apply to the **“Industrial and Airport DPA.”**
- 4.7.2.** The following policies apply to the **“Industrial and Airport DPA”** as shown on **“MAP 10: District Development Permit Areas”**:
- 4.7.3.** In addition to general exemptions and those listed in **“Exemptions” on page 76**, the City Airport airside and operation area do not require a Development Permit under this section. The City encourages developers to consider these guidelines in their developments.





## GUIDELINES

### BUILDING FORM AND CHARACTER

- 4.7.4. Locate offices, reception, sales, and other public use areas at the front of the buildings and face the adjoining street.
- 4.7.5. Articulate building fronts with wall divisions, building setbacks/protrusions or punched windows to break up long wall surfaces and create interest and scale along the street front.



Figure 4.6: Industrial Building Setbacks

- 4.7.6. Include an eclectic range of styles, scale, massing, articulation, and glazing suitable for industrial buildings with an interior flair by using wood and steel accents.

### SIGNAGE

- 4.7.7. Design entrance signage to be monument based and combined with landscape design to integrate the sign into the site.
- 4.7.8. Place tenant signs on a single coordinated sign strip area (see example).



Figure 4.7: Multi Tenant Sign

### ACCESS AND PARKING

- 4.7.9. Locate visitor parking in the front yard or external side yard areas, and locate other parking on the interior side yards or the rear yard areas.
- 4.7.10. Locate accessible parking spaces near the front door of the building, providing ramp or other universal design access.
- 4.7.11. Design all non-vehicular routes to be fully accessible. Construct sidewalks and paved pathways to be wide enough for wheelchairs or scooters and include a tactile strip for the visually impaired.
- 4.7.12. Provide curb cuts and curb let-downs in appropriate locations to facilitate safe, convenient, and direct access from parking spaces to buildings for people with disabilities.
- 4.7.13. Divide parking areas into smaller sections by planting trees every 6 parking stalls with trees or shrubs to break up and green the parking areas.
- 4.7.14. Provide direct, safe, continuous and clearly defined pedestrian access between the parking area and the main building where there are multiple parking areas.

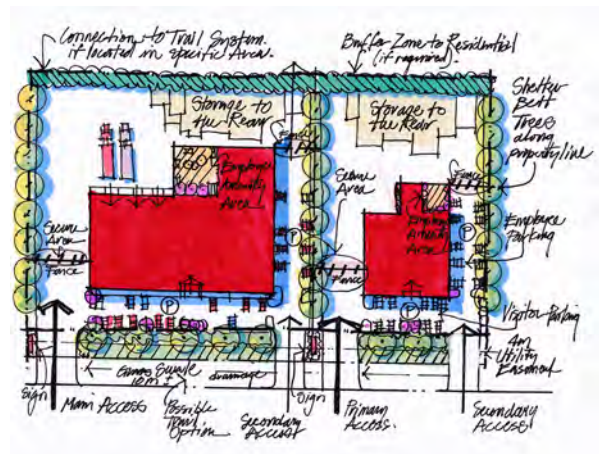


Figure 4.8: Preferred Parking, Storage, and Service Locations

## LOADING AND SERVICE AREA

- 4.7.15. Locate loading and service bays to the side and rear of the building with access to the side of the building.
- 4.7.16. Where possible, provide two accesses to the site to permit emergency access. Consider sharing additional access points with adjoining properties to minimize driveway coverage.
- 4.7.17. Differentiate access to service and loading areas to minimize visual impacts and potential conflicts with pedestrians and smaller visitor vehicles.

## LIGHTING

- 4.7.18. Ensure security lighting is directed and does not flood off-site.
- 4.7.19. Provide other accent lighting including up-lighting for the entrance signage, pedestrian pathway lighting, and specimen trees as part of a unified landscape and building lighting plan.

## LANDSCAPING AND SCREENING

- 4.7.20. Minimize fencing in front yard and external side yard areas, except treatments such as low decorative wood fencing as part of a coordinated landscape plan to a maximum of 1.2 metres.
- 4.7.21. Construct fencing adjoining residential areas with materials consistent with fencing generally used in the residential neighbourhood or chain-link fencing if complemented by a solid evergreen hedge on the outside of the fence.
- 4.7.22. Install a minimum 3.0 metre landscape strip at the property line along the street front and exterior side lot, and a minimum 5.0 metres strip adjoining residential uses.
- 4.7.23. Consider installing a 3.0 metre landscape screening strip in side and rear yards adjacent parcels within Industrial and Airport areas.

- 4.7.24. Provide on developments adjacent to the Agricultural Land Reserve a minimum 15m wide vegetated buffer in accordance with the Ministry of Agriculture and Foods' Guide to Edge Planning and/or the ALCs Landscape Buffer Specifications, or a buffer that is designed and installed satisfactory to the ALC and/or Ministry of Agriculture and the City..

- 4.7.25. In all landscape strip areas,
  - a) Plant trees, shrubs and ground-covers to cover at least 75 percent of the ground
  - b) Plant the remainder as natural grasses or no-pesticide lawn grasses.
  - c) Plant low shrubs (1.0 metre minimum on centre) and trees (7.0 metres on centre) to screen parked cars but allow visual access to the building for safety purposes.

- 4.7.26. Screen outdoor storage areas with walls, fencing, hedging, trees, planting, other screening materials or a combination of these materials.

- 4.7.27. Provide landscaped areas next to roadways, incorporating natural stormwater infrastructure as appropriate.





# SECTION 5.0









# CONNECTING THE CITY

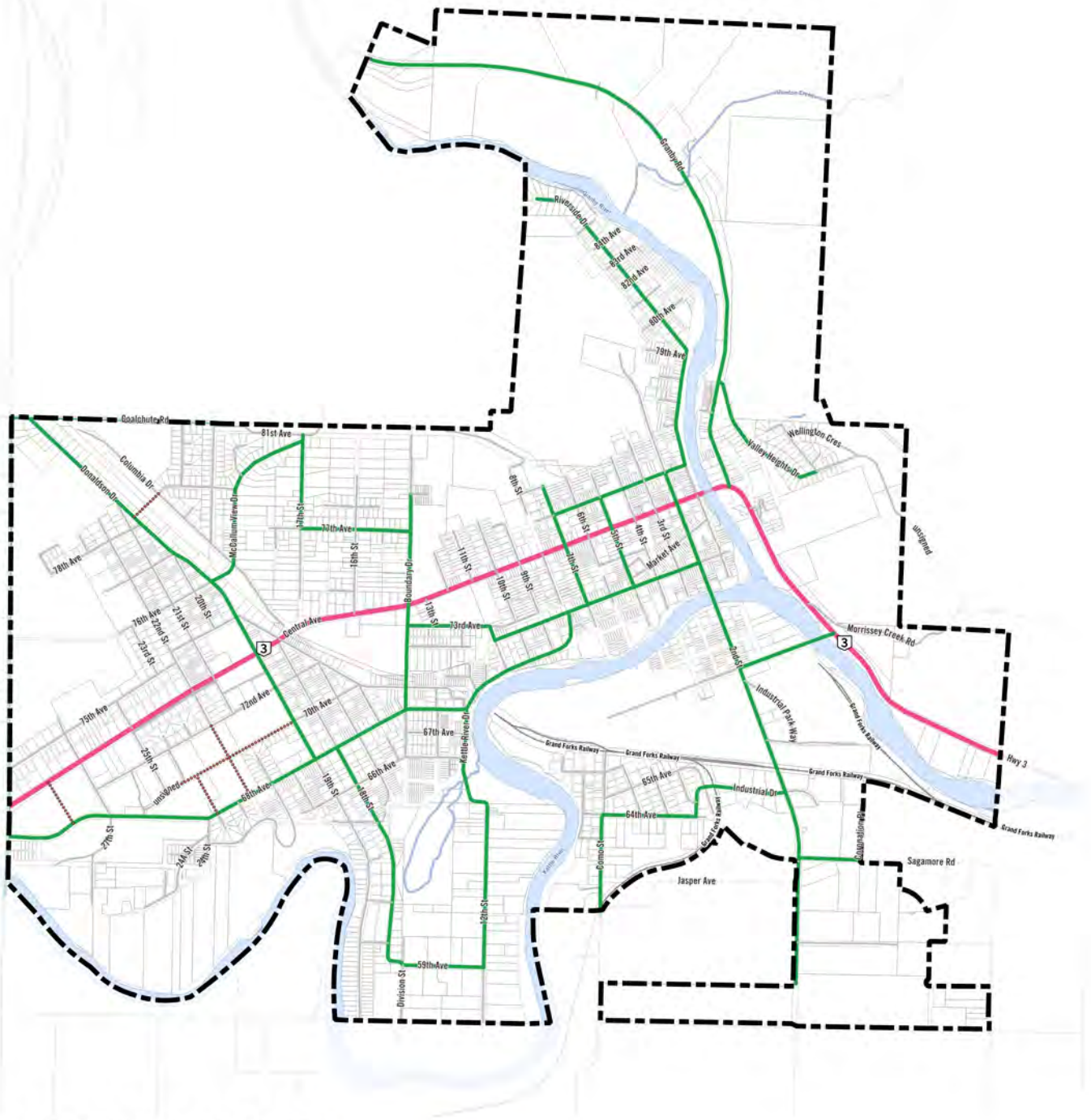
## 5.1 PRINCIPLE #4 – CONNECT THE CITY

### *Through Mobility Corridors, Parks and Infrastructure*

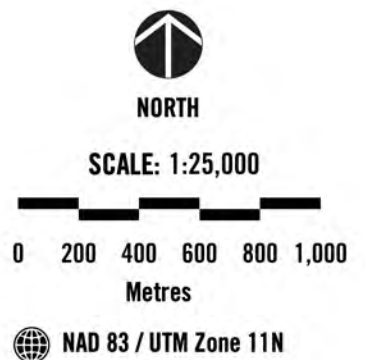
Grand Forks can continue to improve its great quality of life by strengthening connections from all neighbourhoods to parks, trails, clean water, roads, and safe transportation. Principle #4 - Connect the City through Mobility Corridors, Parks and Infrastructure is complementary to Principle #2 - Enhance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

#### GUIDING PRINCIPLE 4 - GOALS

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



**MAP 8: EXISTING AND FUTURE ROAD TRANSPORTATION**



# 5.2 TRANSPORTATION AND MOBILITY

## GOALS



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



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

## INTRODUCTION AND OBJECTIVES

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

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

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

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

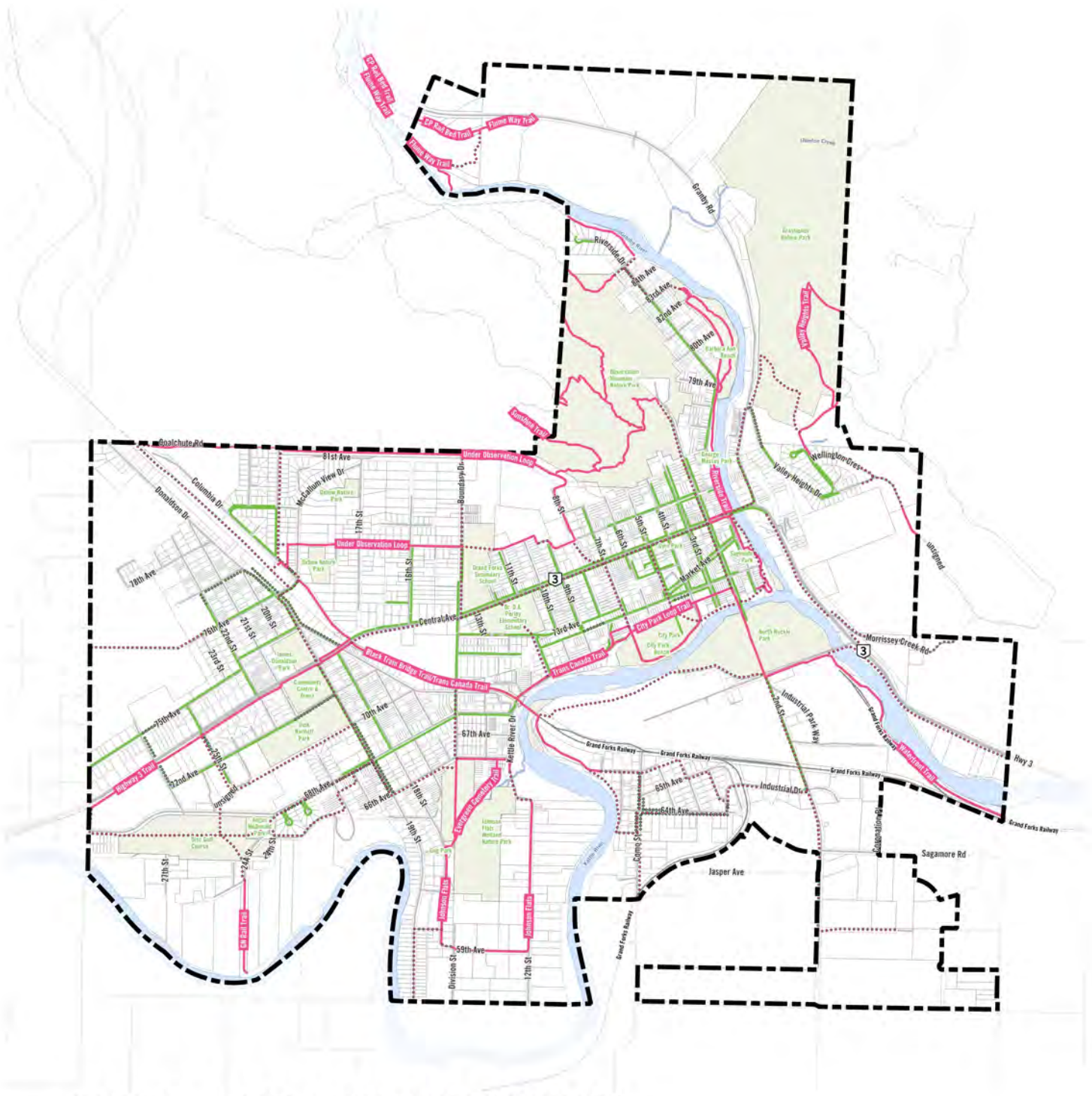
***"MAP 11: Existing and Future Road Transportation"*** identifies the City's roadway transportation.

## POLICIES

- 5.2.1. Maintain and develop the roadway system shown in ***"MAP 11: Existing and Future Road Transportation"*** through yearly budgeting and prioritization of improvements.
- 5.2.2. Consider developing an Active Transportation and Mobility Plan to increase City-wide connectivity and support active modes of transportation.

- 5.2.3. Require developments to contribute to the construction of complete streets including sidewalks, on-street parking areas, on- or off- street bike lanes or multi-use pathways, and accessible design elements.
- 5.2.4. Maintain, or where possible enhance, the existing grid road network and avoid cul-de-sacs without through-way active transportation corridors.
- 5.2.5. Require developers to align future roads, block size, and infrastructure with the existing grid road network. Do not permit cul-de-sacs unless required to avoid environmentally sensitive or agricultural areas.
- 5.2.6. Require developers to dedicate land for public right-of-ways and where applicable in alignment align with ***"MAP 11: Existing and Future Road Transportation"***.
- 5.2.7. Integrate proposed or existing trail or pathways into street design during new development, road re-paving, and/or multi-utility infrastructure projects.
- 5.2.8. Work with the Ministry of Transportation and Infrastructure (MOTI) to identify and establish large-vehicle parking areas around the highway for tourists to support safety and traffic flow.
- 5.2.9. Endeavour to improve road safety and encourage active transportation by increasing traffic calming measures and lowering design speeds and speed limits on local and collector roads.
- 5.2.10. Consider full lifecycle costs and impact on greenhouse gas emissions before expanding or widening the road transportation network.





