

APPENDIX A



OFFICIAL COMMUNITY PLAN



URBAN
systems

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1.0 Overview

1.1 Purpose of An Official Community Plan

In 2012, the District of Kent (The District) initiated a review and update of its 2001 Official Community Plan (OCP). The District retained Urban Systems – a planning, engineering, environmental science, and design firm – to work in partnership with the District and residents to develop the updated OCP. This document – *Kent 2040* – is the result of that planning process. The purpose of the document is to set a long-term vision for the District and outline policies and guidelines to achieve sustainable growth and prosperity through 2040.

An OCP is a future oriented document that describes how a community wishes to evolve over the short, medium, and long term. An OCP sets out goals and supporting policies, informed through extensive public engagement, that reflect the desires of the community on a broad range of issues – from land use and economic development to transit and agriculture. While an OCP is not a regulatory tool (e.g. a zoning bylaw), it is a critical document that serves as the foundation for all policies, regulations, and decisions affecting local land use and development.

The British Columbia *Local Government Act* (LGA) requires that all OCPs contain policies to address certain key issues. However, the LGA also allows for flexibility so that a municipality may address its own, unique priorities. A description of these required and optional policies are found in Figure 1 below.

Figure 1: Local Government Act – OCP Required & Optional Policies

OCP <u>Must</u> Contain	OCP <u>May</u> Contain
Statements & Map Designations Regarding: 1. Location, amount, type and density of residential development to meet housing needs over at least 5 years. 2. Location, amount, and type future commercial, industrial, agricultural, recreational and public utility land uses. 3. Location of sand and gravel deposits suitable for future extraction. 4. Restrictions on use of land subject to hazardous conditions or environmentally sensitive to development. 5. Approximate location and phasing of any major road, sewer and water systems. 6. Approximate location and type of present and proposed public facilities, including schools, parks and waste treatment disposal sites. 7. Regional context statement if a regional growth strategy is in place. Housing policies addressing affordable, rental, and special needs housing. Targets, policies, and actions for the reduction of greenhouse gas (GHG) emissions.	• Policies on social needs, well-being & social development. • Policies on maintenance & enhancement of farming on land in farming area or area designated for agricultural use in an OCP. • Policies on protection & preservation of natural environment, ecosystems, and biological diversity.

As per the Local Government Act, an OCP does not commit or authorize a municipality to proceed with any project that is specified in the plan.

1.2 Community Overview

The District of Kent is situated in the Fraser Valley, along the north side of the Fraser River. The District extends from the community of Harrison Mills, 22 kilometres (13.5 miles) northeast along the river to Ruby Creek (see Maps 1 and 2). The Village of Harrison Hot Springs, a separate municipality, is carved out of the Kent municipal limits, at the south end of Harrison Lake. There are six First Nation reserves located adjacent to the District of Kent, and they are all under separate jurisdiction. The Sto:lo Nation is a tribal council which includes Seabird Island, Cheam, and Scowlitz First Nations. First Nation people are also represented by Sts'ailes, Yale, and Chemil First Nations. Reserves adjacent to Kent include Lukseetissum, Wahleach Island, Seabird Island, Tseatah, Scowlitz, and Sts'ailes.

Kent is a large municipality, some 19,374 hectares (47,870 acres), consisting of Fraser River Floodplain and various uplands and mountains. The majority of the floodplain is devoted to agricultural uses, except for the Agassiz townsite, which serves as the District's residential, commercial, industrial, and institutional hub. Other significant land uses within the floodplain area include two Federal correctional facilities, a Federal agricultural research facility, the UBC dairy Education and Research Centre, and small-scale industry – the largest being Britco and Rimex.

Over the past 50 years, significant new residential development has been added near Agassiz, particularly south of the original townsite. This new development has consisted of predominantly single-family homes, with secondary development consisting of infill. Residential development has been primarily focused within the Agassiz townsite. This is largely due to the surrounding Agricultural Land Reserve (ALR), which has maintained Agassiz as a compact community. Limited development has also occurred to date in the Mount Woodside area, west of Agassiz.



District of Kent – Aerial View

Map 1: Regional Context

Map 2: Location Map

1.3 Planning Process

As part of the current Official Community Plan (OCP) review and update process, the District of Kent led an extensive public consultation process to engage local community members and solicit feedback on key issues, priorities, and potential directions of the OCP.

Public Community Forum

The Public Community Forum (The Forum), held on April 30, 2013, kicked off the public engagement process of the project and provided community members with the opportunity to learn more about the OCP review and update process, meet members of the project team, and begin a discussion around key issues such as:

- A vision for Kent in 2040;
- Locations for residential, commercial, and industrial growth; and
- Other important issues.

The Forum included two, two-hour sessions, which were held in Agassiz at the Heritage Coffee House and Friendship House. The goal of the event was to introduce the project to the community and identify a wide range of issues and priorities to be addressed in greater depth during Workshop Week.



Workshop Week

From June 4 – 6, 2013, the District held six public workshops and three drop-in sessions to solicit detailed feedback around key topic areas identified in April's Public Community Forum. The interactive sessions were held at venues throughout the District and addressed the following topics:

- Amenities;
- Residential, Industrial and Commercial Growth;
- Agriculture;
- Planning for Kent's Youth;
- Transportation and Servicing; and
- Preliminary Land Use and Policy Directions.



Approximately 190 community members participated in the above two events. The purpose of the events were to work with community members to identify important issues facing the District and begin to form a vision and key concepts for a draft OCP to be presented in the fall.

Public Community Forum, April 2013



Participants at OCP Workshop Week, June 2013

PlaceSpeak

In addition to the in-person events, community members also engaged with the OCP through the project's dedicated web page, hosted by the community consultation site, PlaceSpeak. The project page, updated regularly, contained relevant background documents and materials, online surveys, and information regarding project progress, event highlights, and upcoming events. The page received over 700 unique views and served as an invaluable means to continue public engagement between events and provide an ongoing record of the OCP review and update process.

Print Articles

During the planning process, several newspaper articles appeared in the Agassiz Harrison Observer about the project. The articles served as an important tool to reach a broad range of local community members and to disseminate key information. A number of community members noted to the project team that the articles prompted their interest and participation in the project.

Agassiz Harrison Observer Friday, May 3, 2013 3

News

New OCP will look to 2040

Kent looking for public input on updates to guiding document

Jessica Peters
THE OBSERVER

The Official Community Plan is an important guiding document for city planning, and one that needs regular review by staff, council and the community at large.

And the time for review in the District of Kent is here. The community's OCP was first adopted in 1981, and then updated in 1994 and 2001.

A public discussion to begin updating the OCP kicked off officially on Tuesday, with an informal meeting at Heritage Coffee House in the afternoon and a more formal presentation in the evening at the Friendship House. There were maps, interactive idea boards, questionnaires, and representatives from Urban Systems, the company helping guide the changes to the Kent's OCP.

Tina Atva, Urban Systems, said that most OCPs are looked at every five to 10 years, to properly reflect the changing needs of communities. In Kent, the review and update

will aim to look about 27 years into the future, planning into the year 2040.

Over the last 10 years, Atva said the District of Kent has grown at an average rate of .76% — well below the expected rate of growth of 1.4%. It is one of the slowest growing municipalities in the fast growing FVRD. Only Hope places lower, with a decrease in growth over the past ten years.

At the current rate of expected growth (.75%), there could be 1,200 more people in the District of Kent by 2040. While that projected growth may not seem like a lot of bodies, that's an increase of 24% of the current population.

And with that growth, the District will have to find ways to accommodate associated growths in commercial space, housing, farming, and industrial business growth. Some of the maps presented on Tuesday highlight potential areas for growth and development within the District. Some of the area targeted for growth include the former

maintenance yard, Mt. Woodside, the downtown area, Harrison Lake areas and West Cameron Road.

But most importantly, the District said it is looking for feedback from the community.

"Getting the public involved is really important," Mayor John Van Laerhoven said. To help drive discussion, Urban Systems has employed the use of an internet platform called PlaceSpeak. At the website (www.placespeak.com), users can leave comments, access current information on the OCP, create discussions and highlight areas they believe are important to consider in the future development of the District of Kent.

For more information, or to fill out the questionnaire, by May 16, email dkohuch@district.kent.bc.ca or stop by the District office at 7170 Cheam Ave. While it will take anywhere from eight months to a year to complete the review, they are hoping to gather comments by May 16.

news@ahobserver.com



JESSICA PETERS / OBSERVER

Mayor John Van Laerhoven and Urban Systems representative Matt Steyer discuss PlaceSpeak during an open, informal discussion at Heritage Coffee House on Tuesday afternoon.

Mother's Day

CONTEST

Enter a photo of you and your mom with a few words describing her, for a chance to win some great prizes!

Drop off your entry at The Observer or by email classified@ahobserver.com by May 1st

Include you and your mom's names as well as your phone number



Source: Agassiz Harrison Observer

Local Business Survey

The District of Kent prepared a questionnaire that was sent to 237 local businesses in June 2013. The questionnaire asked about changes to the OCP that would encourage business in Kent, what respondents' vision for the community is and where industrial, commercial and residential growth would be most suitable. Although only seven questionnaire responses were received, respondents provided a range of views. These included:

- Developing vacant and available lands in the town core;

- Keeping business areas condensed and walkable;
- Encouraging industrial or commercial uses on properties with existing businesses; and
- Keeping ALR lands for farming only.

Public Open House

The District of Kent hosted an open house on November 21, 2013 at the Friendship House from 6:00 to 9:00 pm that was attended by approximately 68 community members. This event was intended to solicit feedback on the key proposed changes to the OCP. The first draft of the updated OCP was available for public input at the event with District and Urban Systems staff available to provide information and answer any questions. The draft was presented by Urban Systems to attending community members.

District staff promoted the Open House with an advertisement on the District's Community Page on the back page of the Observer in the October 18, 2013 issue. A full page mail out was also sent to each resident within the District of Kent including Rockwell Drive residents on November 13, 2013 advertising the date of the Open House and request for comments.

Referrals and Public Input

Referral letters were sent on November 27, 2013 to representatives at: Fraser Valley Regional District (FVRD), Fraser Health Authority (FHA), Village of Harrison Hot Springs (HHS), School District #78, Ministry of Transportation (MoTI), Agricultural Land Commission (ALC), Cheam First Nation, Scowlitz First Nation, Seabird Island Band, Stó:lō Tribal Council, and Sts'ailes First Nation, requesting input on the first draft of the OCP.

A final advertisement, requesting public input on the draft, was published in the December 20, 2013 issue of the Observer on the District's Community Page.

Each mail out and advertisement requested all comments and input be submitted by January 17, 2014 to the Director of Development Services. The District received over 46 written submissions prior to the input deadline.

The submissions provided the District with valuable feedback from a broad mix of community members – representing themselves as well as local businesses and organizations. The District also received feedback from the following stakeholders in response to the November 27, 2013 referral letters:

- Fraser Valley Regional District
- Fraser Health Authority
- Village of Harrison Hot Springs
- Ministry of Transportation and Infrastructure
- Provincial Agricultural Land Commission

Community member and stakeholder submissions touched on a wide variety of topics and themes, including (but not limited to):

- balancing economic development with protecting agricultural land;
- improving transportation access and pedestrian and bike safety;
- encouraging an active and healthy community;
- promoting a 'complete' community with expanded services, amenities, and job opportunities;
- protecting the community's natural assets;
- maximizing the efficient use of District land; and

- ensuring the continued collaboration between the District and local and provincial agencies, authorities, and governments.

The submissions addressed many important issues and concerns. Key feedback included (but was not limited to):

- concern regarding the impact of the proposed Gateway designation on District farmland;
- concern about a future connector road between Mountain View Road and Limbert Road;
- a desire to maintain Breakwater Beach for public use;
- support for additional commercial and residential growth within and adjacent to Agassiz townsite; and
- support for Industrial use at West Cameron Road.

All input and referral information throughout the OCP process was used to guide the District in making further revisions prior to preparation of the OCP Amendment Bylaw for first and second reading.



Community Open House, November 2013

1.4 Key Issues

The 2001 OCP addressed eight key issues:

- growth management;
- environmental protection;
- support for agriculture;
- innovative housing solutions and alternatives;
- Agassiz commercial revitalization;
- industrial growth and economic development;
- promotion of park, recreational, and community facilities; and
- social well-being through enhanced quality of life.

Each of these issues remains current. As a result, this OCP faced similar challenges in identifying a balance between growth and preservation of valued assets, the prime one being high quality agricultural lands. This OCP responds to this challenge by identifying land for residential, commercial and industrial growth in strategic and limited locations as follows:

- **Teacup Properties:** Continue to designate the Teacup properties as Residential – Reserve for primarily a mix of single family and multi-family residential uses, housing as well as some opportunity for commercial use subject to a comprehensive neighbourhood plan;
- **Fooks Road/Key Road Properties:** Recognizing the continued demand for single family land by designating this site in northwest Agassiz that is adjacent to existing residential area as Residential - Reserve for Single Family with some opportunity for commercial use along the Highway 7 frontage properties subject to a comprehensive neighbourhood plan;
- **West Cameron and Humphrey Road:** Providing more land for industrial uses in the vicinity of existing industrial businesses.

1.5 Regional Context

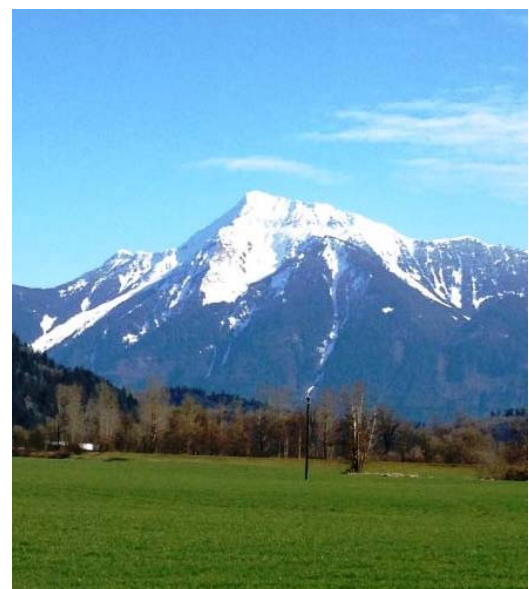
The District of Kent is a member of the Fraser Valley Regional District (FVRD) – a local government authority comprised of six member municipalities and seven electoral areas with over 280,000 residents. These municipalities comprise a diverse ecosystem that varies greatly in size and character, ranging from large cities to quiet, rural communities. Over the last decade, the Region has experienced population growth of approximately 1.5% annually, making it one of the fastest growing regions in British Columbia over that period.