## MAP 9: PATHWAYS AND TRAILS

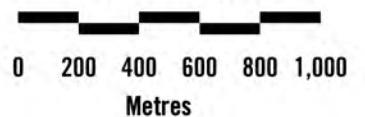
### Legend


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



**NORTH**







**SCALE: 1:25,000**



 **NAD 83 / UTM Zone 11N**

## 5.3 PATHWAYS AND TRAILS

### GOALS

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

### INTRODUCTION AND OBJECTIVES

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

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

***“MAP 12: Pathways and Trails”*** identifies the City's vision for a future Trails Plan.

### POLICIES

- 5.3.1.** Where possible, design the creation or renovation to parks, open spaces, and recreation amenities to a universal access design standard.
- 5.3.2.** Consider completing a Trails Master Plan to prioritize trail development, and provide guidance on trail types, user groups, surfaces, trail standards, and priority connections.
- 5.3.3.** Consider over time connecting all existing residential lots not located within the Agriculture / Rural Residential or Environmental areas shown on ***“MAP 1: Land Use Designations”*** to within 100 metres of a bicycle route, trail, or paved pathway.
- 5.3.4.** Support the creation and maintenance of trail and pathway linkages to key natural areas and adjacent park space outside the City (e.g. Observation Mountain, Kettle and Granby Rivers).
- 5.3.5.** Further connect the Trans-Canada Trail with existing and future City trails, pathways, and sidewalks.





## MAP 10: PARKS, OPEN SPACE, AND RECREATION

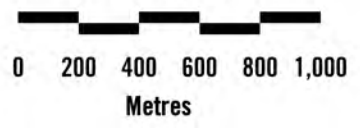
### Legend

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



NORTH

SCALE: 1:25,000



NAD 83 / UTM Zone 11N



## 5.4 PARKS, OPEN SPACE, AND RECREATION

### GOALS



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



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

### INTRODUCTION AND OBJECTIVES

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

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

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

### POLICIES

- 5.4.1. Implement the *“MAP 13: Parks, Open Space, and Recreation”* vision through yearly budgeting and prioritization of improvements.
- 5.4.2. Require future developments to support or complement proposed parks, trails and open spaces shown on *“MAP 13: Parks, Open Space, and Recreation”* into any development plans.
- 5.4.3. Consider developing a Parks, Open Space and Multi-Use Trails Master Plan to coordinate the development of parks, multi-use pathways and/or trails, a network of connected green infrastructure, and to support a high-level of connectivity for active modes of transportation.
- 5.4.4. Endeavor to develop parks, playgrounds, or open space public use areas within 400 m of every neighbourhood node or community hub.

- 5.4.5. Prioritize new playgrounds, parks and recreation facilities in or near Neighbourhood Nodes and Community Centres.
- 5.4.6. Work with the Regional District of Kootenay Boundary and Recreation Sites and Trails BC to collaborate on access to regional trails and environmentally sensitive lands, enabling a safe level of use that will not degrade the environment or the experience.
- 5.4.7. Support a diverse range of recreation amenities (e.g. sports courts, sports fields, skills parks, playgrounds) to serve the needs of existing residents and attract new ones.

## 5.5 INFRASTRUCTURE AND SERVICING

### GOALS



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



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

### INTRODUCTION AND OBJECTIVES

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

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

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

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

### GENERAL POLICIES

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

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

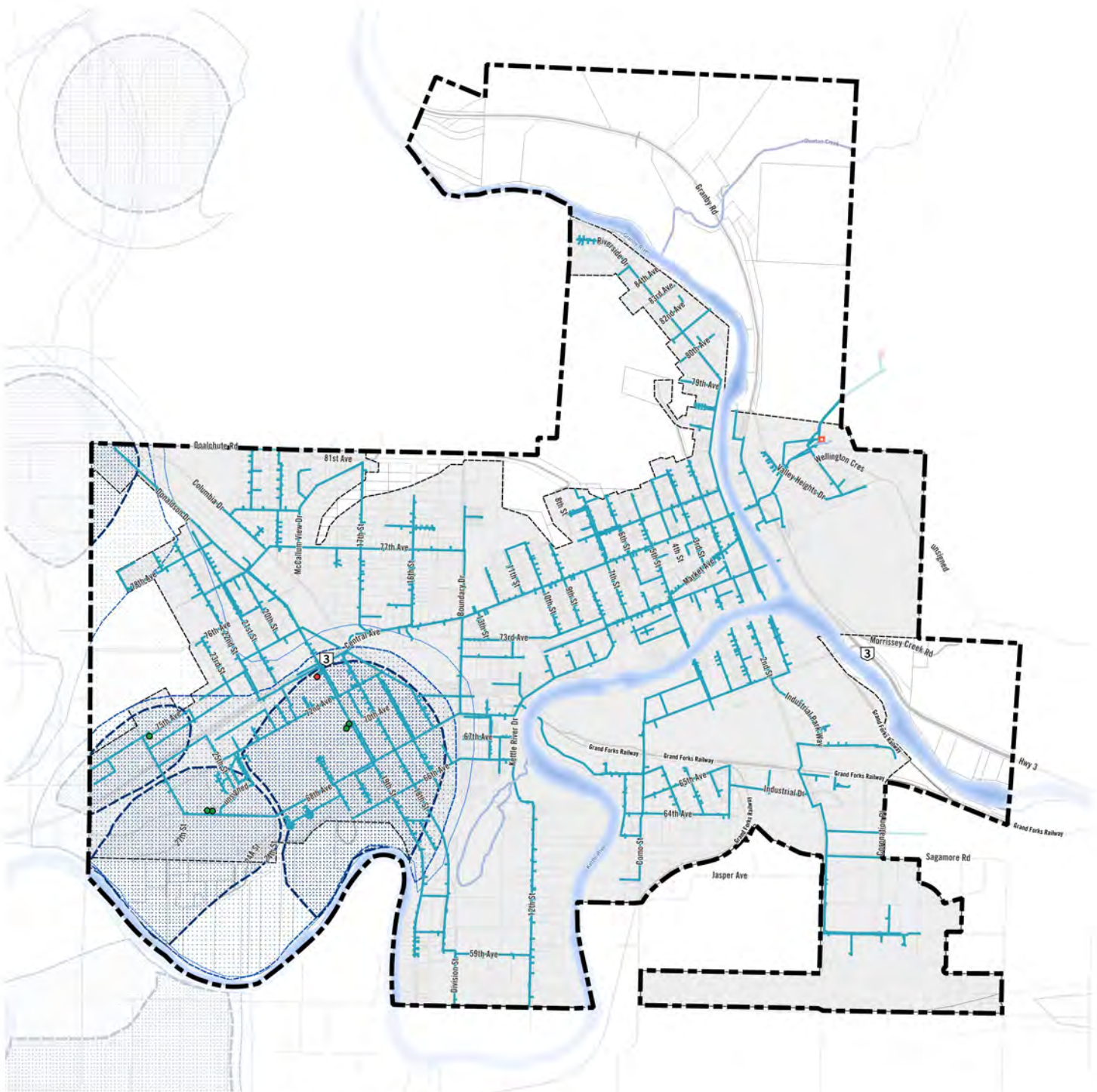
**5.5.7.** Direct future growth and development to areas that can be efficiently serviced with municipal piped water and sewer services, with highest priority on infilling existing development areas where capacity is already available or minimal upgrades are required.

**5.5.8.** Consider boundary expansion opportunities on a case-by-case basis, evaluating life-cycle costing of infrastructure, impact on community character, opportunities for active transportation, and all of the objectives, policies and guidelines of this OCP.



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# MAP 11: INFRASTRUCTURE: WATER SERVICE

## Legend

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

**NORTH**

**SCALE: 1:25,000**

0 200 400 600 800 1,000  
Metres

NAD 83 / UTM Zone 11N

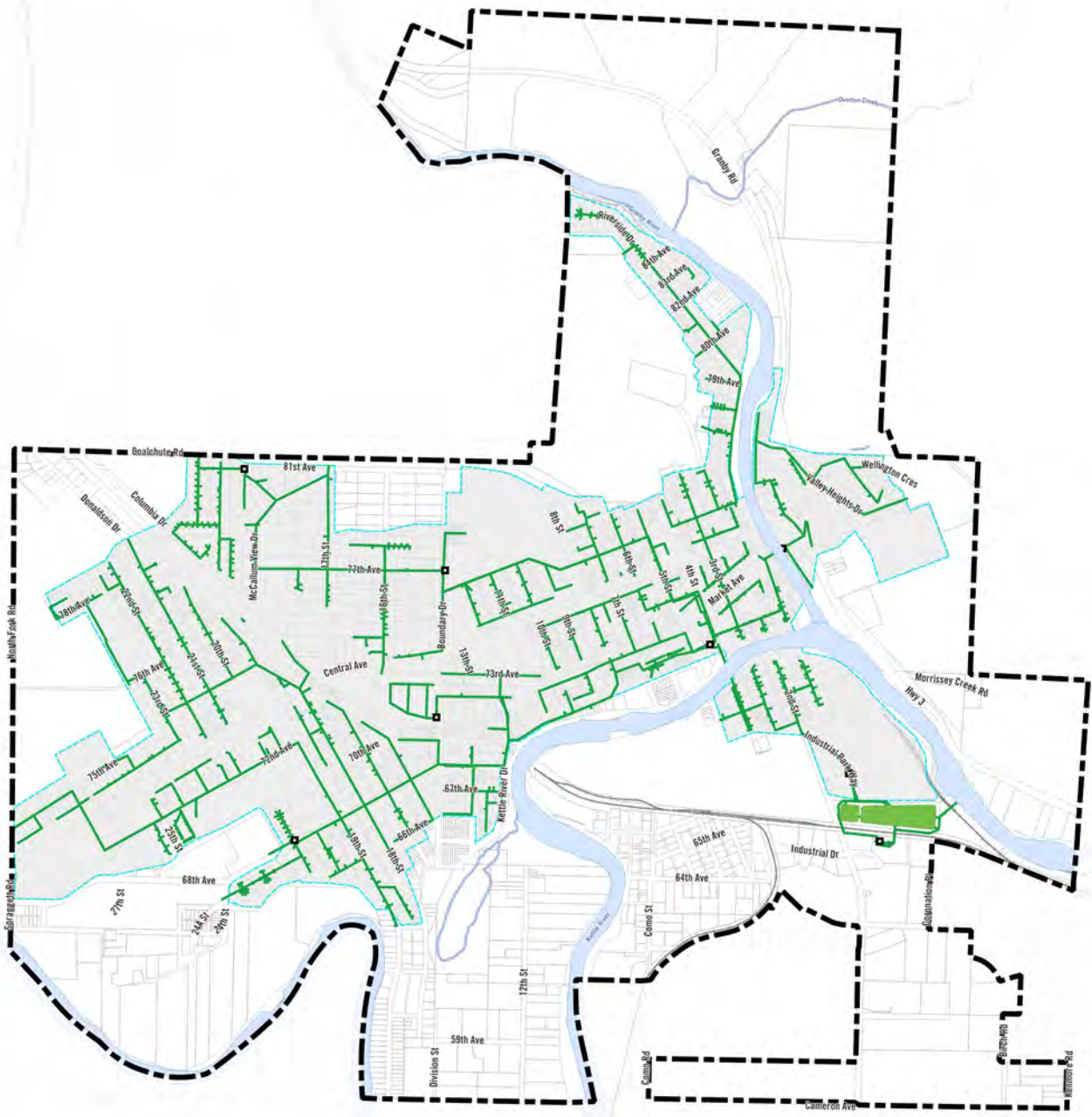


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## WATER SERVICE POLICIES





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





## MAP 12: INFRASTRUCTURE: SANITARY SERVICE

### Legend

-  City of Grand Forks
-  Approximate Served Sewer Area
-  Sanitary Main
-  Sanitary Lagoon



SCALE: 1:25,000



0 200 400 600 800 1,000  
Metres



NAD 83 / UTM Zone 11N



## SANITARY SERVICE POLICIES

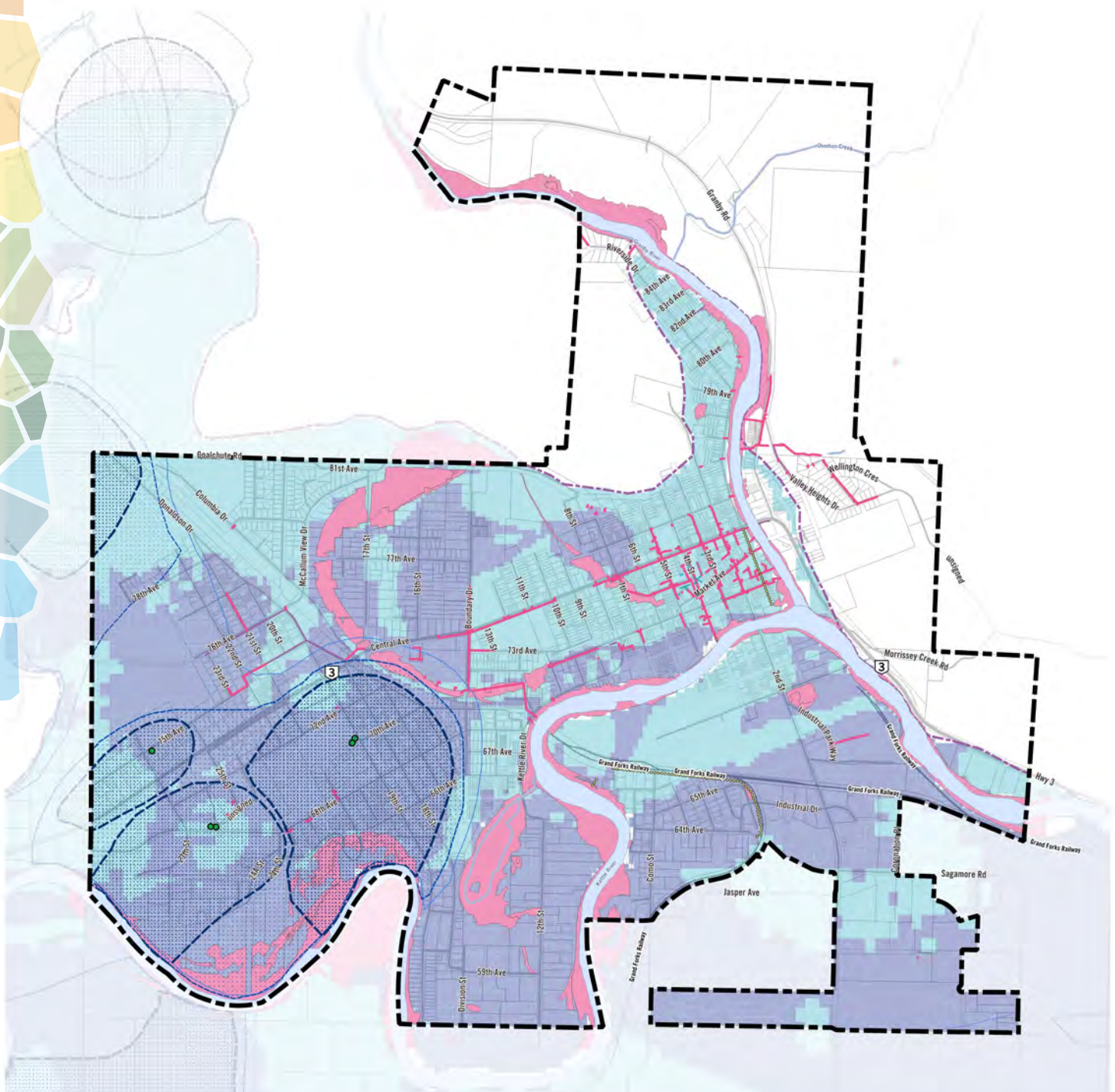
5.5.15. Plan for resilience to drought, floods, aging infrastructure, and potential contamination across the City's wastewater collection and treatment systems.

5.5.16. Require all new developments within the Sanitary Sewer Service Area and outside of the Agriculture / Rural Residential and Environmental areas identified on ***"MAP 1: Land Use Designations"*** to be connected to the City's sewer system.

5.5.17. Investigate opportunities to reduce the number of septic fields within City limits by expanding the municipal sewer system into unserved areas if infill is contemplated and lifecycle costs of expansion are economic for the City.







**MAP 13: INFRASTRUCTURE: STORMWATER SERVICE, NATURAL ASSETS, AND GROUNDWATER PROTECTION**

**Legend**

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

**NORTH**

**SCALE: 1:25,000**

0 200 400 600 800 1,000  
Metres

NAD 83 / UTM Zone 11N



## STORMWATER SERVICE, NATURAL ASSETS, AND GROUNDWATER PROTECTION POLICIES

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- 5.5.18.** Endeavour to implement stormwater best practices such as absorbent landscapes, infiltration swales, filtering and oil separation, rain gardens, and permeable paving to minimize runoff and increase on-site retention and infiltration.
- 5.5.19.** Consider undertaking local catchment area or neighbourhood-level Stormwater Management Plans to identify appropriate targets for impervious surfaces, development design requirements, and any other related matters and update bylaws appropriately.
- 5.5.20.** Require individual developments to provide a drainage plan or storm water management plan acceptable to the City.
- 5.5.21.** Encourage developments to minimize impervious surfaces and maximize infiltration where appropriate to reduce runoff.
- 5.5.22.** Consider amending the Zoning Bylaw to minimize impervious surfaces at the time of development.
- 5.5.23.** Coordinate the planning and development of flood mitigation and stormwater infrastructure in a systematic and community-wide manner.
- 5.5.24.** Conserve natural systems as part of the “**natural sponge**” to not only decrease and manage stormwater volume but to improve quality through filtering and absorption.
- 5.5.25.** Prioritize more detailed study of groundwater protection actions for well recharge areas, wetlands, and areas of high aquifer vulnerability including, but not limited to:
- a)** establishing a watershed protection zone;
  - b)** establishing a groundwater protection development permit area;
  - c)** limiting impermeable site coverage in the zoning bylaw;
  - d)** developing amenity bonusing to groundwater protection; and
  - e)** continual monitoring.









# SECTION 6.0 COMMUNITY-WIDE POLICIES

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## 6.1 INTRODUCTION

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

These policies apply to everyday decisions of Council and City Administration, and to a lesser extent will also guide and direct development applications. The policies may be consulted regularly by Council, City Administration, and developers. In many cases these policies will be used to support or direct specific projects, strategies or initiatives.



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## 6.2 ENVIRONMENTAL SUSTAINABILITY

### GOALS



Enhance ecosystems and protect from degradation



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



Protect residents and property from natural hazard events



Reduce GHGs and fight climate change



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

### INTRODUCTION AND OBJECTIVES

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

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

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

### POLICIES

#### ENVIRONMENTAL SUSTAINABILITY

- 6.2.1. Recognize provincial and federal environmental regulations and refer matters to authorities having jurisdiction where applicable.
- 6.2.2. Periodically evaluate environmentally sensitive areas and sensitive ecosystems, and where applicable, consider protecting these areas through the use of available legislative tools.
- 6.2.3. Encourage developers on private land to preserve and retain existing trees.
- 6.2.4. Periodically update the sensitive ecosystem mapping in support of endangered or regionally important species and ecosystems.

- 6.2.5. Consider expanding the Tree Retention Policy to enable net gain of trees and canopy cover through tree monitoring, enhanced replacement ratios, and incentives for tree planting and maintenance on private land and boulevards.
- 6.2.6. Consider implementing measures to incorporate FireSmart Canada principles and design standards in new development.
- 6.2.7. Support the sustainable and regenerative agricultural use of land designated within the Agricultural Land Reserve (ALR).

#### GREENHOUSE GAS REDUCTION

- 6.2.8. Promote active modes of transportation (walking, cycling, wheeling) through the continued development of a safe off-street sidewalks and pathways system.
- 6.2.9. Work with the Provincial Transit Authority to encourage and promote public transit opportunities for Grand Forks.
- 6.2.10. Aim to reduce GHG emissions from City staff and hired contractors travel through various means, including:
  - a) Using walking and cycling instead of vehicles;
  - b) Providing end of trip facilities (e.g. change rooms, showers, bike storage) at City buildings;
  - c) Transition of the City vehicle fleet to low emission vehicles;
  - d) Promotion of public transit, where available;



- e) Allow flexibility for employees to work from home; and
  - f) Ride sharing.
- 6.2.11.** Undertake the preparation, adoption and implementation of a “**Climate Action Plan**” to monitor and achieve community greenhouse gas reduction targets.
- 6.2.12.** Encourage and implement, where practical, the strategies within the City’s Air Quality Management Plan.
- 6.2.13.** Strive to meet the goal of net zero in City and community-wide emissions by 2050.

- 6.2.14.** Encourage and promote the implementation of BC’s Climate Action Charter in order to reduce GHG emissions and protect the natural environment.
- 6.2.15.** Promote high performance and energy efficient building standards.
- 6.2.16.** Encourage the use of ‘**clean**’ technologies in building construction and development, including the provision of priority parking for low or no emission vehicles and electric vehicle charging stations.

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

## 6.3 PUBLIC AND INSTITUTIONAL

### NEIGHBOURHOOD GOALS



Build a vibrant Downtown and reinforce Market Avenue



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

### DISTRICT GOALS



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

### INTRODUCTION AND OBJECTIVES

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

### POLICIES

**6.3.1.** Locate new City-owned buildings within the heart of the City (e.g. Downtown Core) or within Neighbourhood Nodes or Community Centres as identified on ***“MAP 1: Land Use Designations”***. Locate the most prominent City buildings in the Downtown Core with other buildings such as recreation centres located in Neighbourhood Nodes or Community Centres.

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

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

**6.3.3.** When designing public spaces and community facilities, consider climate adaptation measures including:

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

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

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





## 6.4 AFFORDABLE, RENTAL AND SPECIAL NEEDS HOUSING

### NEIGHBOURHOOD GOALS



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



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

### CONNECTING THE CITY GOALS



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

### INTRODUCTION AND OBJECTIVES

Like in many BC communities, housing affordability, accessibility and suitability has emerged as a defining issue in Grand Forks that impacts quality of life and economic development.

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

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

The following policies will help to make the City achieve these targets and create a place where all residents can live in housing that provides them with a good quality of life. Further information on housing is found in [Appendix 2: Land and Housing Analysis](#).

### AFFORDABLE HOUSING POLICIES

- 6.4.1.** Consider creating and implementing an Affordable Housing Strategy by using policies and actions to create an increase in the supply of affordable housing.
- 6.4.2.** Consider managing impacts of short term rentals on rental housing stock through appropriate land use and business licence controls in implementing bylaws.

- 6.4.3.** Support housing affordability by prioritizing higher density residential developments, infill and redevelopment located close to community amenities and support services.
- 6.4.4.** Explore affordable housing development incentives including waiving, reducing, or deferring payment of development cost charges and other planning and development fees for affordable housing projects.
- 6.4.5.** Explore housing agreements, density bonuses, and revitalization tax exemptions to increase provision of affordable and sustainable housing.
- 6.4.6.** Support non-profit organizations and government agencies in their work of sponsoring, developing, and managing supportive housing projects which address special housing needs, including but not limited to needs related to: homeless and at-risk families and individuals; accessibility; seniors; at-risk youth; and second-stage independent transitional housing for women and their children that have experienced gender-based violence.
- 6.4.7.** Support a housing advisory committee with community stakeholders to assess and make recommendations regarding the ongoing housing needs of the community.
- 6.4.8.** Identify City-owned lands to be made available for affordable housing developments.

## 6.5 ARTS, CULTURE, AND SOCIAL DEVELOPMENT

### NEIGHBOURHOOD GOALS



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



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



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



Create diverse employment centres accessible to all residents

### INTRODUCTION AND OBJECTIVES

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

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

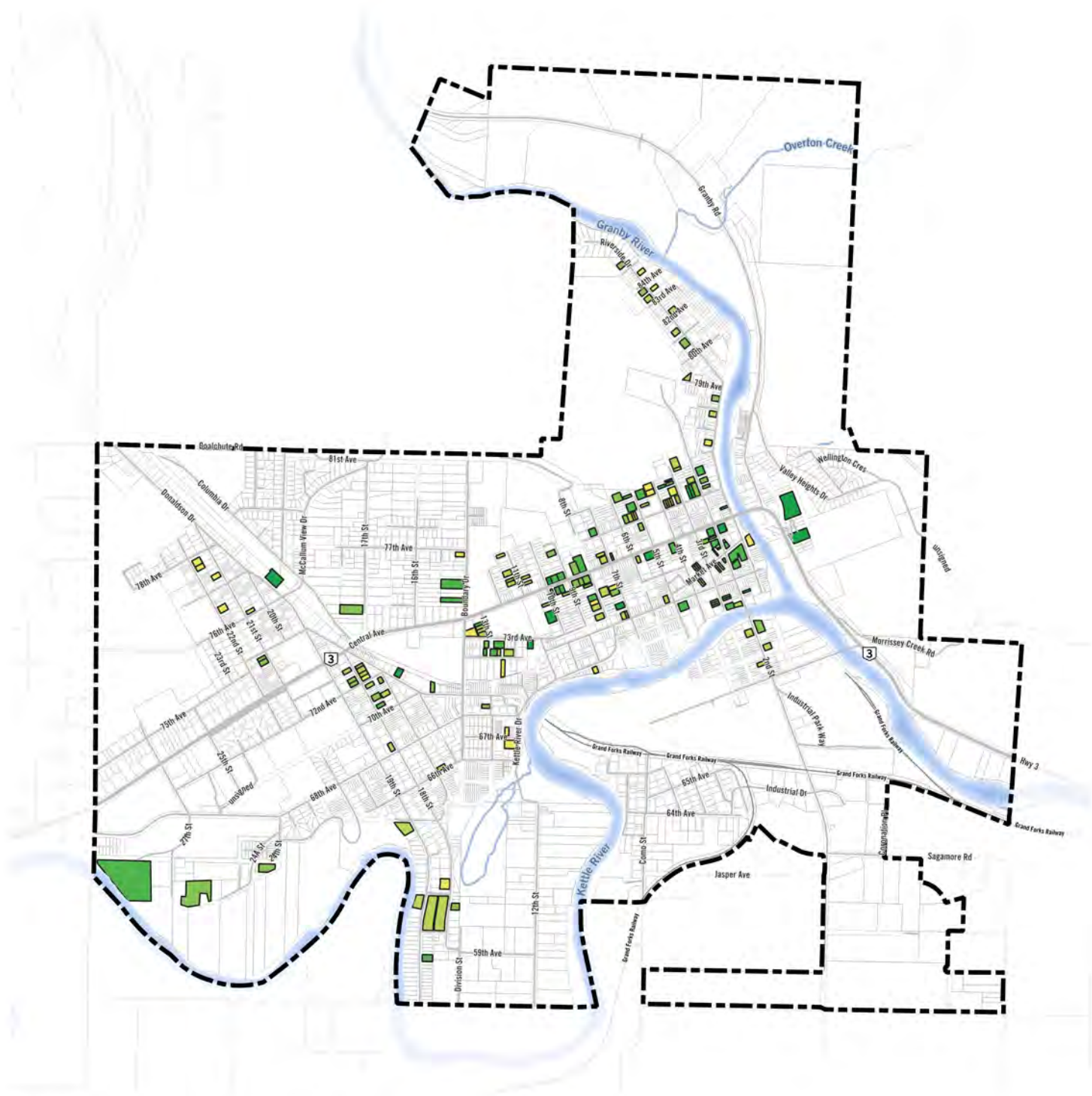
### ARTS AND CULTURE POLICIES

- 6.5.1. Work with regional arts and cultural organizations and artisans to support a blend of cultural attractions, including seasonal festivals and fairs.
- 6.5.2. Support the Downtown Core as the heart of the City by hosting festivals and special events in the Downtown Core.
- 6.5.3. Investigate with community partners the feasibility of enhancing existing facilities for multi-purpose use.

### SOCIAL POLICIES

- 6.5.4. Continue to collaborate with the Regional District of Kootenay Boundary (RDKB) and not-for-profit organizations in the provision of regional social and community services and associated facilities.





## MAP 14: HISTORICALLY IDENTIFIED HERITAGE PROPERTIES (1986)

### Legend

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

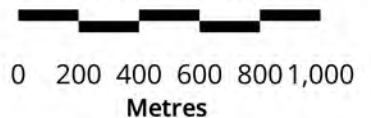
### Identified Heritage Properties by Overall Score

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



NORTH

SCALE: 1:25,000



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



# 6.6 HERITAGE

## NEIGHBOURHOOD GOALS



**Build a vibrant Downtown and reinforce Market Avenue**



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



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

## DISTRICT GOALS



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

## INTRODUCTION AND OBJECTIVES

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

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

The intent of these policies are to:

- Protect and enhance the heritage value and historical role of Market District;
- Preserve the heritage character in designated areas of Grand Forks;
- Encourage the maintenance of heritage buildings, structures and landscapes in a manner that preserves their historic quality and characteristics; and
- Balance and integrate heritage conservation and revitalization objectives with other community initiatives and priorities.

## POLICIES

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

## 6.7 AGRICULTURE AND FOOD SECURITY

### GOALS



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



Enhance ecosystems and protect from degradation

### INTRODUCTION AND OBJECTIVES

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

This section includes objectives and policies that aim to better support sustainable food production in Grand Forks.

### POLICIES

#### URBAN AREAS

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

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

#### RURAL AREAS

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

#### ALR LAND POLICIES

- 6.7.10. Support subdivision layouts that do not encourage future urban encroachment into the ALR or other farming areas.
- 6.7.11. Seek to minimize the effects of farm activities on urban development through policies on visual and spatial separation, reduction of risks, measures for protection of air and groundwater quality, and public awareness of normal farm practices.
- 6.7.12. Encourage developments adjacent to ALR land to demonstrate consideration of the Province of BC's "Guide to Edge Planning"<sup>1</sup>.

<sup>1</sup> ([https://www2.gov.bc.ca/assets/gov/farming-natural-resources-and-industry/agriculture-and-seafood/agricultural-land-and-environment/strengthening-farming/planning-for-agriculture/823100-3\\_edge\\_guide\\_2015.pdf](https://www2.gov.bc.ca/assets/gov/farming-natural-resources-and-industry/agriculture-and-seafood/agricultural-land-and-environment/strengthening-farming/planning-for-agriculture/823100-3_edge_guide_2015.pdf))

## 6.9 SAND AND GRAVEL RESERVES

### GOALS



Enhance ecosystems and protect from degradation



Reduce the impact of high-disturbance businesses on surrounding neighbourhoods

### INTRODUCTION AND OBJECTIVES

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

There are no existing sand and gravel operations within the City and the approximate location of sand and gravel deposits within the City are not mapped at present. Nearby sand and gravel resources in the Regional District of Kootenay Boundary are depicted in the RDKB Rural Grand Forks / Electoral Area 'D' Official Community Plan.<sup>1</sup>

### POLICIES

**6.9.1.** Require sand and gravel operations to use best management practices to reduce impacts on neighbouring properties and along truck routes. Use preventative measures such as controlling hours of operation, dispersion of dust, access, and screening.

**6.9.2.** Permit asphalt plants, concrete plants, gravel crushing, and grading in appropriate locations through issuance of temporary industrial use permits.

**6.9.3.** Require depleted extraction area to be rehabilitated in accordance with provincial objectives and best management practices and used for purposes consistent with the land use designation (*Map 1: Land Use Designations*) and *Official Community Plan* objectives and policies.

**6.9.4.** Limit extent and impacts of sand and gravel extraction in environmentally sensitive areas, and prioritize development in areas of least impact.