A Regional Growth Strategy (RGS), as set out in Part 25 of the LGA, is a regional vision that provides an overarching framework for planning and coordinating the activities of local governments and the provincial government. This strategy must cover a period of at least 20 years and include a comprehensive statement on the future of the region, including social, economic and environmental objectives, population and employment projections, economic development and actions proposed regarding housing, transportation, regional services, parks and natural areas.

The FVRD completed a Regional Growth Strategy in 2004 entitled *Choices for our Future*. The current RGS sets out a regional vision and eight growth management goals. As a member of the Fraser Valley Regional District, it is recognized that the District of Kent's plans and policies will have impacts beyond District boundaries. As a result, it is important for OCP policies to be consistent with broader regional goals.

The District, like all member municipalities, is required by Section 866 of the *Local Government Act* to submit a Regional Context Statement (RCS) for approval by the Fraser Valley Regional District Board. The RCS is intended to indicate how a community's Official Community Plan meets, or will meet, the goals and objectives of the Regional Growth Strategy.

This OCP is consistent with the growth management goals of the 2004 Regional Growth Strategy:



View of Mount Cheam from Kent

1. Increase Transportation Choice and Efficiency by focusing new development in areas served by transit and seeking to improve cycling and walking options in the District;
2. Support and enhance the agriculture sector by encouraging and supporting increased farm related productivity on District lands within the Agricultural Land Reserve;
3. Manage urban land responsibly by encouraging densification in areas that can be easily serviced both in Agassiz and in Mount Woodside;
4. Develop a network of sustainable communities by accommodating residential growth in a compact area providing more land for employment purposes;
5. Protect the natural environment and promote environmental stewardship through the establishment of Greenhouse Gas (GHG) reduction targets and policies, the application of Development Permit Area Guidelines and Areas Regulation.
6. Protect and manage rural and recreational lands by maintaining current densities and uses in rural residential areas by seeking to minimize conflict between agricultural and recreational uses;
8. Achieve sustainable economic growth by designating additional lands for industrial and commercial uses; and
9. Manage water, energy resources and waste by requiring new development to connect to the District's water system, protecting groundwater quality and establishing policies for waste management.

The directions in this OCP may require an adjustment to the Urban FVRD Growth Boundary in the vicinity of Fooks Road and Key Road, where land that was designated Agricultural is identified as Residential - Reserve - Single Family use and industrial use proposed at Cameron and Humphrey Road.

The FVRD is currently undertaking a review and update process of its Regional Growth Strategy. A final document is expected to be completed in 2014. The District will continue to liaise with the FVRD during preparation of a new Regional Growth Strategy and will discuss the directions of this OCP, its consistency with the emerging RGS directions, as well as any required adjustments to the Urban Containment Boundary. However, the RGS does not supersede the authority of District Council in local planning decision making. The District will be required to submit an updated Regional Context Statement within two years of adoption of the new RGS.

1.6 Economic Development

A strong local economy is vital for ensuring a vibrant community over the next 27 years. To achieve this goal it is essential for the District to take a proactive approach; this requires building on the District's existing strengths, identifying new opportunities, and addressing key challenges.

The District has a strong agricultural industry which serves as one of the leading local employers. Other key areas for local employment for local residents include the construction, manufacturing, retail trade, accommodation and food service industries, resource industries, and government and education facilities. The Provincial and Federal Governments have a strong presence within the District which includes major employers such as: BC Education and Research Centre, Pacific Agri-Food Research Centre and Corrections Canada (Kent

and Mountain Institutions). Recently, the Federal Government has increased its land holdings in anticipation of expanding its correctional facilities.

The majority of lands within the District are owned by the Crown. Most of these lands are within hillside areas and are on the perimeter of the District's developed lowland and agriculture areas. With constraints on its existing land base outside the ALR and pressure to consider hillside areas for future development, the District needs to seek opportunities on acquiring Provincial and Federal Government Crown Land areas within District Boundaries.

Moving forward, District policies focus on supporting its core industries, protecting its agricultural land base and expanding upon its existing industrial successes. In addition to supporting its core industries, it is essential that District policies encourage economic diversification – both to broaden the District's economic base and to offer opportunities to a diverse range of residents. As noted in the youth workshops during Workshop Week, many youth living in the District envisioned themselves living in the District in 30 years. A key means to attract and retain residents is to offer a range of economic opportunities that can support families and professionals. For example, the District's proximity to the resort community of Harrison Hot Springs offers the possibility of an expansion of tourism-related services.

Furthermore, it is important for District policies to address challenges facing the District. One key challenge identified during the community engagement events is the limited retail sector in the District relative to other BC municipalities. While the Agassiz commercial core is an attractive amenity that can serve certain community needs, it has experienced difficulty competing with other regional commercial areas such as Chilliwack. This OCP identifies opportunities and policies to expand the District's commercial sector. This will not only help make the District a more complete community but will also help keep revenue, services, and jobs within District limits.

Economic Development Policies:

1. That the District works with the Provincial and Federal Government on acquiring Crown Land areas to for growth, recreation, and economic development purposes.
2. Support the establishment of home based businesses to provide more small business opportunities provided that the businesses are compatible with the character of the neighbourhood and do not negatively impact agriculture when situated on properties within the ALR.



Park Avenue, looking south from Pioneer Avenue



2.0 Vision and Guiding Principles

2.1 Vision

Residents of Kent are proud of their community and wish to retain their small town farming identity. Protecting agricultural land and encouraging more compact, complete and efficient development patterns are very important. Residents also want to have more amenities such as additional shops, services and trails. A youth in the community aptly summarized the inherent challenges in this vision at one of the OCP events:

“The reality is we’re going to need a balance that includes housing and jobs for the future growth that is going to happen. And that will mean making concessions in regards to some farmland. But that doesn’t mean that we should not be doing all that we should to protect farmland and Agassiz as a small town, agricultural community.”

This OCP strives to provide more housing and employment opportunities and provide enhanced services and amenities to a range of groups in order to promote the health and wellbeing of the residents and enhance the sense of community. It seeks to concentrate new growth in strategic and limited locations. By doing so, this can help to preserve valuable farmland, enhance the tax base and provide enhanced services and amenities to a range of age groups.



Agricultural and urban scenes in Agassiz



2.2 Guiding Principles

The guiding principles from the 2001 OCP continue to reflect the community’s interests. As such, they continue to guide the future as set out in Figure 2 of this Plan.

Figure 2: OCP Guiding Principles

No.	Subject	Principle
1	Growth Management	Manage growth within the District of Kent in order to strengthen the community both socially and economically, to preserve the natural environment, protect valuable agricultural land, and to maintain Kent's rural charm.
2	Environmental	Protect the environment and properly manage land, air and water resources.
3	Agriculture	Support farming as an economic activity and lifestyle choice.
4	Residential	Encourage innovative housing solutions and provide housing alternatives.
5	Commercial	Enhance community pride and revitalize Agassiz in order to create a diversified and vibrant local economy.
6	Industrial	Foster economic growth through diversity of activity and value added services.
7	Infrastructure	Provide adequate infrastructure to ensure appropriate levels of service to meet the needs of existing and future residents and business.
8	Parks, Recreation, Community Facilities	Promote park, recreational, and community opportunities for residents and visitors.
9	Health and Social Well-Being	Maintain and enhance the quality of life, health and well-being for all Kent residents regardless of ages, stages and abilities.

3.0 Population, Demographics and Growth

3.1 Overview

As of 2011, the District of Kent was home to approximately 4,969 residents. Over the last 15 years, the District has experienced consistent, moderate growth, averaging approximately 0.63% annually. Looking at the last 10 and five years, this rate has increased slightly, to (0.76%) and (0.82%) respectively.

The District of Kent's closest neighbours – the large City of Chilliwack and tourist destination of Harrison Hot Springs have experienced strong demand for growth and put development pressure on the District of Kent. Adding to the development pressure, the District faces significant land constraints due to topography and Agricultural Land Reserve boundaries.

Located on the fertile floodplain of the Fraser River, the District of Kent is defined by its natural boundaries – Harrison Lake and Green Mountain to the north, Harrison River on the west, the Fraser River on the South, and Hope and Fraser Canyon to the east. A large portion of the District's approximately 20,000 hectares (49,400 acres) is comprised of agricultural land (part of the ALR), steep topography, and protected parkland. This leaves limited room to accommodate the District's current and future population as well as commercial and industrial development.



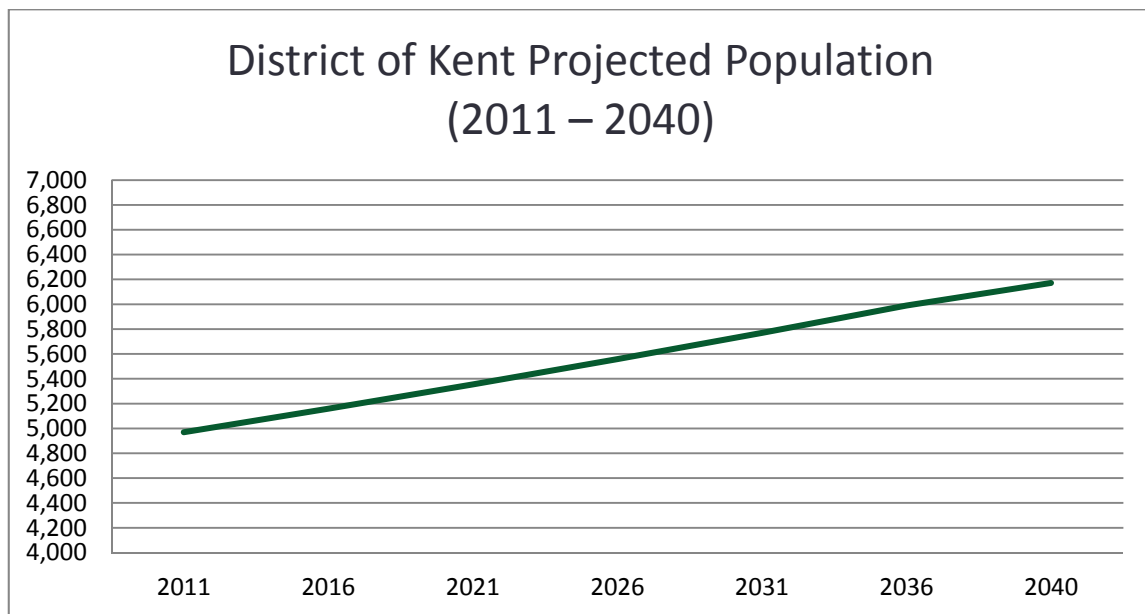
Late spring fields in Kent

3.2 Population Projections

The estimated average annual population growth for the District to the year 2040 is 0.75%. This number falls on the upper end of past trends and broader projections. It balances current constraints with both the possibility of opening land for additional development, intensifying the use of land and the recognition of the strong, ongoing growth of the Fraser Valley region as a whole.

Figure 3 shows the projected increase in population from the current 4,969 (2011) to approximately 6,200 people in 2040.

Figure 3: Population Projections



3.3 Population Shift

In addition to the expected accumulation of approximately 1,200 new residents over the next 26 years, the District is also expected to experience a shift within its existing population. In particular, it is expected to have an increasing share of seniors among its general population (seniors already comprise a relatively high percentage of the overall population compared to the District's regional neighbours). It is important to therefore consider how this shift will impact the District and what the appropriate policy response may be.

Recognizing this shift, the District commissioned the *District of Kent: Priorities for an Age-friendly Community* report in 2013. The report identified ways in which the District could plan its built environment and services to be accessible and inclusive of a diverse range of seniors. Furthermore, the District of Kent believes an age-friendly community benefits not only older adults and seniors but all age groups.



Key priorities identified in the report include:

1. Pedestrian improvements to encourage an active, healthy lifestyle;
2. Concentration of services for seniors to provide “one-stop-shopping” opportunities;
3. Increased transportation within the community and outside of the local area; and
4. Fostering the participation of older adults in the community.

The District is also experiencing an increase in residents associated with the correctional facility. As a result, more affordable housing and housing for young families will be required to support this population.



Pioneer Manor Society, Pioneer Avenue, Agassiz

4.0 Land Use Policies

4.1 Overview of Land Use Designations

The District of Kent OCP has 16 different land use designations as shown in Schedule B, “Land Use Plan”. The approximate area of each designation is summarized in Figure 4 below.