<sup>1</sup> [https://rdkb.com/Portals/0/Administration/Documents/Bylaws/Bylaw1555-AreaDRuralGFOCP-Map7\\_TransportationSandGravel.pdf?ver=2020-10-16-161417-683](https://rdkb.com/Portals/0/Administration/Documents/Bylaws/Bylaw1555-AreaDRuralGFOCP-Map7_TransportationSandGravel.pdf?ver=2020-10-16-161417-683)



## 6.10 ECONOMIC DEVELOPMENT

### GOALS



Reduce the impact of high-disturbance businesses on surrounding neighbourhoods



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



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

### INTRODUCTION AND OBJECTIVES

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

### POLICIES

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



# SECTION 7.0 IMPLEMENTATION

## 7.1 IMPLEMENTATION PLANNING

### POLICIES

- 7.1.1. Each year, identify any OCP policies to include in Council's Strategic Plan.
- 7.1.2. Each year, report back to the community on progress made on the previous year's Strategic Plan priorities in the Annual Report.











# SECTION 8.0 DEFINITIONS AND GLOSSARY

## 8.1 DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**MASTER PLAN MEANS** a planning document that provides a conceptual layout of a site to guide future growth and development that includes making the connection between buildings, social settings, and their surrounding environments. A Master Plan shall include: Building Siting, Orientation and Uses; A Landscape Plan; a Phasing Plan; site statistics (density and Gross Floor Areas); a Grading Plan that identifies sloped areas above 20% and demonstrated steps to mitigate environmental impact on these areas; and a Servicing and Stormwater Management Plan. [\*See Appendix 1.\*](#)

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

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

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

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

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

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

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

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

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

## 8.2 INTERNET RESOURCES

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

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

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

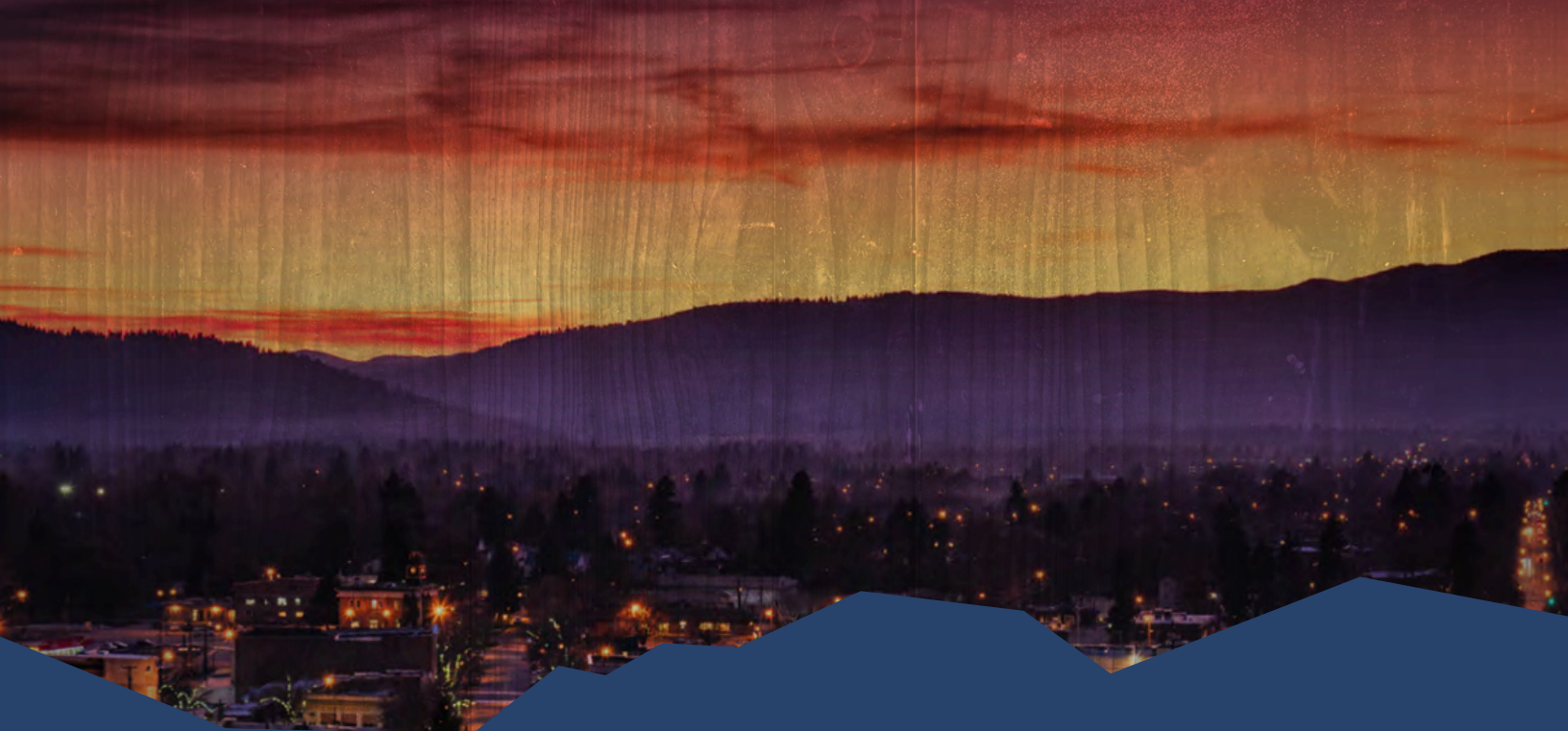
Dark Skies (<https://www.darksky.org>)

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

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

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





# OFFICIAL COMMUNITY PLAN

2022



## APPENDIX 1

# MASTER PLAN REQUIREMENTS

 Peter Kalasz

## 9.1 DEFINITION

An overall plan for a subdivision, rezoning, or large development that often includes supporting studies and report. A master plan is a report or package of reports that

is intended to guide future and the support the vision and rationale for development on a particular area of land.

## 9.2 APPLICABILITY

The City's Official Community Plan (OCP) requires submission of a Master Plan for larger developments and subdivisions.

Specifically they are required for all Neighbourhood Areas (all areas of the City with residential and mixed

commercial / residential land uses - see OCP Map 1) in the following cases:

- Large parcels (greater than 1 hectare) prior to subdivision or development approval
- Attached multi-unit residential developments with 4 units or greater

## 9.3 REQUIREMENTS

A Master Plan should be a comprehensive package of information that provides rationale and supporting studies for a proposed subdivision or development. It is intended to replace the series of individual responses to information requests common with larger planning applications that require several different types of approvals and permits.

The following items are required to be submitted as part of any Master Plan:

4. Site Plan drawn to scale identifying:
  - a. Location of legal property lines and setbacks from property lines of any existing or proposed buildings or structures;
  - b. Road access and parking area(s) and estimated number of parking stalls;
  - c. Landscaping/sidewalks/internal pathways;
  - d. Location of adjacent roads/buildings/structures;
  - e. Drainage patterns;
  - f. Slopes (if applicable);
  - g. Proposed subdivision lines (if applicable); and
  - h. Features that will be kept (e.g. buildings, trees, shrubs, roads, pathways).
5. Elevation drawings (showing all existing and proposed building elevations).
6. Development Permit Application may be required if the subject site is within a Development Permit Area.
7. A Landscape Plan showing:

- a. Proposed landscaping features, plantings and types of plants;
  - b. Existing drainage patterns, slopes and any water features;
  - c. Proposed subdivision lines (if applicable);
  - d. Features that will be kept (e.g. buildings, trees / shrubs);
  - e. Lighting features and strategy considering 'dark skies' design;
  - f. Pedestrian and cycling features – walkways, sidewalks, trails, pathways, outdoor seating areas;
  - g. Fencing/ screening;
  - h. Identification of signage;
  - i. Public art;
  - j. Outdoor amenity space;
  - k. Seating areas; and
  - l. Bicycle parking.
8. Written rationale memo or report describing:
- a. Vision and purpose for the development;
  - b. Number and type of applications associated with the Master Plan (e.g. Development Permit, Development Variance Permit, Subdivision, Rezoning);
  - c. Site context, history and site analysis information (e.g. aerial photo, legal title mapping);
  - d. Policy alignment with the City's OCP or rationale for requesting an amendment(s) including the applicable land use area and any applicable development permit areas;
- e. Compliance with the City's Zoning Bylaw or rationale for requesting a rezoning or bylaw text amendment(s);
  - f. Connections to infrastructure (water, waste water, storm water);
  - g. Transportation servicing and parking provisions on site as well as roads servicing the site; and
  - h. Phasing of the development (expected build out time period or phases).
9. Supporting Technical Studies, which may include:
- a. Storm water / drainage report;
  - b. Servicing study (water, waste water);
  - c. Transportation / Mobility Impact Assessment;
  - d. Geotechnical Report or Investigation;
  - e. Biophysical Impact Assessment or Inventory;
  - f. Environmental Site Assessment;
  - g. Shadow Impact Study;
  - h. Flood Study / Assessment;
  - i. Economic Impact Study / Market Report; and
  - j. Risk Impact Assessment (for heavy industry properties).
10. Applicants may also wish to provide:
- a. 3D visualizations or illustrations;
  - b. Summary of any public or stakeholder engagement; and
  - c. Letters of support from residents or local businesses.

## 9.4 APPROVAL PROCESS

**Step 1** - Submission of the Master Plan with the associated planning and/or development application(s) e.g. Development Permit, Development Variance Permit, Subdivision, Rezoning).

**Step 2** - Staff review of the Master Plan and associated applications for completeness. City staff will work with the applicant if anything is missing.

**Step 3** - Staff report is prepared for Council with the Master Plan and associated applications.

**Step 4** - If the application is for an application under the decision-making authority of Council (e.g. rezoning, Development Permit or Development Variance Permit) the Master Plan is considered supporting documentation to the formal application and will be treated as such.

If the application is for a subdivision, the Master Plan will go to Council for a comment and Council should provide a motion of support, non-support, or a recommendation for further work with details to be specified to the applicant. The applicant can then continue the subdivision approval process or return to Council with changes to the Master Plan.





Site Plan Example

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## APPENDIX 2

# LAND AND HOUSING ANALYSIS

 Peter Kalasz

## 10.1 OVERVIEW

The OCP is a vision for the future. However, it is important to understand the City's current situation in terms of historic growth, population distribution, potentially developable land, housing stock and trends. This Appendix of the OCP provides a summary of the City's past and present housing and land needs.

Cities are shaped by numerous factors that can be described by key statistics that include housing stock composition, availability of undeveloped land, land use distribution, population trends (aging, growing/shrinking), and overall cost of living.

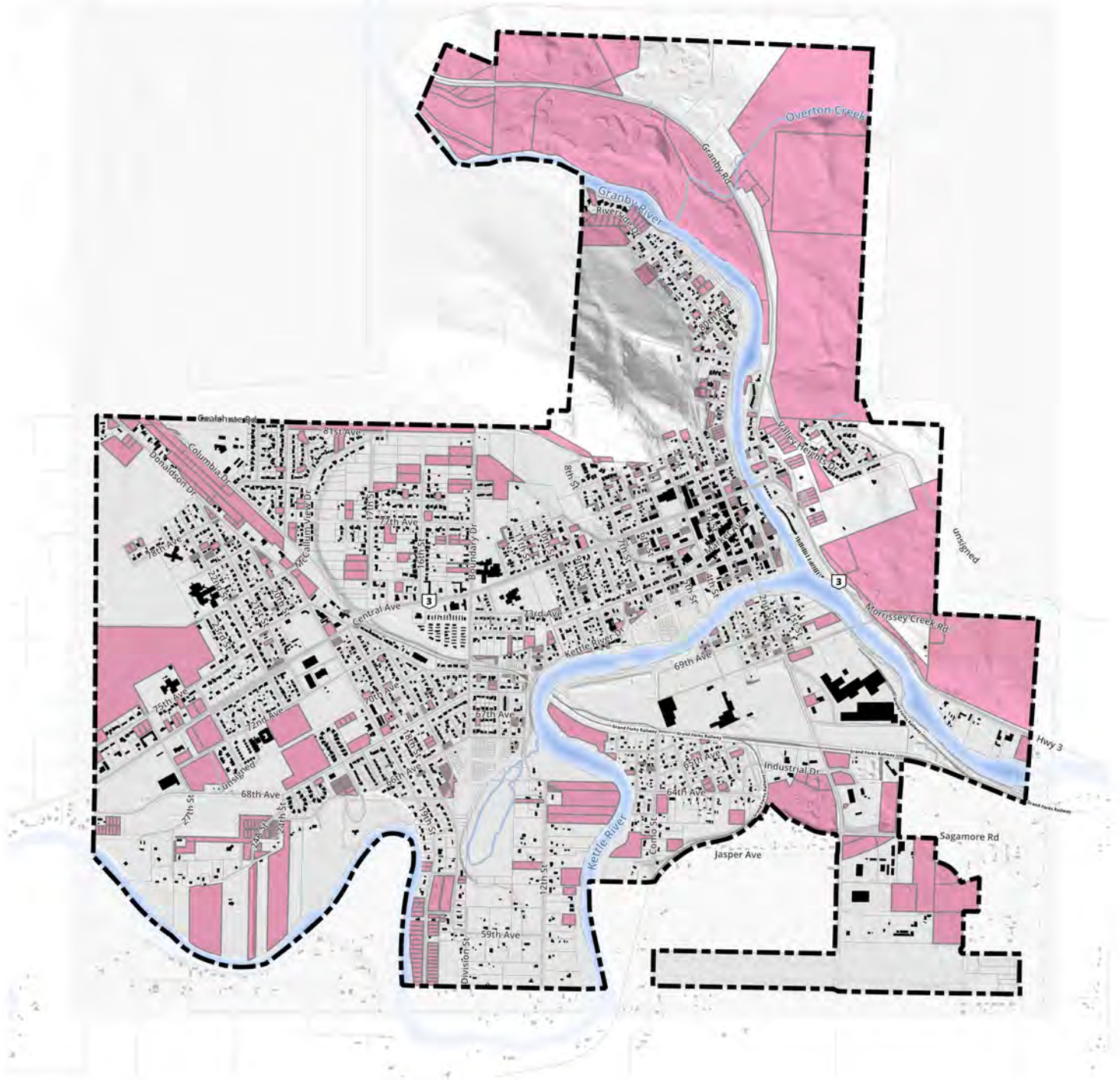
## 10.2 VACANT LAND INVENTORY

The availability of vacant land is a key market factor for City growth and development trends. A lack of vacant land without natural hazard or environmental constraints means development will occur mainly as redevelopment and OCP policy must respond to that reality. Plenty of vacant land means there will likely be pressure to develop these sites first and redevelopment may linger or require incentives if desired as a priority. The location of vacant land is also important as vacant land with servicing (water, sewer) nearby will have a much higher return on investment for the City versus vacant land without servicing.

***"Map 15: Vacant Parcels (2021)"*** identifies the existing vacant land distribution and pattern within Grand Forks, as determined in 2021. There does not appear to be large tracts of suitable and easy to develop land within the City at this time. The large areas of vacant land shown on ***"Map 15: Vacant Parcels (2021)"***, are mainly brownfield industrial properties that require remediation prior to future development or environmentally sensitive lands due to steep slopes, wetlands, flooding or other factors.









The most significant opportunity for filling in the City's vacant land is within the numerous infill properties that are sprinkled throughout the City and can be easily serviced by the City's water and sewer system, as well as a few mid-sized parcels in the west end. As many municipalities have discovered, infill and redevelopment are financially sound patterns of development compared to extending services.





**MAP 15: VACANT PARCELS (2021)**

**Legend**

-  City of Grand Forks
-  Roads
-  Railway Lines
-  Rivers
-  Streams
-  Parcels
-  Building Footprints
-  Vacant Land



**NORTH**

**SCALE: 1:25,000**



0 200 400 600 800 1,000  
Metres



## 10.3 DEMOGRAPHICS AND GROWTH

The City of Grand Forks' population has fluctuated over the past few decades. After strong growth in the early 1980s, population decreased then began to stabilize. In the 1990's, population grew steadily and peaked in 1997 around 4,200 residents. This has been followed by a decade of relatively little change in the 2000's and in recent years the population has been declining to a point where in 2010 (BC Stats), the City's population fell to below 4,000 residents for the first time in over fifteen years. Recently, interest in the City has been increasing along with housing prices, perhaps due in part to the COVID-19 pandemic. Thus, this OCP must attempt to create a vision to rally excitement and stabilize the downward population trend as well as ensure that growth doesn't outstrip affordability or create other ills of rapid growth.

### HOUSING TYPES

The majority of Grand Forks' existing housing stock (77%) is single detached (low density) housing.

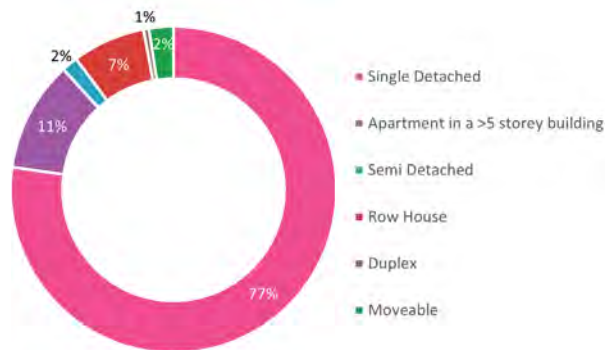


Figure 10.1: Existing Housing Types

### HOUSEHOLD COMPOSITION

The majority of households in Grand Forks are made up of either 1 or 2 people (77%).

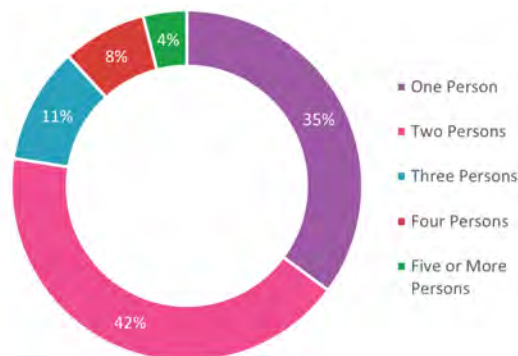


Figure 10.2: Existing Household Composition

Figure 1.1 and Figure 1.2 show that 77% of Grand Forks' population is 1-2 person households in single-detached houses. Some of these households may be better served by smaller unit types (Accessory dwelling units, duplexes, row houses, apartments) pointing to a need for greater housing diversity.

### HOUSING COSTS

The median monthly shelter cost for rented dwellings is \$820. The median monthly shelter cost for owned dwellings is \$604. These values are lower than the BC average of \$1,036 and \$1,149, respectively.

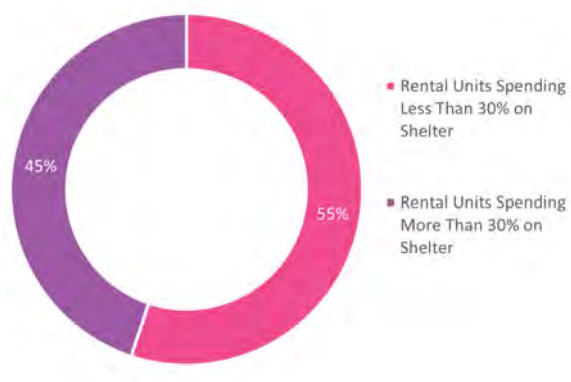


Figure 10.3: Costs of Owned and Rental Units

Figure 1.3 shows there is generally better affordability in owning versus renting a home.

### AFFORDABILITY OF RENTAL UNITS

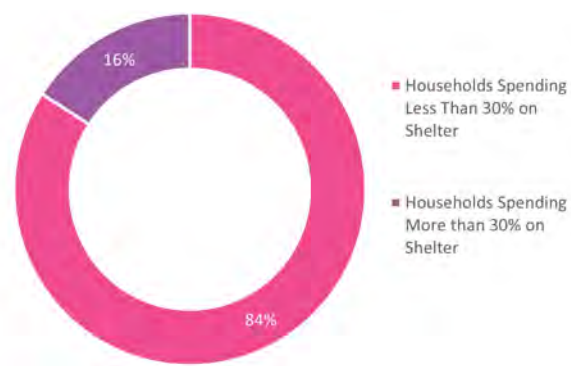
44.9% (175 units) of rental unit occupants are spending 30% or more of their income on shelter costs.



**Figure 10.4: Rental Units Spending More than 30% on Shelter**

### AFFORDABILITY OF OWNED UNITS

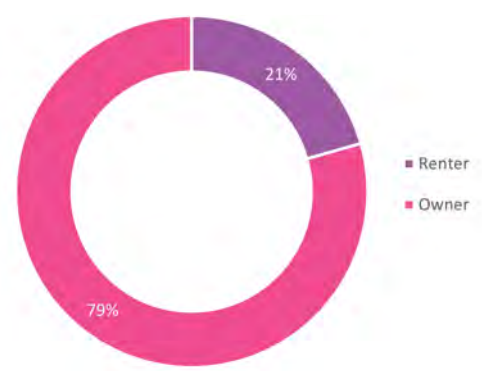
The total number of all households spending 30% or more of their income on shelter costs is 230 (15.9%).



**Figure 10.5: Percentage of Owner Households Spending More Than 30% on Shelter**

### PERCENTAGE OWNED AND RENTED

21% of houses in Grand Forks are Rental Units (385 of 1870 total units), compared to 38% across BC.



**Figure 10.6: Percentage of Owned and Rental Housing Units**

### IMPLICATIONS

Why do these statistics matter?

Healthy cities with sustainable and robust economies are inclusive and provide a healthy population and housing stock balance for all types of people and households (see R. Florida, Rise of the Creative Class). Ensuring that Grand Forks remains a place for everyone is vital to the City's present and future success. Historic population loss has created a desire to grow, and at a minimum, return to historic population numbers. How this is achieved matters. How will Grand Forks grow while avoiding some of the pitfalls faced by other high-amenity municipalities, such as lack of affordability, shrinking working class and youth segments? This OCP aims to address those matters in the sections to come through vision and policy.



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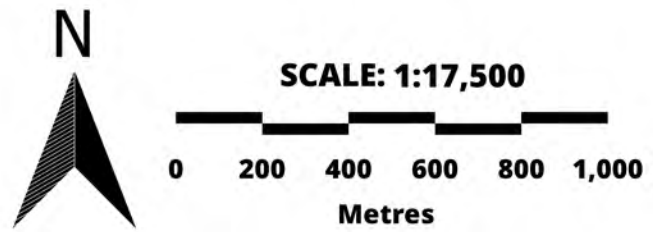
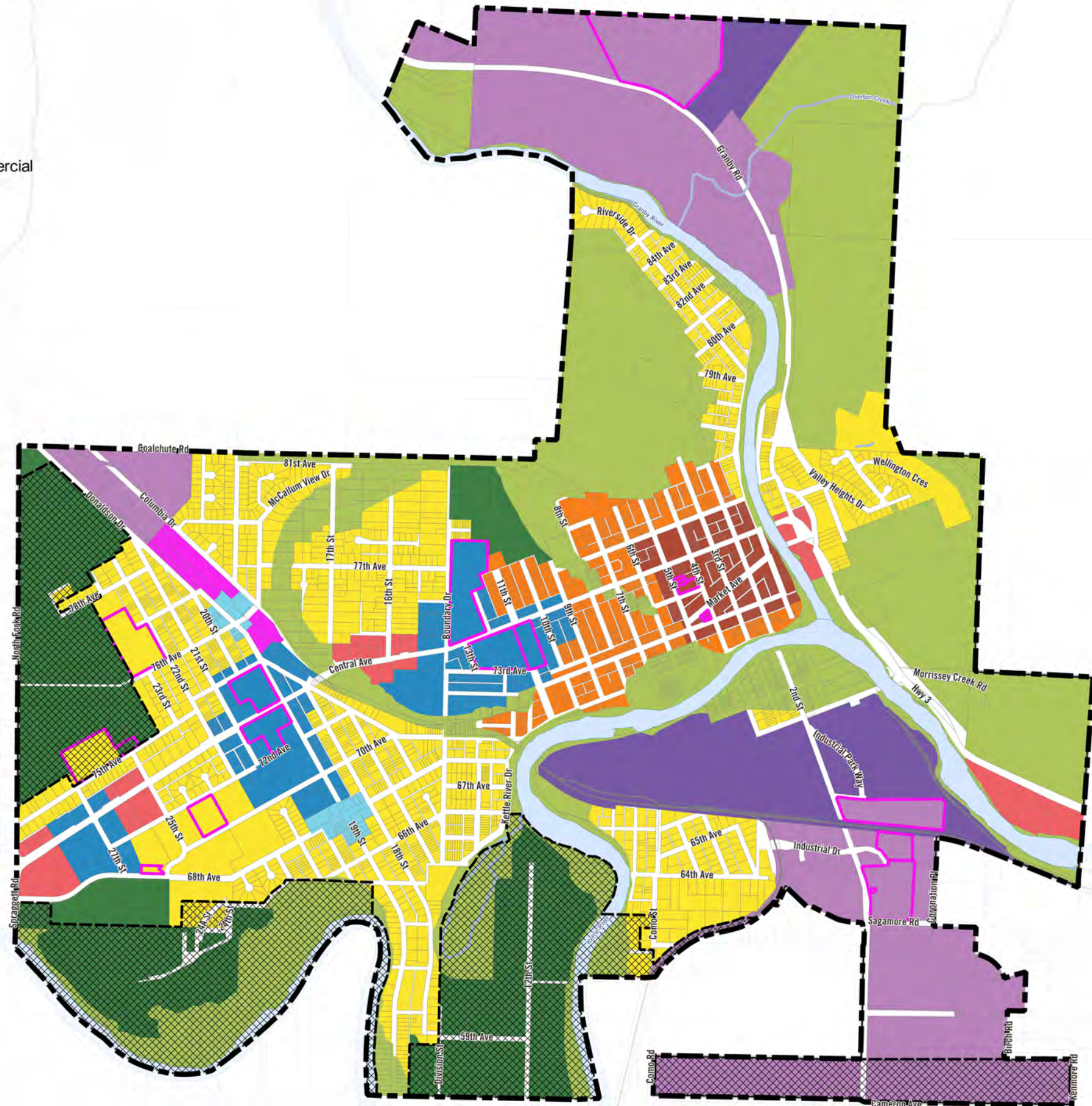
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# MAP 1: Land Use

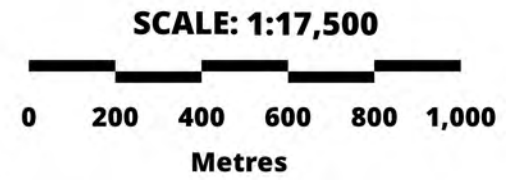
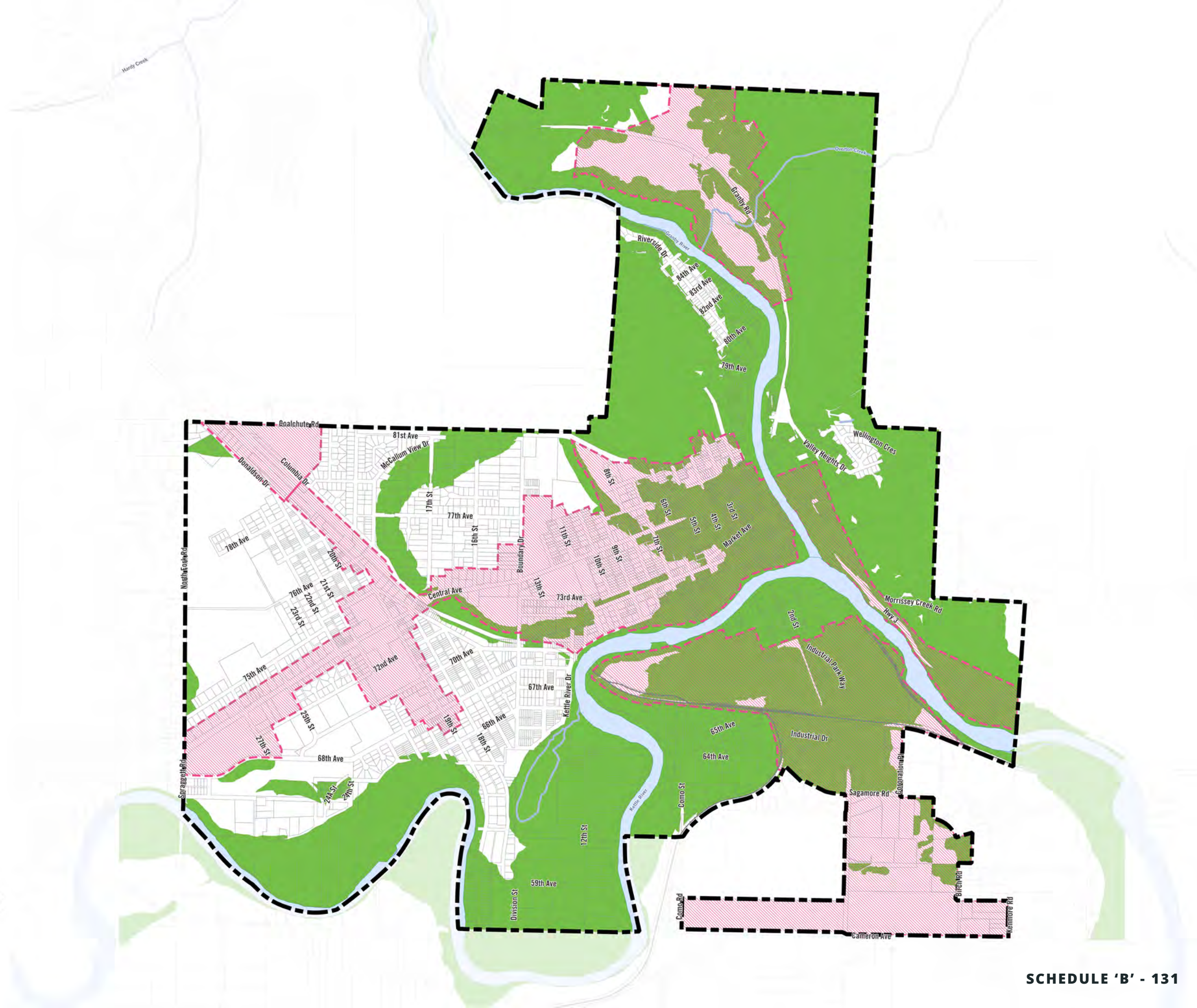
- Legend**
-  City of Grand Forks
  -  Agricultural Land Reserve
  -  Current Institutional Uses
- Land Use**
-  ENV - Environmental
  -  AG -Agricultural / Rural
  -  RN - Residential Neighbourhood
  -  GDT - Greater Downtown Neighbourhood
  -  NN - Neighbourhood Node
  -  CH - Community Hubs
  -  DT - Downtown Core
  -  HT - Highway and Tourist Commercial
  -  MU - Mixed Use Corridor
  -  LI - Light Industrial
  -  HI - Heavy Industrial





## MAP 2: Areas Covered by a Development Permit Area


- Legend**
-  City of Grand Forks
  -  Parcels
  -  Character Development Permit Areas
  -  Environmental Development Permit Area