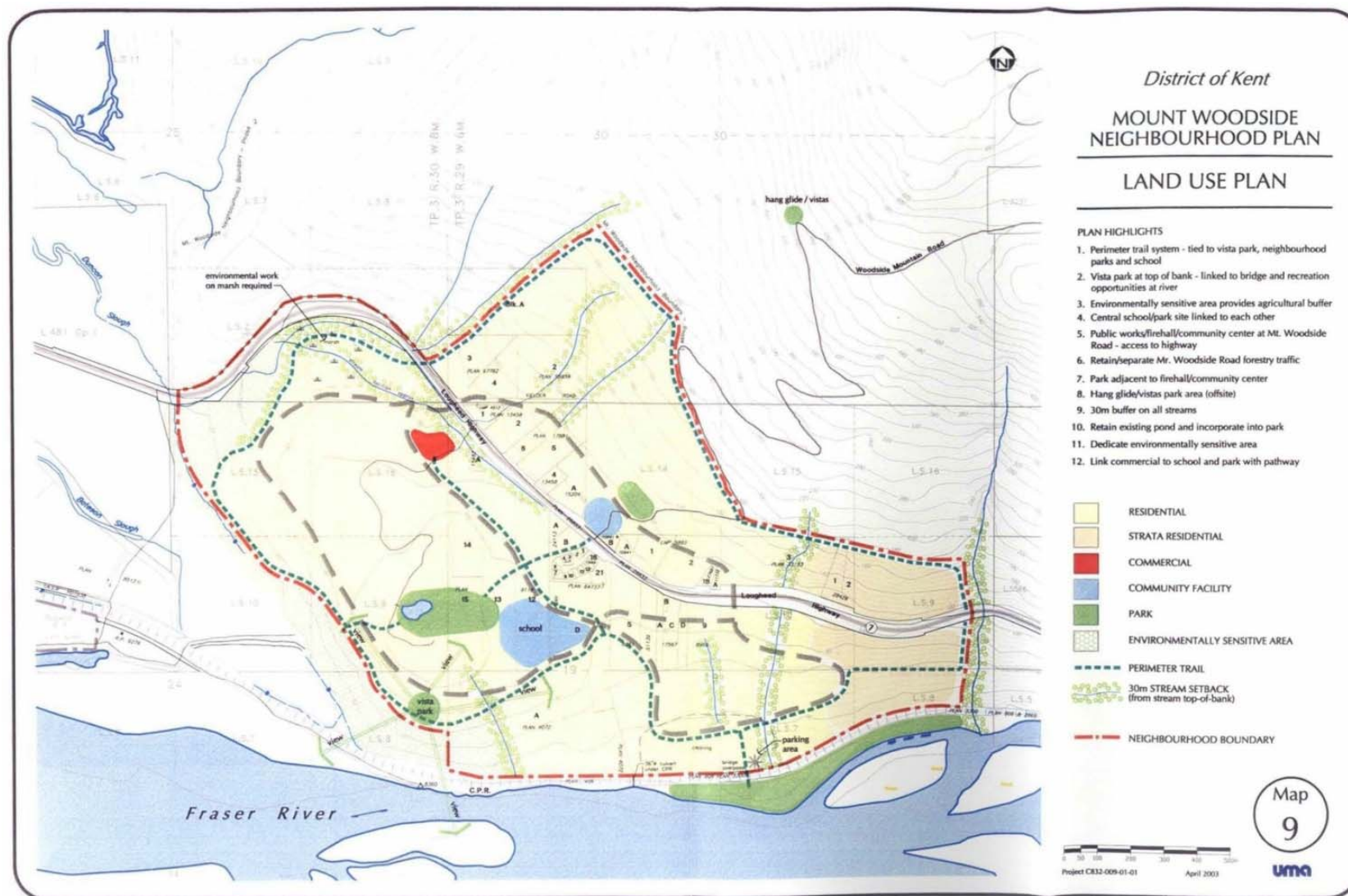
Figure 4: Land Use Designation Areas

LAND USE	AREA IN ACRES	AREA IN HECTARES	% Of Total Land Use
Agriculture	11,599.76	4694.26	27.81%
Commercial - Highway	8.45	3.42	0.02%
Commercial - Marine	47.51	19.23	0.11%
Commercial - Service	14.19	5.74	0.03%
Commercial - Town Centre	24.49	9.91	0.06%
Industrial - Heavy	259.45	105.00	0.62%
Industrial - Light	36.12	14.62	0.09%
Institutional	326.96	132.31	0.78%
Mixed Use	31.35	12.69	0.07%
Park, Recreation and Open Space	2,279.95	922.26	5.47%
Residential - Lake Area	205.82	83.29	0.49%
Residential - Multi-Family	60.94	24.66	0.15%
Residential - Reserve	67.68	27.39	0.16%
Residential - Rural	588.26	238.06	1.41%
Residential - Single Family	500.72	202.63	1.20%
Resource Management	25,662.00	10,385.04	61.52%
TOTAL	41,713.70	16,880.51	100.00%

The Mount Woodside Neighbourhood Plan forms an integral part of this Official Community Plan and is attached as Appendix D. The updated OCP designations for Mount Woodside are shown in Schedule B-8. These updated designations are intended to align with the Mount Woodside Land Use Plan (Map 9) which is replicated below as Figure 5 for convenience purposes. Any proposed departures from the Mount Woodside Land Use Plan are described in more detail in each respective policy section



Figure 5: Mount Woodside Neighbourhood Plan – Land Use Map



4.2 Agricultural Land Use

The District of Kent has a strong agricultural heritage and has some of the most fertile lands in British Columbia. Approximately 50% of the total District land area, excluding forest reserves, Crown land, roads and highways, is located within the Agricultural Land Reserve (ALR). Map 3 identifies ALR lands in Kent.

There are approximately 119 farms in the District with over 4,000 hectares farmed (2006). The average farm size is approximately 35 hectares. Field crops comprise the majority of farmed land and include corn for silage, various grass types, and other tame hay and fodder crops. Fruits, berries and nuts are significant crops in the District.

The District is home to the Pacific Agri-Food Research Centre, established in 1888 and the UBC Dairy Research and Education Centre, established in 1995. These centres undertake major research that addresses national agricultural priorities in the areas of horticulture and field crop production.

In 2010 the District of Kent adopted an Agricultural Area Plan (AAP). The Plan contains the following eight guiding principles, several of which relate directly to the Official Community Plan:

1. Be an integral part of the overall planning objectives in the District Official Community Plan;
2. Ensure that the main use of District land in the Agricultural Land Reserve will be for a vibrant and profitable agricultural industry;
3. Ensure that the stability and integrity of the ALR boundary is supported and maintained;
4. Provide for agriculture's access to land and water resources;
5. Support agricultural opportunity on large and small acreages and address urban-edge issues;
6. Provide for public awareness and understanding of the important role of agriculture in the District;
7. Address the need for effective communication with all affected farmers and residents in the development and implementation of the strategies identified in the development and implementation of the strategies identified in the Agricultural Area Plan; and
8. Connect favourably with Regional District, Provincial and Federal government planning and development strategies and initiatives.

Agricultural land protection is a fundamental priority for District residents. This OCP seeks to balance the interest in protecting and preserving agricultural lands with the desire to accommodate growth in appropriate locations and forms.



Agriculture in Kent

Agricultural Policies:

1. Lands designated as Agriculture on Schedule B are intended to be used for agricultural production purposes;
2. All uses and subdivision of land within the ALR, shall be in accordance with the provisions of the *Agricultural Land Commission Act*, regulations thereto, and Orders of the Commission;
3. Support the strategic directions contained within the Agricultural Area Plan to encourage industry profitability, agri-tourism, agricultural capacity and the fostering of partnerships and collaboration;
4. Support the retention of large land holdings and the consolidation of small parcels of land to help maintain and establish economically viable farms. Subdivisions which involve boundary adjustments that allow for the more efficient use of agricultural land will also be supported;
5. Fracturing or subdivision of agricultural parcels is not supported. However, the District may consider a homesite severance if approved by the Agricultural Land Commission and the minimum lot size requirements of the District's Zoning Bylaw are met in relation to the remainder parcel;
6. Support opportunities to strengthen food security and provide local and equal access to healthy foods, especially for vulnerable and disadvantaged populations. In the agricultural sector opportunities would include:
 - a. Retaining and enhancing existing community gardens and farmer's market; and
 - b. Supporting local food production, sale and distribution.

7. Development on the Teacup property (Agassiz-Rosedale Highway, Highway 9, McDonald Road) for non-agricultural uses, as outlined in this OCP as Residential - Reserve, may be permitted subject to:
 - a. Approval of a comprehensive neighbourhood plan; and
 - b. Approval by the Agricultural Land Commission, as required.
8. Maintain the Golf Road and Ashton Road areas for Residential – Rural uses. A comprehensive neighbourhood consultation process and plan will be required prior to any approval for other more intense uses in the area;
9. Recognize the potential for lands in the vicinity of East Else Road and Lougheed Highway No. 7 for expanded commercial or mixed use in the future. A comprehensive neighbourhood consultation process and plan, together with servicing details, will be required prior to any approval for other more intense uses in the area;
10. Additional planning will be required for additional development of rural residential nodes;
11. Maintain the agricultural designation at the north end of McCaffrey Road;
12. While the District supports the Pacific Agri-Food and UBC Research Centre lands, should the government discontinue any of these operations, the utilization of the lands for urban uses and economic initiatives should be explored;
13. Additional dwellings on land within the ALR should only be allowed when the property owner can demonstrate that there is need for additional farm employment and that the dwelling is required to house the farm employee(s);
14. Development of the Fooks Road and Key Road properties for non-agricultural uses, as outlined in the OCP as Residential-Reserve, shall be permitted subject to:
 - a. Creation of a comprehensive Neighbourhood Plan; and
 - b. ALC approval.

Map 3: Agricultural Land Reserve

4.3 Residential Land Use

The Official Community Plan provides a framework to meet the diverse housing needs of residents in Kent to the year 2040. Residential land use is primarily focused within the Agassiz townsite. Agassiz has developed as a very compact community largely due to the surrounding Agricultural Land Reserve. Housing types in Agassiz range from single family dwellings to apartments. Residential land use is also permitted in Mount Woodside, along a portion of Harrison Lake and Harrison River and within rural and agricultural areas.

Kent offers small town charm surrounded by a robust farming sector. It has a diversity of, shops, services and amenities as well as more affordable home prices. Kent has easy access to the rest of the Fraser Valley as well as Metro Vancouver.



Single family home in Agassiz

According to the 2013 figures, approximately 78% of the housing stock in Kent and 68% of the housing stock in Agassiz townsite was made up of single family homes. Between 2007 and 2013, the District experienced an average of approximately 35 new housing starts per year. (Between 1990 and 2001 this number averaged 48 new dwelling units per year.) Of these new housing starts, approximately 60% were detached units (e.g. single family) and 40% attached (e.g. multi-family). This trend is driven both by market and policy forces and is likely to remain similar for the medium term.

The District has a good amount of relatively old housing stock which presents an opportunity for infill development and higher densities along arterial and collector streets as older homes are replaced. It will be important that the character and design of new housing still reflect the single-family character of Kent. This is possible through the use of smaller lots for single-family homes, and the provision of townhouses, and/or garden apartments with pitched roofs, and ground level entrances.

There is limited availability of residential designated vacant land within the Agassiz townsite none of which is suitable for single family development. Under the current multi-family designation, there is approximately 3.76 hectares (9.3 acres) of developable land that would provide approximately 150 multi-family units. Land available for multi-family development requires land assembly/demolition of larger single family lots.

According to the 2011 census, there were 2,192 dwellings within the District of Kent. With a 2011 population of 4,969 this represents an average of 2.3 people per household. Over time it is expected that the number of people per household will decline given demographic trends such as population aging and smaller family sizes. Based on population projections, the District of Kent is expected to grow by approximately 1,200 people by 2040. This will require approximately 500 - 600 additional dwelling units over the next 26 years.

The District is challenged by a limited supply of vacant land available for residential development outside of the Agricultural Land Reserve, with the exception of Mount Woodside. As a result, this Plan considers a variety of

strategies to accommodate growth, including provisions for increased densities in the Teacup properties, the potential for more single family areas, and continued development at Mount Woodside.

While Mount Woodside remains largely undeveloped, it is expected to meet some of the housing needs over the time period of this OCP. Under the current development phasing plan, it may accommodate up to 339 single family and multi-family units. It is expected that the area will grow as a relatively compact and complete community with parks and some commercial services. For many residents, Mount Woodside will have a strong appeal given the natural attributes in the area.



Mount Woodside Single Family Residential Development

Others will continue to be drawn to the Agassiz townsite and the wider range of housing types, services and amenities it has to offer. To accommodate growth with the Agassiz townsite area, this plan proposes a range of strategies:

1. Allowing residential development in strategic and limited locations adjacent to the Agassiz townsite:
 - a. Lands designated as Residential - Reserve at Agassiz-Rosedale Highway 9/McDonald Road (the "Teacup properties");
 - b. Lands designated as Residential - Reserve at the Fooks Road and Key Road properties for future single family development;
2. Encouraging development of underutilized or vacant lands within the Residential - Multi-Family areas within Agassiz townsite; and
3. Allowing more residential development within Agassiz Town Centre - Commercial area as well as increased building heights in key, central areas;

This OCP also encourages exploring other forms of infill development within single family areas. These may include smaller lots, laneway housing, or other appropriate housing types, subject to further planning and consultation.

General Residential Policies

1. Encourage a diversified range of housing types and tenures to accommodate residents with varying income levels, age structures, family sizes and housing preferences;
2. Focus residential growth near existing services and infrastructure;
3. Maintain the character of existing residential areas;
4. Encourage residential developments to be accessible by all, including those with mobility issues;
5. All residential areas shall be encouraged to achieve their maximum development potential in the long term due to the limited supply of suitable land in the District and the need to reduce pressures on agricultural land and environmentally sensitive areas;
6. Recognize the preference for single family homes that will likely remain high over the duration of this plan by encouraging more infill development (e.g. small lots, smaller detached units) and providing additional single family areas;
7. In recognition of the benefits of multi-family housing, such as greater choice, more affordable housing and better utilization of existing infrastructure, seek a more even split between single and multi-family housing types in the District;
8. Continue to support the development of Mount Woodside as a compact and complete community with mix of single family and multi-family housing types;
9. More intense residential development of hillside areas in the District is discouraged until Mount Woodside is fully developed and additional hillsides areas are required to meet population growth needs;
10. Community servicing systems (e.g. water and sewer), when developed for new subdivisions within the Agassiz townsite, shall be made available to adjacent, existing residential areas;
11. The design and layout of new residential development shall be of a high quality and consider the character, scale and layout of existing adjacent residential areas;
12. Special needs and affordable housing shall be encouraged within the District of Kent; and
13. Support climate action strategies by encouraging building in a manner that promotes energy efficiency. This may include orienting buildings for maximum solar gain, maximizing glazing, requiring overhangs that protect from summer sun and rain but also allows winter sunlight in and providing landscaping that shades in summer and allows sunlight in during winter.

i. Affordable Housing

Affordable Housing

The Local Government Act requires all Official Community Plans to include policies that address affordable housing, rental housing and special needs housing. Housing affordability, in particular, is an issue of growing importance both within the District and the Fraser Valley Region as a whole. Currently, the District of Kent affordable and rental housing supply includes apartment and multi-family units, secondary suites, and trailer and mobile home parks.

In 2009, the Mennonite Central Committee, with support from the Fraser Valley Regional District, completed a *District of Kent Social Housing Inventory*. As noted in the report, the District is home to a number of special needs housing providers, including four assisted living and complex care facilities for seniors, which offer approximately 150 units and an additional 37 beds.

Affordable Housing Policies

1. Maintain the existing stock of affordable housing in the District;
2. A diversified range of housing types and tenures shall be encouraged for people with varying income levels, age structure, different family sizes and housing preferences. Special needs housing for seniors are recognized and development of a variety of appropriate housing forms is encouraged;
3. The development of higher density forms of housing, including duplexes, townhouses, and apartment buildings, to expand the affordable housing and rental supply are encouraged;
4. The development of secondary suites, smaller lot sizes, and smaller detached units such as laneway houses, on larger lots in urban neighborhoods shall be encouraged;
5. The development of mid-rise condominiums on select sites in the Agassiz core may be considered on a case-by-case basis, subject to more detailed planning and demonstration of market demand; and
6. Special needs housing or affordable housing shall be designed to fit with the character of the neighbourhood.



Multi-family housing adjacent to Agassiz Secondary School

ii. Residential – Rural

The Residential - Rural designation accommodates low-density residential uses in several locations within the District. These areas accommodate a rural lifestyle and provide a natural countryside that is valued by many. Residential-Rural areas also provide some employment opportunities, generally in the form of home based business, bed and breakfast, and/or limited scale agricultural activities that are compatible with the rural

character. Properties within the Residential-Rural designation typically have on-site water and sewage disposal systems.

The majority of Residential - Rural lands are located in the following areas:

- Hopyard Mountain;
- Striker's Corner (along Hot Springs Road); and
- Two residential enclaves within the ALR:
 - o Golf Road / Wildwood Drive area; and
 - o East Else Road / Ashton Road area.

Some of these agricultural lots are less than 0.8 hectares (2 acres) and were subdivided prior to December 21, 1972 and therefore, may be exempt from ALC restrictions on the use of agricultural land. These characteristics present an opportunity to consider alternate land use, including commercial and residential. Since the general emphasis of this Plan is to direct the majority of residential development toward Agassiz, the further development of Residential - Rural areas, however, is not encouraged but may be considered on a case-by-case basis where limited development may occur without compromising the rural nature of the property. More intense development within rural areas may be considered in the future subject to further study and the provision of an approved community water system or equivalent, in addition to approved methods of sewage disposal.

Residential – Rural Policies

1. Residential - Rural areas shall be maintained generally for low density single family uses. Minimum lot sizes shall be in accordance with zoning provisions: 0.8 hectares (2 acres) minimum with an approved community sewer system and 2.0 hectares (5 acres) minimum without approved community sewer system;
2. Home based business, agricultural and small-scale commercial enterprises within Residential - Rural areas are subject to compliance with applicable zoning and ALC regulations;
3. Smaller lot development within Residential-Rural areas not subject to ALC restrictions on the use of agricultural land may be permitted subject to:
 - a. Approval or consultation with the Agricultural Land Commission;
 - b. More detailed planning and neighbourhood consultation;
 - c. An approved community water system or equivalent provided upon subdivision; and
 - d. A method of sewage disposal approved by the District based on a study signed and sealed by an engineer licensed in the Province of British Columbia which demonstrates that the proposed development will be viable with on-site sewage disposal in the long term and that no danger exists for groundwater pollution which could lead to environmental problems.
4. The District will develop engineering standards that promote Best Management Practices for infiltration of stormwater, and mitigating the impacts of stormwater runoff with consideration given to the unique drainage characteristics of Residential-Rural areas;

5. Clustering of residential units shall be encouraged within the Residential - Rural designation in order to preserve natural areas; and
6. The rural residential area in the vicinity of East Else Road/Ashton Road/Hot Springs Road may be considered for future expansion as a mixed-use area subject to more detailed study, including demonstration of market demand, substantial neighbourhood consultation, and where required, approval by the Agricultural Land Commission.

iii. Residential – Single Family

The intent of the Residential-Single Family designation is to allow detached dwelling units in appropriate parts of the community. Single family homes generally accommodate families and larger households but also embody a lifestyle preference for many residents. Historically, many people have been drawn to Kent because it has been a more affordable community in which to own a home.

The District's oldest single family areas are located within three Agassiz neighbourhoods:

- North Agassiz, along McCaffrey Road, north of Lougheed Highway;
- West Agassiz, west of Highway 9 and south of Lougheed Highway;
- East Agassiz, east of Highway 9 and comprising the largest of the three neighbourhoods.

Single family homes are also permitted in Mount Woodside and within the Mixed-Use and Residential – Single Family designations.

Although the rate of Multi-Family development has increased since 2001, the majority of the District's housing stock is still made up of single-family homes. While the District has an interest in providing more housing options for its residents in order to meet a diversity of needs over the life cycle, it also acknowledges the continued demand for single family homes.

Of the new housing starts between 2007 and 2013, 60% were for single family units and 40% were for multi-family units. Over the duration of this plan it is expected that multi-family units will gradually comprise a larger proportion of the overall housing stock since there is limited availability of land for single family development.



Single family homes on lands designated for multi-family use

Residential - Single Family Policies

1. Continue to acknowledge the role that single family housing plays in terms of appeal and lifestyle choice by providing land for such uses within the District;

2. Residential - Single Family areas shall have a maximum permitted density of approximately 18-25 units per hectare (7.3-10 units per acre);
3. All new lots in the Residential-Single Family designation shall be connected to the municipal water and sanitary system;
4. Encourage infill development in existing and new single family areas subject to further study and community consultation. This may include allowing smaller single family lots along key roads and/or small detached units (e.g. laneway or carriage houses) on larger lots;
5. Focus new single family development adjacent to existing built up areas in Agassiz and at Mount Woodside;
6. Single family homes are permitted within the Mixed Use designation at Mount Woodside. These shall be part of a comprehensive plan of development;
7. Single Family development in the Fooks Road and Key Road Residential - Reserve and Teacup properties Residential - Reserve shall be subject to a comprehensive plan of development that sets out:
 - a. A landscaped buffer adjacent to lands within the agricultural designation;
 - b. Appropriate transitions to the existing adjacent residential neighbourhoods. This may consist of landscape screening, a larger setback or other mechanisms;
8. New development in Mount Woodside must meet the objectives stated in the Mount Woodside Neighbourhood Plan which forms part of this OCP, and the approved development phasing plan. These objectives include creating a self-sustained community that protects adjacent agricultural activities, protects environmental and natural features and mitigates commercial influences on Agassiz businesses and the Scowlitz Nation;
9. New residential development in Mount Woodside will be located adjacent to existing built up areas to take advantage and support area services and infrastructure;
10. The development of large lot rural subdivisions in the Mount Woodside Neighbourhood Plan area is discouraged; and
11. Additional single family residential areas may be required in order to meet the needs and lifestyle choices of certain residents over the long term. The location of any new single family areas will require further study. Suitable areas, however, will generally be located adjacent to existing residential areas.

iv. Residential – Multi Family

The Residential - Multi-Family designation is intended to accommodate a variety of housing types includes townhouses and apartments. Residential - Multi-Family areas are generally located within walking distance to the downtown core, located along a collector road, or within a comprehensively planned neighbourhood.

The proportion of Multi-Family development within the Agassiz townsite has increased since 2001. This is largely due to less available land in the townsite for single family development and a steady market for townhouse units.

The Multi-Family growth is a significant contributing factor in making the Agassiz townsite one of the most compact communities in the FVRD.

Residential - Multi-Family areas are focused within the Agassiz townsite, along Agassiz-Rosedale Highway 9, Heath Road, and Morrow Road. There is also a Residential - Multi-Family area in north Agassiz which accommodates an existing mobile home park and a multi-family housing complex. Portions of Mount Woodside may accommodate multi-family uses within the Mixed-Use designation and portions of the Teacup properties Residential - Reserve may also accommodate multi-family uses.

Currently, there are approximately 3.8 hectares (9.3 acres) of underutilized multi-family sites within the Agassiz townsite. However, these parcels are relatively small in size (e.g. less than 1 hectare [2.5 acres]). These sites are expected to take a longer time to develop given the complexities arising out of their small size and limited extent.

Residential - Multi-Family Policies

1. Lands designated for Residential - Multi-Family uses shall be permitted primarily along Agassiz-Rosedale Highway 9, Heath Road, and the north side of Morrow Road;
2. Multi-family residential uses are also permitted within the Commercial – Town Centre designation and in portions of Mount Woodside; and Teacup properties Residential - Reserve;
3. A range of housing types including ground level apartments, townhouses, and stacked apartments shall be encouraged with the Residential - Multi-Family designation;
4. Special needs housing (e.g. group homes, extended care facilities, assisted living or congregate care housing), shall be permitted in the Residential - Multi-Family or Institutional designations;
5. Maximum densities within the Residential – Multi-Family designation shall be 50 - 75 units per hectare (20 - 30 units per acre) subject to the provision of sanitary sewer, storm sewer, and connection to the municipal water system;
6. Higher densities may be considered subject to the demonstration of market demand and community benefit;
7. New multi-family developments shall connect to the municipal water and sanitary system;
8. Buildings within a Residential - Multi-Family designation shall generally not be higher than four storeys. Mid-rise buildings, with heights exceeding four storeys may be considered within the Commercial - Town Centre designation subject to further planning and consultation including demonstration of market demand and community benefit;
9. Multi-family residential development is encouraged within the Commercial - Town Centre designation. This may take the form of mixed-use buildings with residential above ground floor commercial or retail use, or stand-alone residential buildings;
10. Infill and redevelopment of existing areas designated as Residential - Multi-Family shall be encouraged before re-designating new areas;

11. Consideration shall be made to re-designate new areas to Residential - Multi-Family based on the following criteria:
 - a. within a 10-minute walk (approximately 800 metres) of parks, recreational areas and facilities, commercial and employment areas or public/institutional facilities and public transit;
 - b. where the proposed development will be compatible in character and scale with adjoining uses;
 - c. on sites that afford direct and convenient vehicle access so as to avoid generating excessive traffic on local streets; and
 - d. on sites where adequate community sewer and water services are available;
12. Development within the Residential - Multi-Family area shall be subject to the Intensive Residential Development Permit Area Guidelines to ensure a high standard of building and site design. These guidelines also apply to the strata lot single family development on Elm Road. Multi-family residential buildings within the Mixed-Use and Commercial-Town Centre designations will be subject to the Mixed-Use or Downtown Revitalization Development Permit Area respectively.

v. Residential – Lake Area

The District of Kent includes lands along the southeast edge of Harrison Lake, northeast of the Village of Harrison Hot Springs. This area is primarily designated for residential uses both along the lake and on the hillside above. The purpose of the Residential - Lake Area designation is to balance residential development with protection of and access to the natural environment.

Residential - Lake Area Policies

1. A minimum lot size of 2.0 hectares (5 acres) shall apply to land in a Residential - Lake Area designation where water and sewer services are provided on-site. Smaller lots, 400 m² (4,300 ft²) in size, are permitted where a community water and sewer system is provided. Smaller lot development, however, shall be subject to further site analysis, planning and community consultation to ensure that development can be accommodated in a manner that is safe and preserves the natural attributes of the hillside;
2. Any new residential development shall not result in decreased public access or use of Harrison Lake and waterfront, parkland, and natural assets;
3. Consideration shall be made to zone publicly owned lands within the greater Rockwell Drive area for park use (which may include a public boat launch) so as to protect and preserve the long term enjoyment of Harrison Lake by residents. Where possible, public access points shall be provided along the waterfront where the slope gradient permits this;

4. The Residential - Lake Area designation may be extended or created provided that a feasibility study is completed which demonstrates the long term feasibility of community water and sewer services. The feasibility study shall demonstrate that the land is:
 - a. suitable to support a community sewer and/or water system;
 - b. free of geotechnical and flooding hazards;
 - c. suitable for development in terms of foundation and drainage conditions; and
 - d. capable of safe and easy road access to Rockwell Drive.
5. Structures on water lot licenses shall only be considered for marine-related uses such as a dock, and boat moorage. The only exception is for water lot licenses that have a Commercial - Marine designation.

vi. Residential – Reserve

The purpose of the Residential - Reserve designation is to accommodate future residential growth in limited locations. In this Plan, the areas designated as Residential - Reserve are the “Teacup properties” and the Fooks Road and Key Road properties.

The Teacup properties which have had the Residential - Reserve designation since the 2001 OCP are located at the southern entrance of Agassiz. The site is bounded by Agassiz Bypass (Haig Highway) to the south, McDonald Road to the north and Highway 9 to the west. The Fooks Road and Key Road properties are adjacent to the northeast corner of the Agassiz townsite. Both areas are located within the Agricultural Land Reserve and would continue to be used for agricultural purposes until such time that it is approved for development.



“Teacup” properties, Agassiz-Rosedale Highway 9

For both Residential - Reserve areas a limited amount of commercial use may be considered and a detailed neighbourhood plan will be required. Given the importance of these areas to the community, public consultation shall accompany the development of the neighbourhood plans. An application to remove Residential - Reserve property from the ALR would not be considered until the neighbourhood plan has been approved by Council.