# MAP 3: Flood Hazard Development Permit Area




## Legend

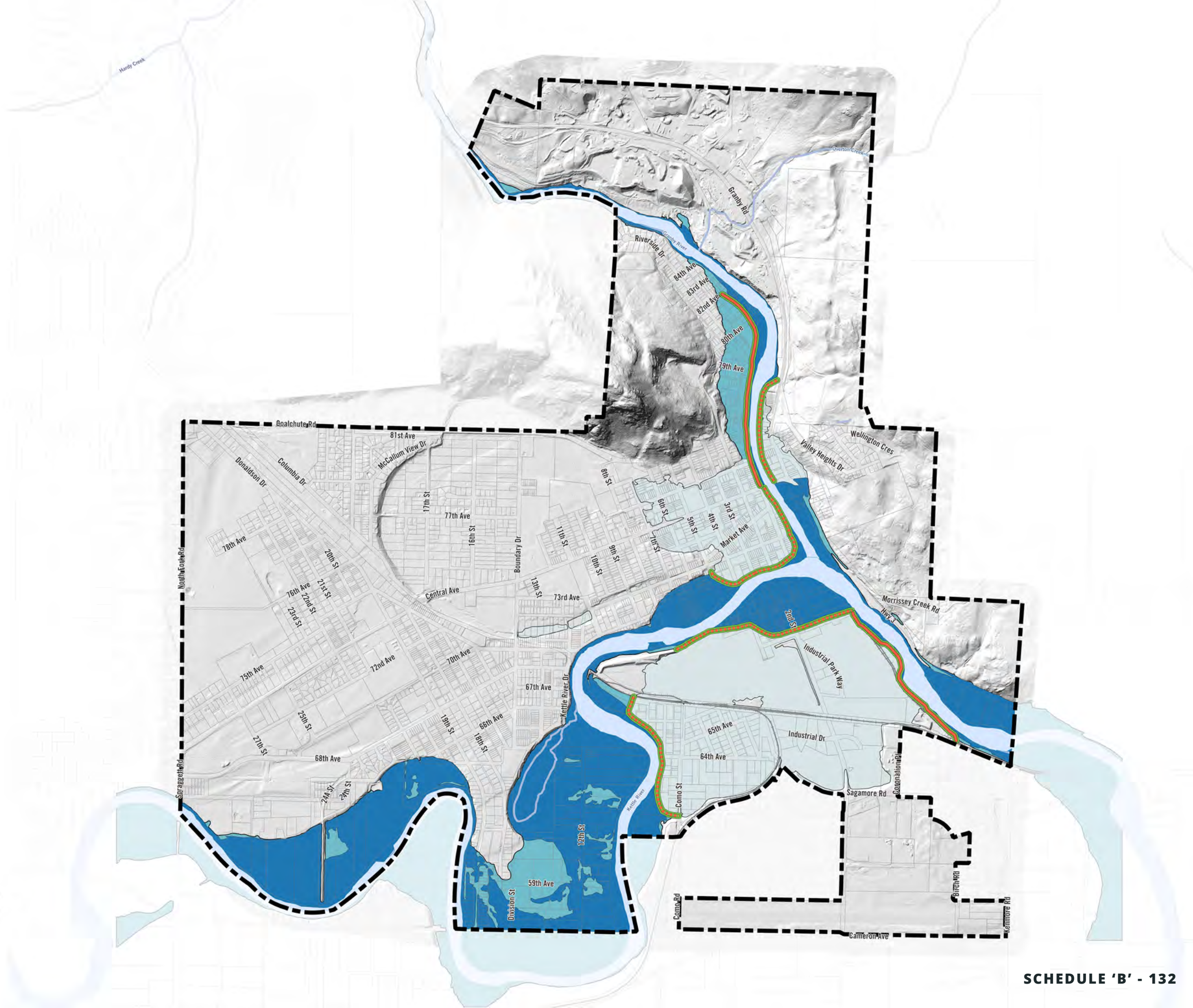
 City of Grand Forks

### Dikes

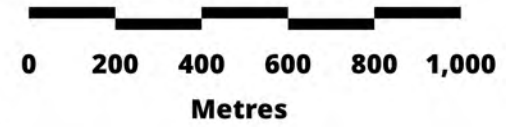
-  Existing Dike
-  Proposed Dike
-  Existing & Future Dike Footprint
-  Existing & Future Dike 7.5m Setback
-  Proposed Dike Footprint

### FloodAreas

-  25-Year Floodway  
(4% Annual Exceedance Probability)
-  200-Year Protected Floodplain  
(0.5% Annual Exceedance Probability)
-  200 Year Unprotected Floodplain  
(0.5% Annual Exceedance Probability)





SCALE: 1:17,500











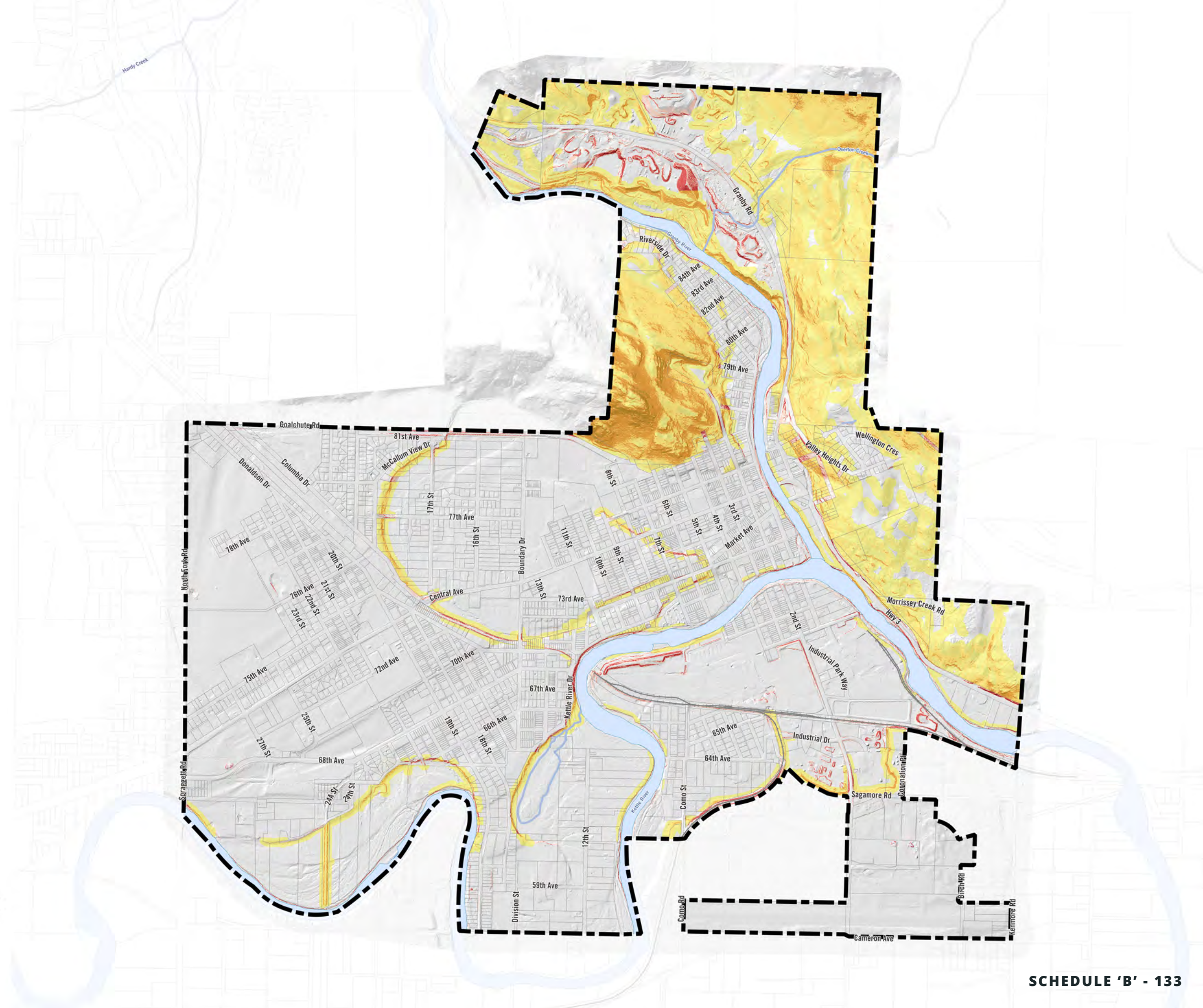
# MAP 4: Steep Slopes Development Permit Area

## Legend

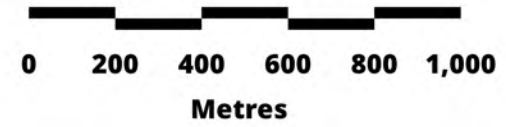
-  City of Grand Forks
-  Steep Slopes DPA Area

### > 30 % Slopes

- Band 1 (Gray)
-  ≤ 30
-  30 - 60
-  60 - 90
-  90 - 120
-  120 - 150
-  > 150





SCALE: 1:17,500







# MAP 5: Riparian Areas and Sensitive Ecosystem Development Permit Area

## Legend

-  City of Grand Forks
-  Riparian Area & Sensitive Ecosystems DPA

### Sensitive Ecosystems

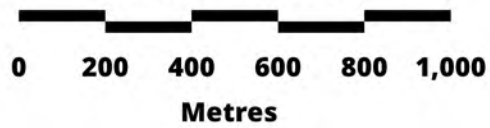
-  Sensitive Ecosystems
-  Other Important Ecosystems

### Wetlands & Riparian Areas

-  Riparian Areas
-  Wetlands
-  Lakes and Ponds
-  Seasonally Flooded Fields



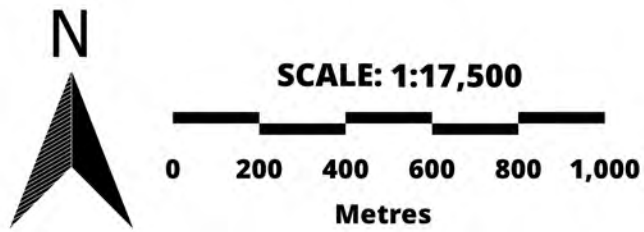
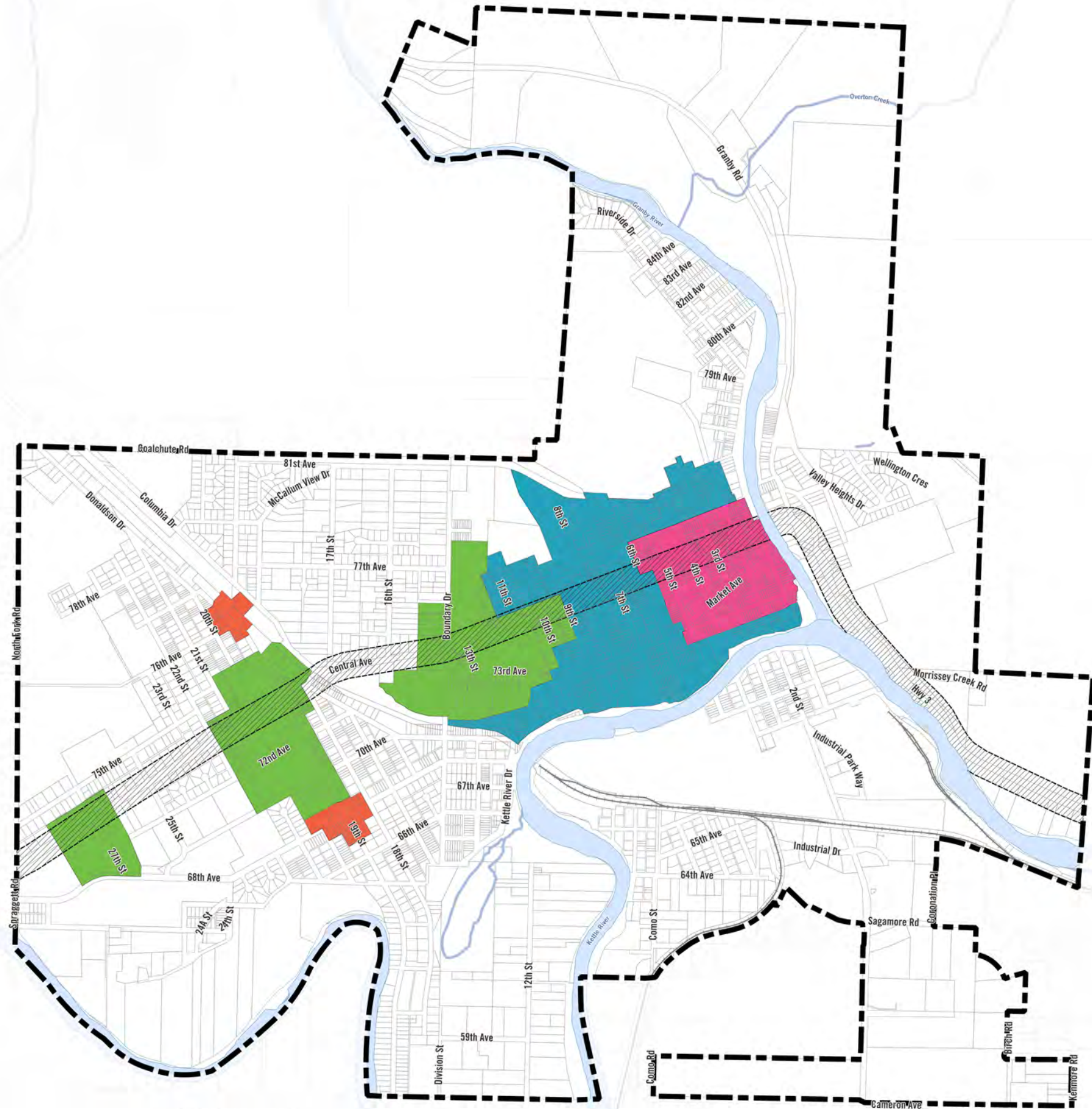
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# MAP 6: Neighbourhood Development Permit Areas

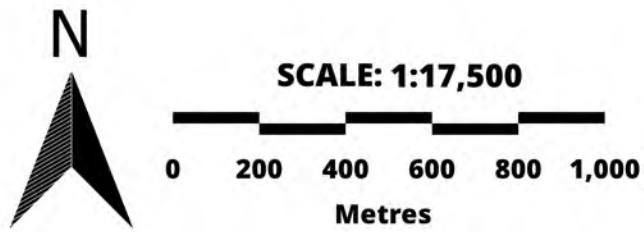
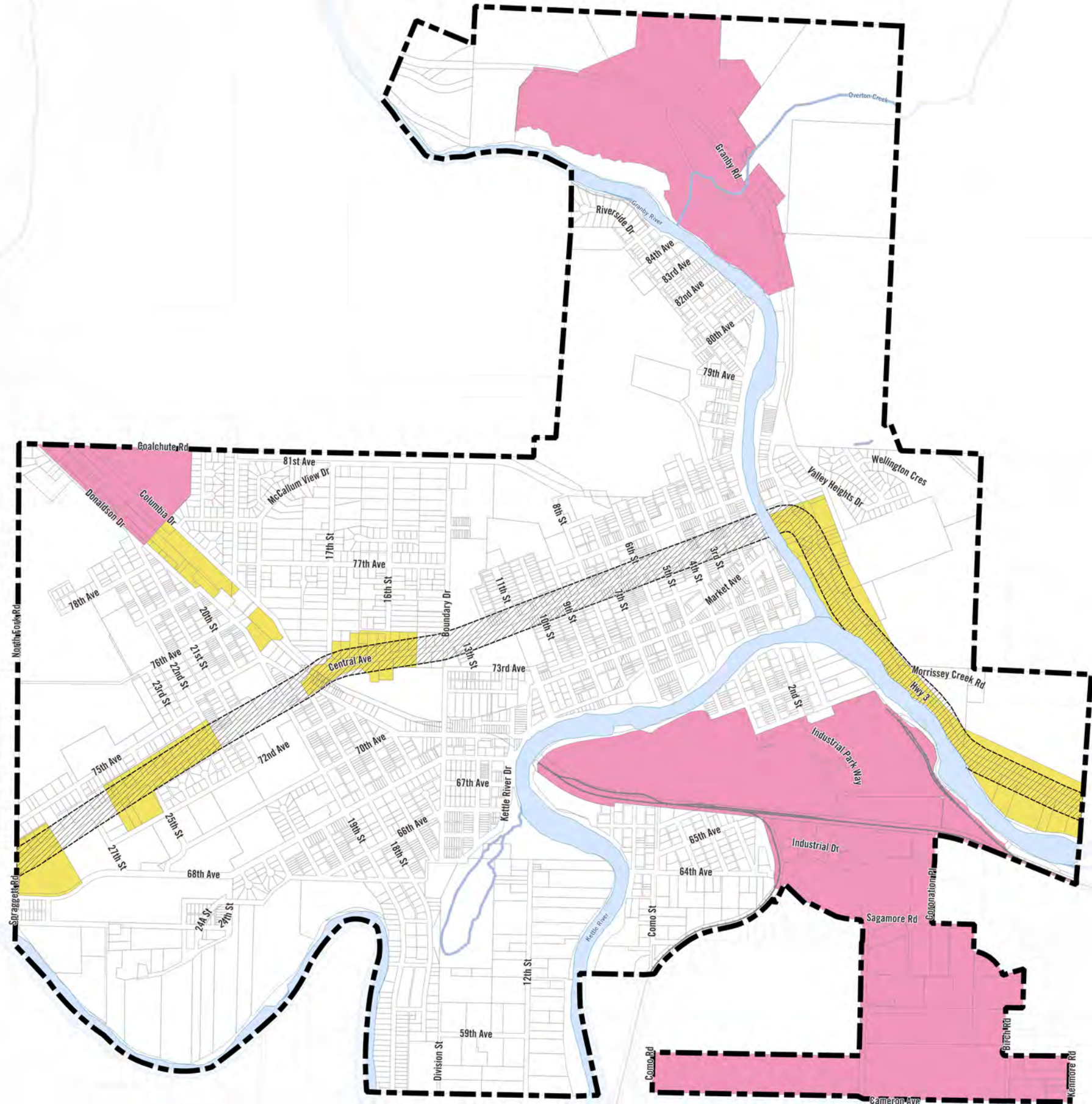
- Legend**
-  City of Grand Forks
  -  Highway 3 Corridor
  -  HD - Historic Market District
  -  GDT - Greater Downtown Infill
  -  CC - Community Centres
  -  NN - Neighbourhood Nodes