Residential – Reserve Policies

1. Lands designated as Teacup Residential - Reserve properties shall be developed as a compact and unique neighbourhood and reflect the area’s gateway location within the District of Kent;
2. The area designated as Teacup Residential - Reserve properties are intended to be developed in a comprehensive manner with a mixed single family, multi-family, residential uses and limited commercial use;
3. Single Family development in Fooks Road and Key Road properties may include commercial use along Highway 7 frontage and shall be subject to a comprehensive plan;

4. Residential - Reserve lands shall be developed with sustainability principles in mind. Particular attention will be given to providing a mix of housing types located close to transit, parks, and other amenities together with low impact development methods (e.g. natural drainage systems);
5. Low density housing types within the designation shall generally be single family but other low density housing types such as duplexes and coach houses may be considered;
6. The overall density of the Residential - Reserve lands shall be approximately 25 units per hectare (10 units per acre) for single family use and up to 75-111 units per hectare (30-45 units per acre) for multi-family use;
7. Preparation of a comprehensive neighbourhood plan shall be required in areas designated as Residential - Reserve prior to any development. The neighbourhood plan will identify:
 - a. Housing types, locations and densities;
 - b. The approximate size and location of all other land uses such as parks, open space, and community uses;
 - c. Proposed commercial uses, the location of those uses and the approximate size;
 - d. Proposed open space characteristics, park requirement, acquisition and development;
 - e. Transportation networks including site access points, local roads, trails, sidewalks and connections to neighbouring areas and transit;
 - f. General pattern of subdivision;
 - g. Current area characteristics, including slope and environmentally sensitive areas (vegetation, wildlife, erosion potential, watershed characteristics);
 - h. Servicing plans demonstrating connection to the municipal water and sanitary sewer systems;
 - i. A storm water drainage analysis to ensure adequate storm water management and maintenance of the natural character of watercourses in the area; and
 - j. Implementation recommendations including land use allocation and phasing, financing of infrastructure improvements, and development and financing of community facilities.
8. Once Council has adopted a neighbourhood plan, and in conjunction with a development application, the lands shall be re-designated to reflect the most appropriate designations (e.g. Residential - Single Family, Residential Multi-Family, Commercial and Park, Recreation and Open Space).



4.4 Commercial Land Use

Agassiz has historically been the commercial and retail centre for the District of Kent. The existing small commercial area in Agassiz is the service centre of a substantial local population base. As of 2011, the downtown core comprises approximately 20,000 m² or 215,280 ft² in 2001 OCP of commercial floor space. Existing businesses include Lordco, Kent Building Supplies, Allenby's Feed Store, SuperValu, OK Tire, Red Apple, along with gas stations and restaurants. Kent also has a strong agricultural tourism industry that includes a Circle Farm Tour that showcases the many products grown and produced in the District.

Like all small communities located near large urban centres, Kent is subject to an outflow of retail expenditures to large-scale retail facilities. Chilliwack benefits from an inflow of retail sales from residents of Kent and other outlying communities.

It is a strong desire of residents to encourage a vibrant commercial core by planning for a diverse mix of commercial uses to serve both residents and visitors. Commercial uses help to foster a sustainable economy by strengthening the potential for revenue and local employment. Commercial land uses are also recognized for their contribution to a complete community through the provision of services and shopping close to home. In Agassiz they also are a source of community pride.

A key priority for residents is attracting a larger supermarket to the District. Market analysis has indicated that there is sufficient demand in Kent to support new retail development. This could comprise convenience and neighbourhood retail uses such as a new supermarket and ancillary stores. Three sites within Agassiz are large enough to accommodate a 1,700 to 2,400 m² (18,000-26,000 ft²) supermarket:

1. site along Agassiz-Rosedale Highway 9 ("Teacup properties");
2. vacant site located at Pioneer Avenue West and Evergreen Drive; and
3. the Maintenance yard site and existing residential properties to the east on Cheam Avenue.

The Cheam Avenue site poses the biggest challenge since land assembly would be required for a sufficient size development site. Past attempts for land assembly have been unsuccessful due to difficulty of land owners cooperating and cost.

In addition to commercial uses in the Town Centre, this OCP supports a hierarchy of commercial designations intended to meet a range of needs in different parts of the community. The commercial hierarchy includes town centre, service, highway, marine commercial and mixed-use areas.



Agassiz Town Centre Commercial, Pioneer Avenue, Agassiz

General Commercial Policies:

1. Commercial development shall be supported in designated areas to meet the needs of Kent residents and visitors and to ensure that Agassiz is the major focal point in Kent for business, finance, government, retail trade, services, culture and entertainment;
2. Commercial sites will be designed to provide an appropriate transition to nearby residential uses. Such transitions may include landscaping, setbacks, buffer areas and other site and building design techniques that serve to minimize potential negative impacts on residential areas;
3. The District supports and promotes new and innovative forms of commercial businesses and activities oriented toward growing recreation/tourism. This would include enhancements and improvements to agri-tourism and existing initiatives and attractions including the Kilby Historic Site, the Circle Farm Tour, the Farmer's Market, and the Museum;
4. The District may undertake an Agassiz Town Centre visioning exercise that will define future approaches to transform this pivotal site. This may include exploring new locations or alterations to the Municipal Hall and Secondary School to accommodate a more dense and mixed use development in the area;
5. The District will continue to support business retention and beautification efforts to ensure the commercial core of Agassiz remains healthy and vibrant;
6. Servicing improvements; where required in commercial areas, will be a priority for the District; and
7. Support climate action strategies by encouraging building in a manner that promotes energy efficiency. This may include orienting buildings for maximum solar gain, maximizing glazing, requiring overhangs that protect from summer but also allows winter sunlight in and providing landscaping that shades in summer and allows sunlight in during winter.



Agassiz Museum

i. Commercial – Town Centre

The purpose of the Commercial - Town Centre designation is to provide for a clearly identifiable and distinct commercial core within the townsite of Agassiz. This designation serves to concentrate major commercial uses and accessory uses within a distinct core area and to encourage comprehensive site planning for building renovations and new development. The Commercial - Town Centre designation includes lands along Cheam Avenue, Pioneer Avenue, Highway 9, and Heath Road.

Residential uses are encouraged within the Commercial - Town Centre designation as they assist in creating more complete communities and a customer base for local businesses. While there is some interest in having mid-rise residential forms (e.g. buildings higher than six storeys) within or adjacent to the Town Centre, it is acknowledged that the market does not yet exist for this housing type in Kent.

Commercial – Town Centre Policies:

1. The area designated as Commercial - Town Centre is recognized as the historic commercial heart of the District of Kent. New retail, service and office development shall be encouraged here in order to capitalize on existing assets;
2. Land designated as Commercial - Town Centre are intended for retail, commercial uses and some residential uses;
3. Multi-family residential development is encouraged within the Commercial - Town Centre designation provided that appropriate off-street parking is provided for tenants to ensure there is no impact to available street parking for shoppers. This may take the form of mixed-use buildings with residential above the ground floor commercial or retail use, stand-alone residential buildings or other configurations;
4. Consolidation of small lots and comprehensive site planning of new development shall be encouraged in the Commercial - Town Centre designation, especially in accommodating multi-family residential or a supermarket;
5. In order to improve the access, amount and availability of parking in the Commercial - Town Centre area, a comprehensive downtown Parking Plan shall be conducted;
6. Safe vehicular, bicycle, and pedestrian access and traffic safety is a priority in the Town Centre and the District will continue to implement the recommendations of the 2009 Active Transportation Plan and Age-Friendly Plans;
7. The vacant site located on Pioneer Avenue West, west of Evergreen Drive shall provide mid-block connections and sound attenuation for any residential uses that may be integrated into the development;
8. The former Highways maintenance yard combined with existing residential properties to the east is considered as an ideal site for commercial redevelopment which may include a food store;
9. All new development in the Commercial - Town Centre designation will be of a high quality design and in accordance with the Downtown Revitalization Development Permit Area Guidelines, which include the



Pioneer Avenue East, Agassiz



Maintenance Yard on Cheam Avenue

Agassiz Revitalization Façade Design Guidelines; and

10. As the market permits, consider allowing medium-density residential uses (e.g. higher than six storeys) at key locations within the Commercial-Town Centre designation, subject to further planning and public consultation.

ii. Mixed-Use

The mixing of land uses is known to contribute to community sustainability by allowing people to access a wider range of services within closer proximity to their homes. Mixing land uses can also allow a more efficient and intense use of land. While a mixing of land use is broadly supported in this OCP, the identified mixed use area is at Mount Woodside where a mix of residential housing types and limited commercial uses are proposed to help contribute to a more sustainable community in the far west sector of Kent.

The intent of the Mixed-Use designation is to facilitate an appropriate blend of uses in each area but also to allow some flexibility in response to evolving market conditions and community aspirations.



Multi-Family Housing in the District

Mixed-Use Policies:

1. Lands within the Mixed-Use designation are generally intended for a combination of residential and commercial uses. Other uses may be permitted, subject to compliance with the respective future and existing neighbourhood plans for Mount Woodside; and
2. Development with the Mount Woodside Mixed-Use designation shall comply with the provisions set out in the approved Mount Woodside Neighbourhood Plan and the development phasing plan. A mix of single family, duplex, townhouse and apartment units may be provided. Limited commercial uses are also encouraged so that residents do not have to drive into Agassiz for all their shopping needs. Maximum residential densities shall be as set out in the Mount Woodside Neighbourhood Plan (approximately 7-10 units per gross hectare (2.8-4 units per acre)).

iii. Commercial – Services

The purpose of the Commercial - Service designation is to identify areas close to the commercial core of Agassiz for businesses that are designed for and dependent upon direct automobile access. This contrasts with the “main street” commercial uses in the Commercial - Town Centre designation which are primarily pedestrian oriented.

Lands designated as Commercial - Service are generally located east of the town centre along Pioneer Avenue. This land use makes a good transition between the Commercial -Town Centre designation and the Industrial - Light designation to the east. A Commercial - Service designation is also located at the corner of Heath Road and Park Street.

Commercial – Service Policies:

- a. Maintain lands for Commercial - Service uses within Agassiz townsite;
- b. New development within the Commercial - Service designation shall be connected to the municipal water, storm water, and sanitary systems; and
- c. The Commercial - Service Area along Pioneer Avenue may be considered for future light industrial uses subject to the mitigation of any negative impact on neighbouring properties.

iv. Commercial – Highway

The purpose of the Commercial - Highway designation is to provide for an identifiable and defined commercial area adjacent to key highways. This designation provides commercial services primarily to the travelling public, and is not intended to duplicate the majority of uses in the Commercial - Town Centre designation. The focus of the Commercial - Highway designation is to concentrate commercial land uses in defined areas so as to minimize the land use sprawl along the highway corridors. The type and level of development must also be suited to site conditions and surrounding land uses.

Three areas are included with the Commercial - Highway Designation: Lands in the vicinity of Morrow Road and Highway 9, two parcels at the East Else Road and Lougheed Highway, and one parcel in the Mount Woodside area. This Plan does not anticipate any further Commercial - Highway lands, with the exception of potential limited commercial use in the Residential - Reserve areas at the Teacup properties and Fooks Road and Key Road properties.

Commercial – Highway Policies:

1. Maintain lands for Commercial – Highway development within Kent to accommodate commercial land uses which depend largely upon highway traffic and tourism, and are more service oriented rather than product oriented;
2. Commercial - Highway development shall be concentrated in defined areas in order to discourage strip mall development;
3. All new development within the Commercial - Highway designation shall provide landscaping and screening along streets and abutting residential, institutional areas;
4. New development within the Commercial - Highway designation shall be connected to the municipal water and sewer systems or to an approved community water and sewer system;
5. All new commercial construction and renovations in the Commercial - Highway designation shall be required to conform to the design principles set out in the Downtown Revitalization Development Permit Area Guidelines;
6. The District will consider establishing Highway - Commercial Development Permit Area Guidelines to establish specific objectives for the form and character of lands within the Commercial - Highway designation; and

7. The small Commercial - Highway designation at the intersection of East Else Road and Lougheed Highway may be expanded to a more mixed-used centre subject to further study and:
 - a. Demonstration of market demand;
 - b. Connection to the municipal water and sewer systems;
 - c. Newly established Development Permit Area Guidelines;
 - d. Consideration of the impact on agriculture; and
 - e. Community engagement.

v. Commercial – Marine

The purpose of the Commercial - Marine designation is to provide local commercial and tourist commercial services along Harrison Lake River that are marine in nature, and serve both the residential community of Rockwell Bay and visitors to the area. A range of marine-oriented uses are encouraged including a hotel, restaurant, marina, and/or related services. Development within this area involving boat access and structures in the water will also require the approval of applicable Federal and Provincial Government agencies. A small site identified for a resort development along the Harrison River adjacent to the Sts'ailes Indian Reserve 6 is also included with the Commercial - Marine designation.

Commercial – Marine Policies:

1. Commercial - Marine areas shall be maintained to accommodate commercial land uses which depend upon marine access;
2. Commercial - Marine areas are intended primarily for marina, restaurant, hotel, neighbourhood pub, marine service based operations, and associated uses;
3. Any new development shall not result in decreased public access or use of Harrison Lake and waterfront, parkland, and natural assets including the public use beach/boat launch area adjacent to the breakwater; and, shall include the provision of a lakefront public access walkway to facilitate lakefront connection with the pedestrian promenade within the Village of Harrison Hot Springs.
4. Development on lands designated Commercial - Marine along Harrison Lake shall be designed to provide an appropriate transition to lands located within the Village of Harrison Hot Springs;
5. Due to its remote (river only) access and hillside location, the Commercial – Marine Harrison River lands adjacent to the Sts'ailes IR6 must address all geotechnical, environmental, servicing and fire protection issues unique to the site prior to building permit;
6. All development within a Commercial - Marine designation involving boat access and structures in the water will require the approval of applicable Federal and Provincial Government agencies;
7. In addition to environmental protection, a high standard of building and site design shall be required for marine commercial activities as set out in the Marine Commercial Development Permit Area; and

8. Unless a suitable alternative is approved by the District of Kent, new development within the Commercial-Marine area at Rockwell Drive shall be connected to a District of Kent water and sanitary system.

4.5 Industrial Land Use

The District of Kent wishes to strengthen its industrial land base in recognition of the jobs, tax base and overall contribution this sector makes to a sustainable local economy. The District has two key industrial areas – a light industrial area in the northeast Agassiz and a heavy industrial area centred on West Cameron Road and Humphrey Road. Key operations in each of these areas include Britco Structures (light industrial) and Rimex (heavy industrial) which produces steel rims for the mining industry.

The District of Kent has an existing gravel quarry located off of Cemetery Road. Sand and gravel deposits are found as well in areas designated for Resource Management use near Sutherland Road and along the Fraser River. Sand and gravel sites represent an important resource for the construction industry in the Province and have been recognized accordingly by the Ministry of Transportation and Highways and the Ministry of Energy and Mines. In order to fully explore and capture this resource, aggregate deposits located within the municipal boundaries must be identified and protected as outlined in the Local Government Act.