# MAP 7: District Development Permit Areas

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

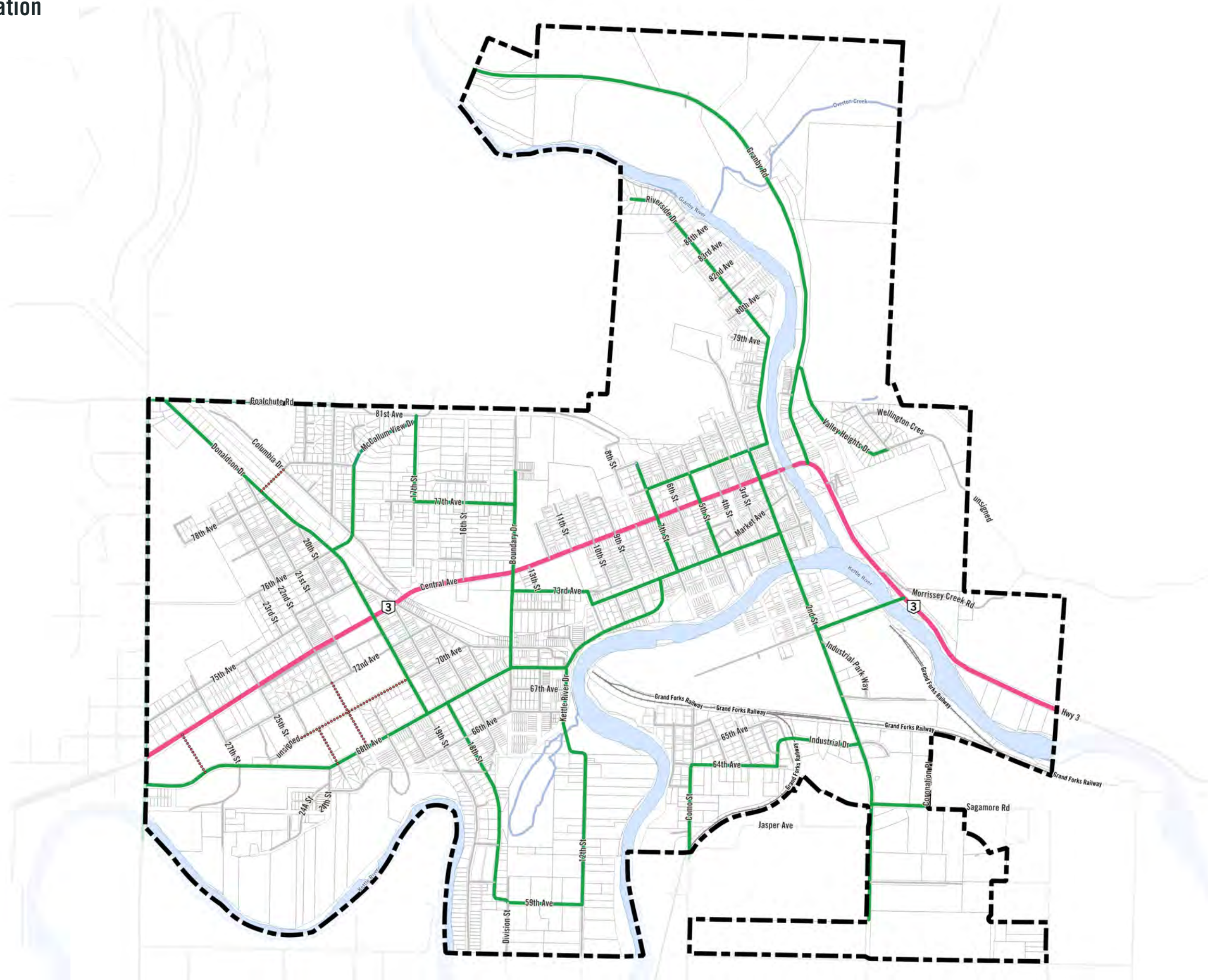




# MAP 8: Existing and Future Road Transportation

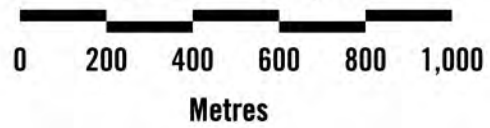
## Legend

-  City of Grand Forks
-  Railway Lines
-  Roads
-  Rivers
-  Streams
-  Parcels
-  Arterial Road
-  Collector Road
-  Local Road
-  Potential Future Road Connections



NORTH

SCALE: 1:17,500
















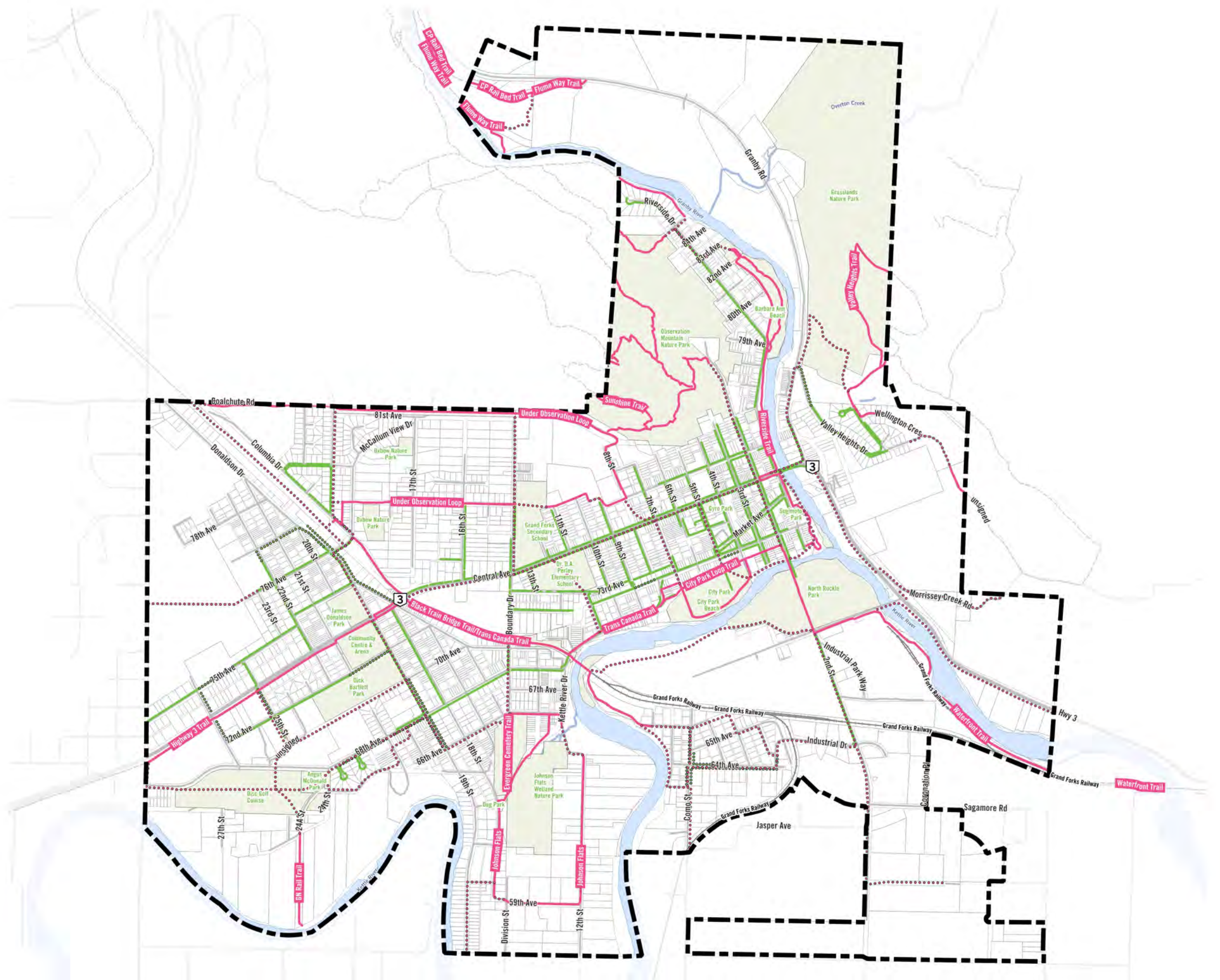
NAD 83 / UTM Zone 11N



# MAP 9: Pathways and Trails

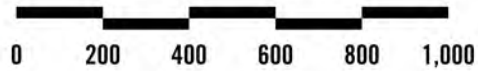
## Legend

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



NORTH

SCALE: 1:17,500












Metres

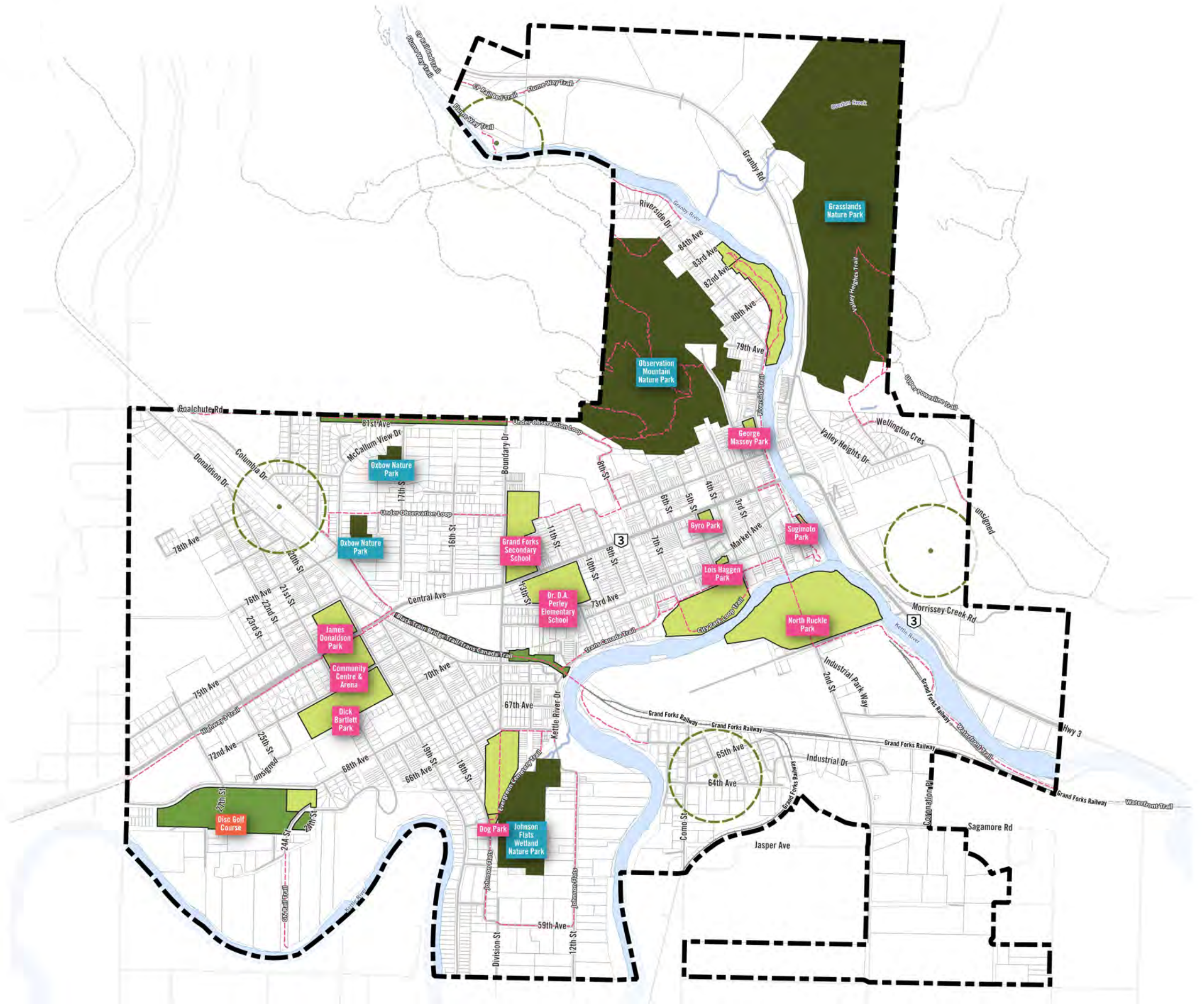
NAD 83 / UTM Zone 11N



# MAP 10: Parks, Open Space and Recreation

## Legend

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



NORTH

SCALE: 1:17,500



Metres

NAD 83 / UTM Zone 11N



# MAP 11: Infrastructure: Water Service

## Legend

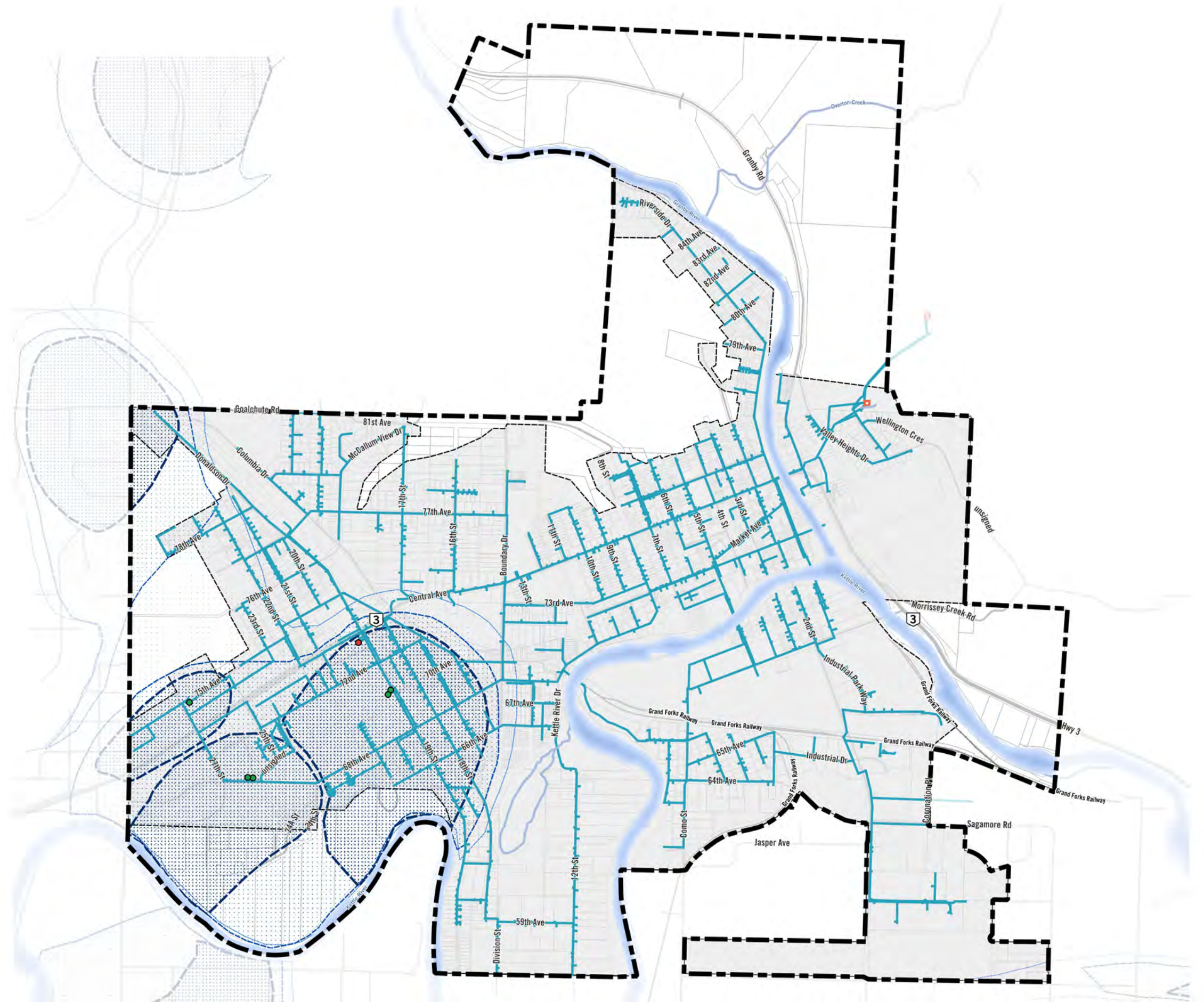
-  City of Grand Forks
-  Rivers
-  Streams
-  Railway Lines
-  Roads
-  Parcels