General Industrial Policies

1. Support the protection and expansion of the District's industrial land base as a vital community and economic asset that can be used to create significant local employment, property taxes and other benefits to Kent;
2. Encourage industrial uses that will achieve higher employment densities;
3. Concentrate industries of similar types, service needs and characteristics within select areas of the community;
4. Direct light industrial development to northeast Agassiz and heavy industrial uses to West Cameron, Humphrey and McCallum Roads;
5. Industrial land use must be compatible with adjoining land uses (e.g. residential, agricultural, commercial and institutional);
6. Minimize the detrimental effects of industrial development on the natural environment and surrounding areas; Encourage water conservation, re-use of building materials and waste products, reduced energy consumption and adverse environmental impacts;
7. The District will continue to explore the establishment of aggregate reserve areas as reflected in the Fraser Valley Regional District Aggregate Pilot Project to ensure that sources of aggregate remain available in the District over the long term. Potential aggregate reserve areas are generally located within the Resource Management designation. The District will consider the implications and benefits of accommodating manufacturing of aggregates within proposed aggregate reserve areas. This may require amendments to the District's Zoning Bylaws and a review of transportation infrastructure;

8. Connect industrial areas to other parts of the District through multi-use pathways, trails, sidewalks and/or other transportation routes;
9. Encourage the provision of employee amenities within industrial developments that support a healthy working environment. This may include places to exercise, rest or eat and connections to multi-use pathways or trails; and
10. Support climate action strategies by:
 - a. locating industrial uses close to main transportation routes and within walking distance of existing and potential transit routes;
 - d. encouraging building in a manner that promotes energy efficiency. This may include orienting buildings for maximum solar gain, maximizing glazing, requiring overhangs that protect from summer but also allows winter sunlight in and providing landscaping that shades in summer and allows sunlight in during winter.

i. Industrial – Light

The purpose of the Industrial - Light designation is to protect an area within the townsite for light industrial uses. The north-east portion of Agassiz, which is designated for this purpose, is already committed in part to industrial uses, and is the only area of contiguous undeveloped land in the District with potential to be served by community sewer and other urban services necessary for industrial development.

Many lots within this well-established light industrial area are already developed and serviced (e.g. along Industrial Way). Some areas, such as along Pixley Lane, consist of single family residences and would require land assembly prior to industrial development.

The Plan recognizes the importance of providing local employment opportunities, in addition to building on the existing light industrial success in the District.



Industrial – Light Policies:

Light Industrial land use on Tower Road, Agassiz

1. Industrial - Light areas shall be used for light industrial uses, storage and handling, and public uses;
2. Strive for a high quality site and building design in industrial areas. This may include extensive landscaping and visual buffers between industrial and non-industrial uses;
3. New development within the Industrial - Light area shall be connected to the District's water, stormwater and sanitary systems; and
4. Lands located to the west of the Industrial - Light designation that are currently identified for Commercial - Service use may be considered for future industrial expansion subject to further study.

ii. *Industrial – Heavy*

Lands designated for heavy industrial are located in the vicinity of West Cameron, Humphrey and McCallum Road. The lands generally about the Kent Federal Corrections facility. Existing companies operating in this area include Rimex and Eclipse Trucking. Rimex has had a long standing presence in the District and has demonstrated the viability of heavy industrial uses in Kent. To build off the success of this industrial precinct, this OCP expands this heavy industrial land designation to include additional, adjacent parcels currently located within the ALR.

The purpose of the Industrial - Heavy designation is to allow heavy industrial uses to occur within the District of Kent, but to ensure that this activity is located away from residential areas.



Heavy Industrial Area, West Cameron Road

Industrial – Heavy Policies

1. Lands in the vicinity of West Cameron, McCallum and Humphrey Road are designated as the District's Heavy Industrial area;
2. Land in an Industrial - Heavy designation may be used for material processing, fabricating and assembly, warehousing, transporting and cartage, wholesaling, servicing and repair, wrecking and salvage operations, heavy equipment sales and incidental office facilities;
3. New development within the Industrial - Heavy designation will be subject to Industrial Development Permit Area Guidelines. These guidelines reflect the industrial character and realities of the area yet strive to achieve a high quality of site and building design and appropriate transitions between industrial and non-industrial uses;
4. Site design and access will be provided in consideration of nearby agricultural practices and minimize negative impacts on farming;
5. Unless a suitable alternative is approved by the District, new development within the Industrial – Heavy area shall be connected to a District water, sanitary, and stormwater system. Protection of the ground water resource is important in the District and therefore alternatives to connecting to a District system would only be considered where it can be demonstrated by a Professional Engineer that the development is capable of:
 - b. Implementing measures to capture first flush runoff and encourage infiltration of clean stormwater to improve groundwater quality and discharge;
 - c. Achieving protective management practices, such as wellhead protection plan or watershed management plan; and
 - d. Verifying that sanitary waste can be disposed in a manner that will not impact the groundwater aquifer.

6. Heavy industrial uses with noxious characteristics, such as salvage and wrecking yards shall be located or relocated to areas where required services are available, removed from residential, commercial and higher standard industrial developments; and
7. Portions of the Institutional area on the north side of Cemetery Road may be considered for future heavy industrial uses subject to further review of market demand and neighbourhood impacts.

4.6 Institutional Land Uses

Institutional uses in Kent include schools, the library, municipal and police buildings, health facilities, utility structures, correctional institutions, seniors housing, the cemetery and adjoining recreational uses and religious buildings. These places provide a foundation for community life and meet many needs such as educational, spiritual and safety. They also contribute to the overall well-being of the community.

The District is home to two public schools – Agassiz Elementary Secondary School and Kent Elementary School - as well as McCaffrey Alternative School, and one private school, Agassiz Christian School. Many of the existing school sites are able to offer indoor and outdoor recreational facilities to a limited degree for the residents of Kent. As such, schools can be considered to play a supportive roll for park and recreation land uses.

According to School District 78 enrolment for both public schools is expected to decline over the next decade. As a result, new school sites and major facility improvements requiring additional lands around existing schools are not anticipated. However, if significant new residential areas develop outside of Agassiz on hillsides, consideration of school facilities within these new neighbourhoods will be required.



Fraser Valley Regional District branch library in downtown Kent

This OCP distinguishes Institutional Land Uses from Parks, Recreation and Open Space uses. It is recognized that there is some overlap between the two designations, particularly with regard to recreational uses.

Institutional Policies:

1. The continued use of school facilities for the community as park and recreational sites shall be supported;
2. The District and School District 78 will continue to coordinate on future growth in the community and how this may impact the need and the location of any proposed new school facilities;
3. Designate all Federal Crown lands on the east side of Sutherland Road as institutional. It is recognized that lands in this area recently acquired by the Federal Government are located within the ALR. The District will continue to work with the Federal Government on joint servicing issues;
4. Institutional uses at Mount Woodside have been identified on the south side of Lougheed Highway and are intended to accommodate a small fire hall and public works facilities. If additional community uses are required on the north side of Lougheed Highway in the future, this will be explored and will be generally in accordance with the directions of the Mount Woodside Neighbourhood Plan;
5. The Municipal Hall and Secondary School site form an integral part of Agassiz's town centre. As such, they are essential in any future provisioning for the area. This site, for example, may warrant future redevelopment as a higher density, mixed commercial, residential and civic precinct. Any future change on this site will be subject to detailed planning and consultation with the broader community, the School District and other stakeholders; and

6. Portions of the Institutional area on the north side of Cemetery Road may be considered for future heavy industrial uses subject to further review of market demand and neighbourhood impacts.



Agassiz Secondary School

4.7 Parks, Recreation and Open Space

The District of Kent has many parks and recreation opportunities. Due to the flat terrain offered by the Fraser River Floodplain, Kent is a prime location for cycling. In addition, the District's hills and mountains provide many upland hiking possibilities. Within 30 minutes from their homes, District residents have the unique opportunity to ski, swim, golf, camp and hike. The high level of community spirit and volunteerism in Kent enhances the development and maintenance of high quality park and recreation facilities.

Kent's parks are classified as District, Neighbourhood, Special Purpose or Provincial. Existing parks are shown in Figure 6 below.

Figure 6: Existing Parks in Kent

Existing Parks in Kent		
Park Name	Park Type	Facilities/Area
Centennial Park	District	Community Recreation and Cultural Centre, Agassiz Fair Grounds, Ferny Coombe Pool, skateboard park, ball fields, playground, horse riding area, dog park, soccer pitch tennis courts, Agricultural Pavilion & Hall, barbecue shelter, soccer pitch (14.2 ha)
Pioneer Park	District	playground, paths, picnic area, Museum and a meeting room and stage at Aberdeen Centre (1.2 ha);
Westlin	Neighbourhood	playground equipment (0.4 ha)
Evergreen	Neighbourhood	playground equipment (0.2 ha)
Dr. McCaffrey Park	Neighbourhood	playground equipment (0.2 ha)
Schep	Neighbourhood	playground equipment and basketball court (0.43 ha)
Alm Park	Neighbourhood	Treed area (0.79 ha)
Rockwell Bay Park 1	Neighbourhood	Open grass area (0.09 ha)
Rockwell Bay Park 2	Neighbourhood	Open Grass Area (0.11 ha)
Blair Henry Park	Neighbourhood	Treed area, pathway (0.5 ha)
Vimy Park	Special Purpose	updated cenotaph, garden and grassed area (0.07 ha)
Sasquatch	Provincial Park	
Kilby Historic Park	Provincial Park	

Centennial Park is the District's largest park. It has three key facilities, the Community Recreation and Cultural Centre, Ferny Coombe pool and the Agassiz Fair Grounds. The Fitness/Activity Centre was constructed in 2001, with an addition in 2004: It has a weight room, fitness/dance room, two pre-school rooms and a Health Office (Chiro). In 2012, the District received a Community Recreation Program grant and a Community Infrastructure Improvement fund through the Western Economic Diversification program to construct a large gymnasium and two multipurpose rooms to benefit the whole community. The facility is now referred to as the Community Recreation and Cultural Centre with construction to be completed in 2014.



Ferny Coombe Pool, Centennial Park, Agassiz

The District has operated the Ferny Coombe outdoor pool since 1978. In 2006 an Indoor Pool Feasibility Study concluded that the existing outdoor pool should be replaced with an Indoor Aquatic Centre that would serve the community area for years to come. In 2010, a Life Cycle Study was conducted for the existing outdoor pool. It recommended that with proper maintenance there is no reason why the District could not operate the facility for another five to ten years.

The Agassiz Fair Grounds are an important community asset and serves as the site for the annual Agassiz Fall Fair and Corn Festival. In 1999, the Agricultural Land Commission approved the exclusion of the property from the ALR subject to a restrictive covenant limiting the land use to recreational facilities and to the construction of fencing and vegetative screening.

Pioneer Park is another important park in Agassiz Town Centre and was formerly a CPR garden. The park is located directly across the street from the shops and services on Pioneer Avenue. In addition to the playground, picnic tables and grassy areas, the park contains the Aberdeen Centre. The Centre was built in 1995 to house the Kent visitors' centre (now operating in the museum) and to service community groups. The public washrooms on the main floor of the building are accessible from the exterior of the building. The main floor is currently leased with the upper floor available for community uses.



Pioneer Park, Agassiz

Other outdoor recreation facilities in the District of Kent include a speedway, shooting range, and motocross track that are run by non-profit organizations as well as a privately operated nine-hole golf course.

Kent also offers a variety of indoor recreation facilities including public school sites, community and church halls, a Child and Youth Centre, Friendship Centre, a branch of the Fraser Valley Regional Library, Agricultural Pavilion and Hall, barbeque shelter and two museums. Most of these facilities are privately owned and/or operated by non-profit societies.

Existing parks, trails, recreational and public use facilities in the Agassiz townsite are located on Map 4 and those outside the Agassiz townsite are located on Map 5. Dyke trails are shown on Map 6.

Kent also has a relatively well developed trail network. Currently, walkers and cyclists utilize the existing dyke system informally for recreation. These dykes, which are bordered by active farm operations, are under the authority and mostly under ownership of the District of Kent. However, the dyke trails are not formally marked and in some locations gates exist preventing public access and use. In addition, in many areas, because the dykes are adjacent to private farmland, there is concern by some farmers of conflict between recreational users of the dykes and adjacent agricultural operations.

However, past successful trail projects such as the Mountain View Trail system and Cuthbert Road to McDonald Road Dyke trail improvements have demonstrated that conflict along trails bordering active agricultural land is virtually non-existent. Considering the strong public support for new trail systems and use of existing trails, additional urban and rural trail development and safety improvements to the dyke trail system for human-powered recreation use (walking, cycling) should continue.



Map 4: Existing Parks, Off Road Trails, Recreation and Public Use in the Agassiz Townsite

Map 5: Existing Parks, Trails, Recreation and Public Use outside of the Agassiz Townsite



Map 6: Dyke System Trail Route

Many hiking trails currently exist within the hills and mountains in Kent including trails in and around Sasquatch Provincial Park and on Crown Land in and around Bear Mountain, and Agassiz Mountain. Generally, local individuals do the majority of trail maintenance; however some additional work is needed to make the trails safer and more user-friendly. The new Mountain View Trail provides a loop between the fitness centre to the town centre. Various route options provide for approximately six to seven kilometres of trail.

Parks space in Kent is considered sufficient to meet anticipated growth to 2040. It is acknowledged, though, that park and recreational programming will continue to require tailoring to meet the needs of an increased and changing population.

Parks, recreation and open space play a critical role in community members' ongoing health and well-being. Several background plans and studies speak to the value and demand for different parks and recreation facilities, the desire and health benefits of walking and cycling and the changing needs of the community. Key directions from previous work that are relevant to this OCP are:

- Provide a hierarchy of parks and facilities for different purposes and users (1998 Parks & Recreation Master Plan and The District of Kent Leisure Need Assessment (2008); the latter recommends targeting and improving services for children, youth and seniors, among others;
- Continued collaboration with neighbouring jurisdictions, especially the Village of Harrison Hot Springs, given that residents enjoy the recreational facilities offered by both municipalities; (1998 Parks & Recreation Master Plan);
- Continue to implement new cycling routes, proposed pedestrian and hiking infrastructure improvements and other recommendations of the District of Kent Active Transportation Plan (2009). Recognize non-motorized modes of transportation as a means to realize a multitude of health benefits;
- Improve communication, coordination and connectivity among older adults and seniors regarding recreational opportunities and improving crosswalks in specific locations (Priorities for an Age-Friendly Community, 2013);
- Manage the Ferny Coombe (outdoor) Pool and enhance its appeal through planned maintenance and improvements (Indoor Pool Feasibility Study, 2006, Life Cycle Study 2010). While the pool is in fair condition considering its age, it will likely require an increasing investment to keep it functional;
- Work collaboratively with the Village of Harrison Hot Springs to establish a stronger tourism destination in the region (e.g. by enhancing tourism products, parking and transportation networks) (Tourism Plan, 2007); and
- Support arts and culture in Kent and surrounding areas by providing places for the arts and by supporting existing organizations and partnerships (Arts and Culture Study. 2009).

A collage of green leaves, each with a handwritten label in black ink. The labels include: 'existing trails', 'Produce Store', 'Community gardens', 'banking', 'grounds', 'Pioneer park', 'Soft roadways', 'Shopping', 'Bed + Breakfasts', 'Local Shopping', 'Trails + Parks', 'library', 'church', 'Concentration at services', 'Gun Club', 'Youth + Child Development Centre', 'Recycling', 'Ag H', 'Fall F', 'Starline in the park', and 'Tug + Assoc'. Some leaves have red checkmarks next to their labels. The background is a mix of green and brown, suggesting a natural setting.

"Amenities Tree", OCP Workshop, June 2013

Parks, Recreation and Open Space Policies

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Skateboard Park, Centennial Park, Agassiz

6. Maintain Centennial Park as the major indoor and outdoor recreation site for Kent. Other long term uses may include an indoor pool, ice arena, and sufficient infrastructure, including parking;
7. The Agassiz Fair Grounds shall be preserved as a valuable community asset;
8. Continue to maintain and improve Ferny Coombe Pool in line with municipal resources and pursue grant funding opportunities for the construction of a new pool;
9. Maintain Pioneer Park as the major Town Centre park that serves the entire community;
10. As the population within Agassiz continues to grow, consider providing new recreational facilities close to

where people live;

11. Should any existing parks or public recreational facilities no longer be required, consultation with members of the community will be required prior to considering other uses for the sites;
12. Enhance the pedestrian and cycle network within and around Kent;
13. The District may work in partnership with landowners, businesses and the development community to maintain and increase public access to the Fraser and Harrison Rivers, Harrison Lake and other areas of natural beauty;
14. Work collaboratively with the Province, Fraser Valley Regional District, Fraser Basin Council, First Nations and others to continue building trail segments in Kent as recommended in the Experience the Fraser Lower Fraser River Corridor Project. The project aims to create a continuous link along the Fraser River from Hope to the Salish Sea by over 550 kilometres of trail and via the river itself;
15. Provide trail links for walking and cycling between Agassiz and Harrison Hot Springs. Prioritize the development of a bicycle path between the two communities while recognizing the challenges related to cost and securing route alignment. Continue to foster partnerships with the Village and others;
16. Continue to plan and implement dyke trail enhancements to improve human-powered recreation use (walking, cycling) with consideration of farmers concerns of potential trespassing and vandalism;
17. Recognize, build awareness and support the documentation of heritage places, buildings, artifacts and landscapes within Kent;
18. Work with the Fraser Valley Regional District, and other appropriate agencies to establish appropriate sites for regional parks within the District of Kent;
19. Support recreational tourism (e.g. Circle Farm Tour) as a way to combine recreational and economic development pursuits;
20. The District will continue to secure a lease for the main floor of the Aberdeen Centre provided that the use is compatible with the park, the upper floor and main floor exterior washrooms are retained for public use and recreational / commercial activities and the lease income is used to maintain and upgrade the existing building including the public washrooms;
21. Support and encourage beautification programs and initiatives such as Community in Bloom;



**Aberdeen Centre, office of The Observer Newspaper,
Pioneer Park, Agassiz**



22. Acquire parks at the time of subdivision in accordance with the provisions of the *Local Government Act*, comprising five percent of the subdivided land or equivalent cash-in-lieu. The decision between land or cash-in-lieu and criteria for selection of parkland should include the following considerations:
 - a. Whether the subdivision is in proximity to an existing park and is suitable for expanding the park; and
 - b. Whether the land dedicated as park is of a reasonable size and has characteristics suitable for park development.
23. Through the development process, acquire lands to protect environmentally sensitive areas in addition to the parks;
24. Explore other methods for acquiring land for parks and trails through the development process, such as density bonus, purchase, negotiation, donation and statutory right-of-way; and
25. Explore a range of funding opportunities to improve amenities including the Gift and Memorial Program (Community Gift Program).



Pioneer Park, Agassiz

4.8 Resource Management Use

The District of Kent is framed by mountains and river landscapes. These areas contribute to the beauty of the community yet also provide an opportunity to utilize the area's natural resources. The Resource Management designation identifies areas within the District that are suitable for managed resource development, have environmental sensitivity, or are subject to geological hazards. Many of these areas also have limited access, and are isolated from community services. A significant portion of the land within the Resource Management designation is Crown Land. Most of these areas have seen considerable logging activity over the past century.

The Resource Management designation recognizes the potential for the growth and management of timber resources and the extraction of mineral resources while also accommodating rural residential, agricultural, recreation, low density commercial recreation, public, and semi-public uses. The purpose of this designation is also to restrict intensive development and to minimize detrimental impacts on land in these areas.

The District strongly supports the protection of Crown Lands for forest production and resource extraction and the long-term maintenance programs of the Ministry of Forests, Lands and Natural Resource Operations (Ministry of Forests). However, given the geotechnical limitations on steep slope areas in the District, special consideration should be given to logging or resource extraction uses, which are undertaken or proposed near private development. In such situations, Council will recommend to the provincial agencies having jurisdiction that environmental impact studies by professional soils and engineering specialists be undertaken in association with any plans for resource extraction. Geotechnical studies should also be conducted where appropriate. It should be ensured that reforestation occurs after logging, and that site restoration occurs after extraction or mining work. This is particularly important as many existing residential areas are located below land uses for resource extraction.

In 2009, the Minister of State for Mines initiated the Fraser Valley Regional District Aggregate Pilot Project (APP) in response to persistent and intense conflicts surrounding aggregate operations in the FVRD. The project made several recommendations, two of which in particular relate to the District of Kent's OCP:

- Establish a region-wide land designation for aggregate uses including 'aggregate reserves' or 'green areas'; These areas would be preserved for extraction and processing of aggregates; and
- Provide for a broader range of aggregate-based manufacturing activities within aggregate reserves.

The District's "green areas" are the existing gravel areas off Sutherland Road (at the end of McCallum Road) and some small potential resource areas in the northeast corner of the municipality. Sand and gravel deposits are also found along the Fraser River and at the existing gravel quarry located off of Cemetery Road (the latter site is designated as "Industrial-Heavy").

Sand and gravel sites represent an important resource for the construction industry in the Province and have been recognized accordingly by the Ministry of Transportation and Infrastructure and the Ministry of Energy and Mines. In order to fully explore and capture this resource, aggregate deposits located within the municipal boundaries must be identified and protected as outlined in the *Local Government Act*.

With respect to resource extraction from water resources, either the Federal or Provincial Government typically regulates this type of activity. The District of Kent, neighbouring municipalities and First Nations groups have continuously lobbied the provincial government to establish a sustainable long term gravel extraction plan that

ensures appropriate amounts of gravel is removed on an annual basis from locations that achieve the best results. Past and present provincial government restrictions on gravel extraction from the Fraser River due to fish habitat protection concerns, has resulted in inconsistent removal where accumulation volumes have exceeded extraction amounts. Deposits throughout the lower Fraser River, including an area near the confluence of the Harrison River, continue to accumulate causing rise in river levels, shoreline erosion, and threats to the District's dyke system.

Resource Management Policies

1. All areas designated as Resource Management shall be restricted to resource and related rural development only in order to allow managed resource extraction and to minimize detrimental impacts on land and water;
2. Resource extraction uses proposed for lands adjacent to land within the Residential - Lake Area designation shall only be undertaken after their geotechnical and environmental impact on the private lands has been studied and assessed to be safe;
3. Upon abandonment or termination of resource extraction operations, redevelopment and reclamation of the site shall begin immediately and shall be carried out in cooperation with the appropriate provincial authority. These areas shall revert back to as natural a state as possible through slope leveling, landscaping, and reforestation;
4. The Ministry of Forests shall be encouraged to refer forest and recreation management plans to the District for comments respecting potential consequences or effects for private land and existing settlement areas;
5. The District will continue to explore the establishment of aggregate reserve areas as reflected in the Fraser Valley Regional District Aggregate Pilot Project to ensure that sources of aggregate remain available in the District over the long term. Potential aggregate reserve areas are generally located within the Resource Management designation. The District will consider the implications and benefits of accommodating manufacturing of aggregates within proposed aggregate reserve areas. This may require amendments to the District's Zoning Bylaws and a review of transportation infrastructure;
6. Annual Sand and gravel extraction from the Fraser River is supported subject to careful consideration of potential impacts on surrounding areas, fish habitat and other aquatic species; and
7. If future studies show that an area with a Resource Management designation can accommodate a broader range of uses with safe access and without environmental damage, the area may be re-designated through an OCP amendment.

5.0 Environment & Sustainability

The District of Kent is an area of contrasting topography, consisting of Fraser River Floodplain and various uplands and mountains. Bear Mountain, which is between Harrison Hot Springs and the Fraser River, is the highest point in the District at 1,028 metres (3373 ft.) above sea level. Other significant mountains in Kent include Mount Woodside, Agassiz Mountain, Green Mountain, Mount Hicks, Cemetery Mountain, and Hopyard Mountain. The municipality also has miles of shoreline along Harrison Lake, Harrison River, Harrison Bay, the Fraser River, Maria Slough, and Ruby Creek, and is home to several tributaries that drain into these water bodies. One third of the District is comprised of Fraser Valley floodplain, with an average elevation of 20 metres (66 ft.) above sea level. Much of the floodplain is dedicated to agricultural and urban land uses, including the communities of Agassiz and Harrison Mills.

The topography of Kent provides a series of opportunities and constraints. While the Fraser River Floodplain provides ample opportunity for agriculture, these areas are usually under threat from flooding despite continual improvements to the dyking system. The devastating consequences of the 1948 Fraser River flood remain a strong reminder of the importance of flood protection.

Dyking and drainage have always been an integral part of the development of Kent, and for it to be successful there is a constant and costly maintenance responsibility. It also brings with it issues of access to drainage ditches which often cross private land. In contrast, Kent's upland areas may provide some opportunity for residential expansion since they do not face the threat of flooding; however, their steep slopes dictate geotechnical hazards, are costly to develop, and can increase the burden on low land drainage.

5.1 GHG Reductions

In 2008, the Provincial government enacted the Local Government (Green Communities) Statutes Amendment Act (Bill 27). This statute requires local governments in the Province to include policies in OCPs for Greenhouse Gas (GHG) emission reduction targets, to set a target reduction, and to specify initiatives that local governments can take, or encourage community stakeholders to take to achieve the GHG emission reductions. Greenhouse gases refer to any or all of carbon dioxide, methane, nitrous oxide, hydro fluorocarbons, perfluorocabrons, sulphur hexafluoride and any other substance prescribed by regulation. As one of 180 local governments that are signatory to the B.C. Climate Action Charter, the District of Kent is committed to reducing GHGs.

Community and corporate initiatives already underway in Kent include:

- No-idling policy for municipal fleet vehicles;
- Development and ongoing implementation of a Water Conservation Plan;
- Development and ongoing implementation of an Active Transportation Plan;
- Retrofitting of municipal buildings with energy efficient light fixtures; and
- Operation of a new air quality monitoring station.

According to the Community Energy and Emissions Inventory for Kent (2010), on-road transportation accounts for approximately 54% of emissions in Kent. Buildings account for 36% of emissions and solid waste for 10%. Strategies to reduce GHGs in Kent include encouraging more mixing of land use and higher density developments in areas where there are more opportunities to use transit and other forms of human-powered transportation.

GHG and Energy Reduction Policies

1. Reduce District GHG's by 10% of 2006 levels by 2025. This target is in line with the District's unique small town and rural characteristics;
2. Raise awareness respecting climate change and GHG emission reduction initiatives through leadership and community sustainability programs;
3. Incorporate climate change, its potential impact, and mitigation measures when reviewing new development applications and undertaking long-term planning projects and initiatives;
4. Continue to pursue opportunities to reduce GHG emissions in District operations including the use of fuel efficient municipal vehicles;
5. Encourage the development of more compact and complete communities through the concentration of density, services, and amenities primarily within Agassiz;
6. Continue to support improvements to alternative and active transportation amenities, including additional biking and walking pathways within the District;
7. Reroute heavy duty trucks and freight routes away from residential and mixed use areas. Identify and implement truck and dangerous goods routes through the District;
8. Explore options for encouraging and developing infrastructure for "electric plug-in-vehicles";
9. Support provincial efforts to:
 - a. create more energy efficient buildings (e.g. Greening of the BC Building Code);
 - b. provide homeowner and developer incentives such as the Carbon Action Rebate Incentive Program (CARIP); and
 - c. increase the use of alternative energy sources.
10. Work with other agencies, stakeholders, and the community to achieve emission reduction targets and energy conservation goals by:
 - a. increased public transportation service within the District and the broader FVRD;
 - b. reduction and diversion of waste from landfills;
 - c. maximizing value from agricultural wastes;
 - d. the protection and restoration of natural areas and forest ecosystems; and
 - e. the protection of riparian areas and sensitive habitats.

5.2 Geotechnical Hazards and Steep Slopes

Due to the District's topography and limited non-agricultural land base, future development will be increasingly focused on hillsides and areas with steep slopes. However, these areas also pose unique geotechnical, engineering, and environmental challenges. To address the complexities of developing such areas, specialized policies are required to ensure the safety of residents and to minimize the impacts on both surrounding properties and the environment.