## Wells

-  City of Grand Forks Wells
-  Inactive City Wells
-  Water Reservoirs
-  Water Lines

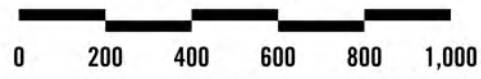
## Well Recharge Areas

-  5 year
-  10 year
-  25 year
-  Water Service Area



NORTH

SCALE: 1:17,500







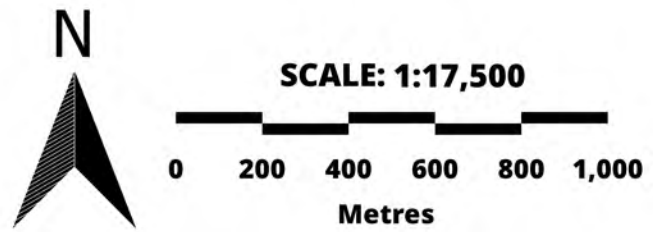
Metres

NAD 83 / UTM Zone 11N

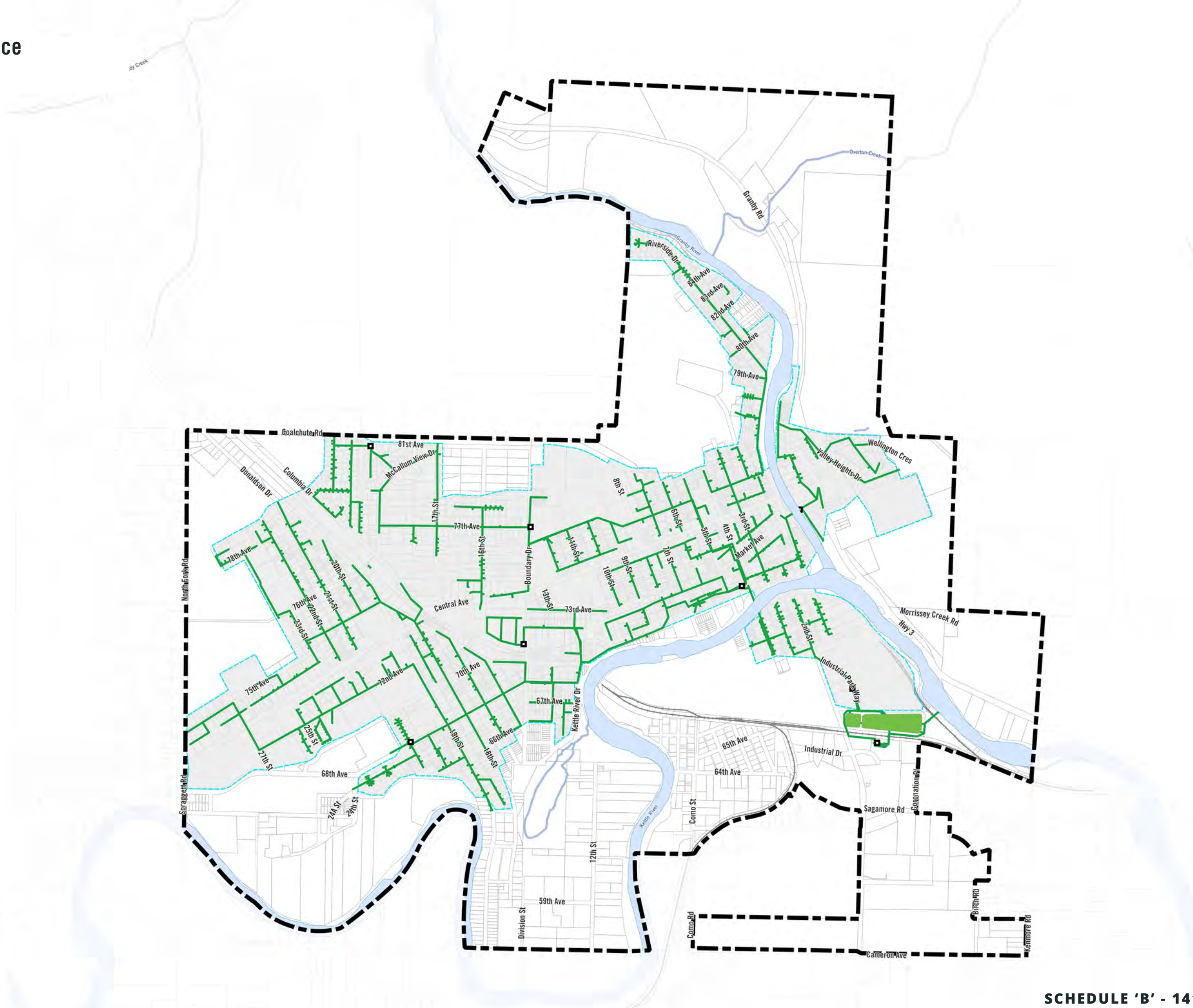


# MAP 12: Infrastructure: Sanitary Service

- Legend**
-  City of Grand Forks
  -  Approximate Serviced Sewer Area
  -  Sanitary Main
  -  Sanitary Lagoon










NAD 83 / UTM Zone 11N








# MAP 13: Infrastructure: Stormwater Service, Natural Assets, and Groundwater Protection

## Legend

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

## Well Recharge Areas

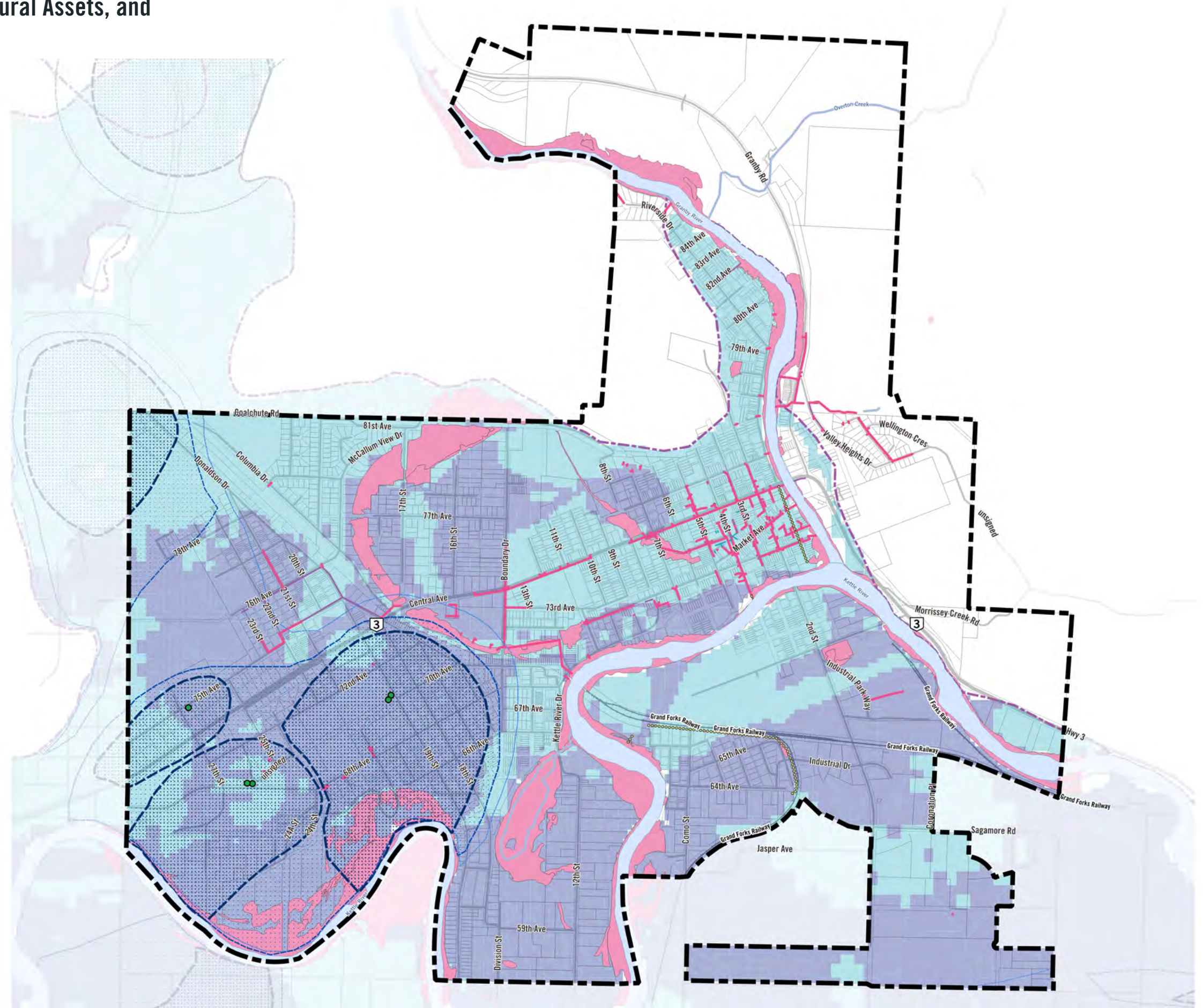
-  5 year
-  10 year
-  25 year

## Stormwater Mains

-  Active
-  Proposed
-  Unclassified
-  Unknown
-  Aquifer Boundary
-  Wetlands & Riparian Areas

## Aquifer Vulnerability

-  Low
-  Moderate
-  High



**SCALE: 1:17,500**

0 200 400 600 800 1,000

**NORTH**

Metres

NAD 83 / UTM Zone 11N








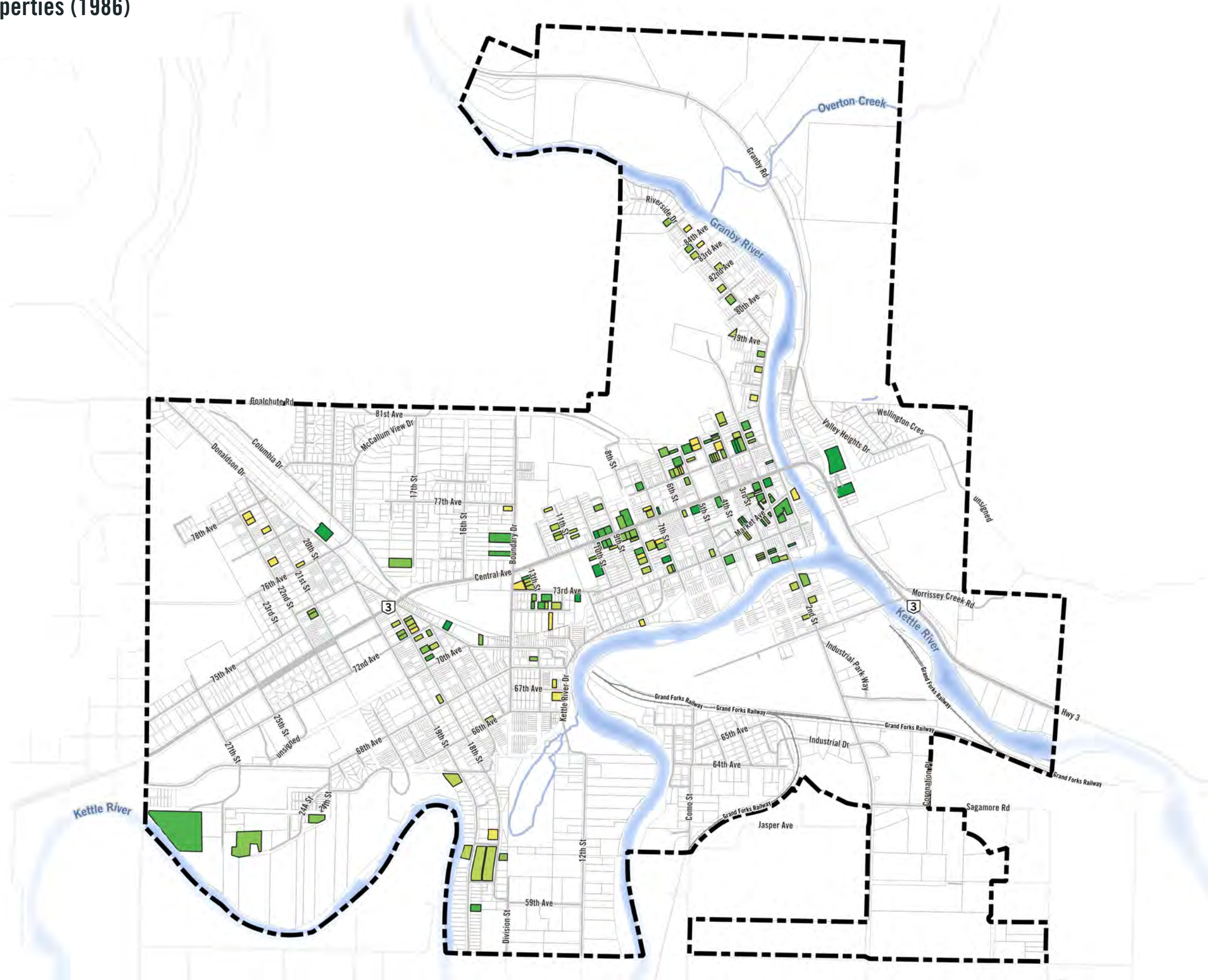
# MAP 14: Historically Identified Heritage Properties (1986)

## Legend

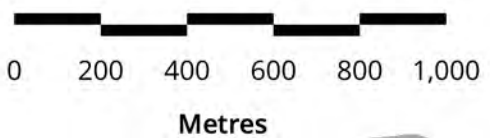
-  City of Grand Forks
-  Railway Lines
-  Roads
-  Rivers
-  Streams
-  Parcels

## Identified Heritage Properties by Overall Score

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



SCALE: 1:17,500







# MAP 15: Vacant Parcels (2021)

## Legend

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

## Vacant Land Inventory

-  Building Footprints
-  Vacant Land