In the early 1990s, District Council commissioned a geotechnical study for the municipality by Thurber Consultants Ltd. This study identified the bedrock geology, surficial geology and landforms of the District, as well as provided some geotechnical hazard mapping. Map 7 indicates the varying topography of the landscape, and classifies the landscape into four separate categories. The categories include:

- **No-to-little probability of hazard occurrence:** areas shown as yellow on Map 7 are within the Fraser River Floodplain. Although the floodplain generally does not require geotechnical assessment, most of these lands require flood proofing;
- **Low-to-moderate probability of hazard occurrence:** areas shown as dark orange on Map 7 may require geotechnical hazard assessment with regard to septic field location and function. Most of these areas are located on mountains and hillcrests where access is required through more hazardous, usually steeper terrain;
- **Moderate probability of hazard occurrence:** areas shown as brown on Map 7 will require geotechnical assessment for building sites and subdivision. These areas include moderate to steep slopes, bedrock controlled slopes or foot slopes with alluvial-colluvial fans. Residential sites may be located in carefully selected locations, but septic field possibilities will be severely limited and will almost certainly require engineering design and certification; and
- **High probability of hazard occurrence:** areas shown as red on Map 7 require geotechnical hazard assessment. These areas have steep slopes, debris flows, and other site-specific geotechnical problems. Residential development is not recommended for these areas.

Although the study presents a very positive geotechnical outlook for most private lands in the District, residential lots along Rockwell Drive are identified as geotechnical "hot spots." Other hazard areas include the north slope of Agassiz Mountain, and several colluvial fans throughout the District.

Geotechnical Hazards and Steep Slopes Policies

1. Precautionary setbacks shall be established for new construction of any kind in the vicinity of steep slopes as indicated on Map 7. Setbacks may be established on a site-specific basis, subject to a required Geotechnical Report, residential development in particular shall be directed away from lands susceptible to stability hazard, and from lands with severe building or road foundation limitations;
2. New development proposals for private lands designated in Map 7, which have at least a low probability of hazard occurrence, are subject to Development Permit Area Guidelines. Development proposals shall require the completion of detailed site-specific geotechnical investigations carrying the stamp and seal of a professional engineer registered in the Province of British Columbia;

Map 7: Geotechnical Hazards

3. New resource extraction plans for public lands designated in Map 7, which have at least a low probability of hazard occurrence, shall be accompanied by an environmental impact study undertaken by a professional soils and/or engineering specialist, or by a geotechnical engineer;
4. Development on steep slopes will be carefully managed through land use designations, development guidelines and other restrictions;
5. Impacts of upland development on low land drainage will be carefully considered and mitigated where required; and
6. Rainwater management standards will be updated for Mount Woodside.

5.3 Riparian Areas

Riparian areas are areas located on the edge of streams, lakes, and wetlands and serve as the link between water and land systems. The Riparian Areas Regulation (RAR), enacted under Section 12 of the Fish Protection Act in July 2004, calls on local governments to protect riparian areas during residential, commercial, and industrial development by ensuring that proposed activities are subject to a science based assessment conducted by a Qualified Environmental Professional (QEP).

The purpose of the Regulation is to protect the features, functions and conditions that are vital in the natural maintenance of stream health and productivity. To achieve these goals, the RAR model requires an assessment of the local habitat and the potential impacts and the development of mitigation measures for avoiding impacts to fish and fish habitat from land development activities such as:

- removal, alteration, disruption or destruction of vegetation;
- disturbance of soils;
- construction or erection of buildings and structures;
- creation of nonstructural impervious or semi-impervious surfaces;
- flood protection works;
- construction of roads, trails, docks, wharves and bridges;
- provision and maintenance of sewer and water services;
- development of drainage systems;
- development of utility corridors; and
- subdivision as defined in section 872 of the *Local Government Act*.

Agricultural activities are not included under the RAR; however non-farming activities on agricultural land are subject to the regulations. Furthermore, the Ministry of Agriculture has adopted standards to guide local government bylaw development in farming areas as outlined in Section 916 of the *Local Government Act*. These guidelines serve as a means to complement the regulations as established by the RAR.

Due to its location along the Fraser River, the District of Kent recognizes the importance of developing policies to protect Riparian Areas, which will be addressed through the adoption of the following policies:

Riparian Areas Policies

1. When exercising its powers with respect to development, the District will protect its riparian areas in accordance with the RAR;
2. All development subject to the RAR must satisfy the requirements as defined by the legislation prior to approval by the District;
3. The District works with farmers to voluntarily achieve riparian watercourse setbacks for agricultural buildings and activities to ensure that systems are properly maintained, and;
4. Developers shall be encouraged to utilize the *Land Development Guidelines for the Protection of Aquatic Habitat* throughout the construction process to control erosion and preserve the riparian areas near streams, water bodies and wetlands.

5.4 Harrison – Sts’ailes Wildlife Management Area

The Harrison – Sts’ailes Wildlife Management Area (WMA) is a proposed 1,515 hectare area encompassing portions of the Harrison and Sts’ailes River channels and floodplain delta. The WMA falls within the jurisdiction of the FVRD and the District of Kent. The purpose of the WMA designation is to protect the area’s wetlands and the associated fish and wildlife, many of which are considered by the Ministry of Forests, Lands, and Natural Resource Operations to be internationally significant species. Figure 7 identifies the proposed Harrison - Sts’ailes Wildlife Management Area.

While the WMA does accommodate compatible land uses, it also adds an additional level of regulation and oversight to activities that may impact the designated area. As the WMA borders the western edge of the District, in particular the Harrison Mills area, the proposed designation will have an impact on the District of Kent. The policies of the proposed WMA are outlined in the *Harrison - Sts’ailes Wildlife Management Area Management Plan* dated December 31, 1997, which was approved in 2002. As of fall 2013, the Province is planning on commencing a final round of community engagement to receive feedback on the proposed WMA to determine whether to proceed with a legal designation.

Since the development of the Harrison – Sts’ailes WMA plan in the late 1990’s the District of Kent has expressed concerns that the additional regulatory requirements associated with the plan need to be flexible and should not obstruct the District’s and nearby property owner’s ability to:

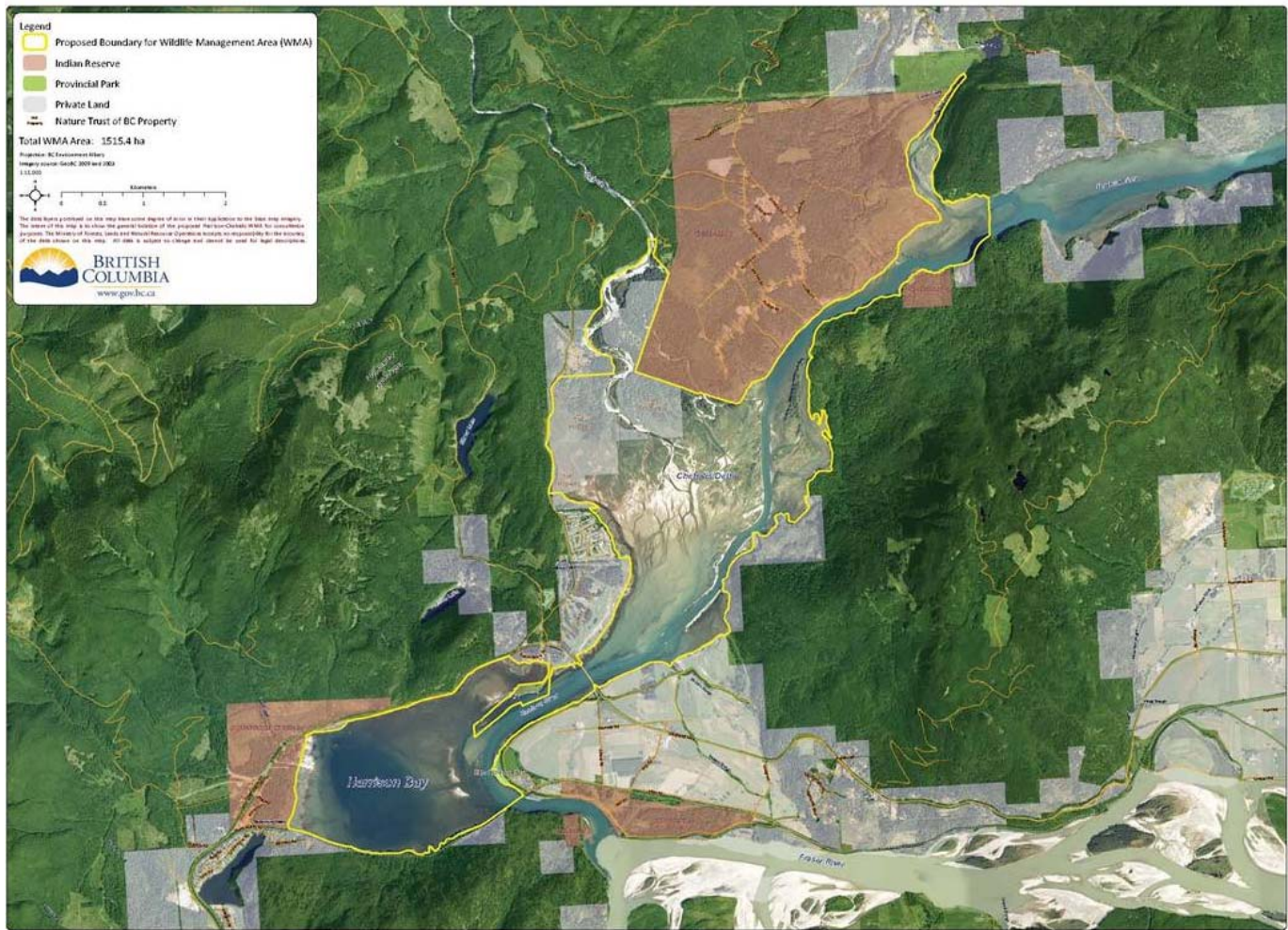
- Conduct regular drainage and dyke trail maintenance operations;
- Establish and maintain with the provincial government a consistent sediment removal program in the upper Fraser River and Harrison River; and
- Use the Harrison River as an important commercial corridor to facilitate valuable resource operations.

In recognition of the importance of balancing environmental protection and the potential impact of the WMA on District residents, the following policies shall be enacted:

Harrison – Sts’ailes Wildlife Management Area Policies

1. Work with the Province to ensure that preservation goals are balanced with economic considerations;
2. Work with the Province to address the concerns of local residents regarding potential, direct and/or indirect, economic and legal implications of the WMA for nearby businesses, in particular with regards to agricultural practices and operations;
3. Work with the Province to address the concerns regarding potential direct or indirect impacts of the WMA on both adjacent and nearby property holders in the Morris Valley and Harrison River areas;
4. Work with the Province to address concerns regarding the impact of the proposed designation on sand and gravel extraction in-and-around the WMA;
5. Work with the Province and nearby District residents to develop public use regulations regarding the WMA and adjacent lands that are compatible with the goals of both parties; and
6. Work with the Province to develop clear, mutually agreeable guidelines regarding the roles and responsibilities of the District and the Province concerning the management of infrastructure and municipal services to those parts of the WMA under the District’s jurisdiction, located to the south and east of the Harrison River.

Figure 7: Proposed Harrison – Sts’ailes Wildlife Management Area (WMA)



Source: Ministry of Forests, Lands and Natural Resource Operations

5.5 Flood Protection & Erosion

The District of Kent operates and maintains approximately 20 km of dykes and three flood pumps to protect against the annual freshet and flood events on the Fraser and Harrison Rivers. There is a need for a long term dyke upgrade plan to meet seismic and flood elevations. To address vulnerable areas to the dyking system, river bank protection works are needed along the Fraser and Harrison Rivers including embankments along Seabird Island First Nation lands. The Fraser Basin Council is currently preparing a Fraser River Profile which will be utilized when determining up to date dyke design elevations and building flood construction levels.

Flood Protection and Erosion Policies

1. Future development in the District of Kent must consider establishing a minimum finish floor elevation based upon the latest flood elevations established, plus freeboard;
2. All District properties within the floodplain, including those within the Agassiz townsite, are subject to flood elevation requirements;
3. The District will continue to update its floodplain mapping and amend the Zoning Bylaw Flood Control Provisions when required;
4. The District of Kent will develop a cost sharing agreement with the Provincial and Federal governments to fund flood protection measures based upon the latest flood elevations established plus freeboard;
5. Develop a utility to fund the local portion of the flood protection costs;
6. Continue working with the Fraser Basin Council on region-wide priorities for flood protection;
7. Obtain funding to complete engineering design work to undertake a Dyke Upgrade Plan to ensure that the District's 20 kilometres of dykes and associated works meet current design standards and current flood profile elevations;
8. Identify riverbank erosion problem areas in the District and pursue further assessment and design options; and
9. Support ongoing efforts of Fraser and Harrison River Committee and continue working towards the establishment of a long term (ten year) integrated plan for sediment removal.

6.0 Transportation Network

The District of Kent's transportation network includes roads, bicycle and pedestrian trails, transit and rail. The network connects the existing developed areas and provides links to adjoining communities. This Official Community Plan supports the ongoing development of the transportation network to meet the needs of existing and future residents, businesses and visitors. The Plan promotes public transportation and cycling as an alternative mode of transportation both within Kent and between surrounding municipalities such as Chilliwack and Harrison Hot Springs. This OCP also builds on the directions of the transportation-related studies that have been undertaken to date, such as:

- Road Network Study Report, 1994;
- Agassiz By-pass Options Evaluation Study, 1996;
- Highway 9 Corridor Traffic Safety Review, 2002;
- Active Transportation Plan, 2009; and
- ICBC Traffic Control Review, 2013.

General Transportation Policies

1. Maintain a framework that allows for the safe and efficient movement of people and goods in Kent;
2. Integrate transportation with land use to provide for a well-connected and compact community;
3. Encourage active forms of transportation as a viable option in order to improve health and well-being and to reduce costs and GHG emissions; and
4. Improve communication, coordination and connectivity among older adults and seniors regarding recreational opportunities and improving crosswalks in specific locations (Priorities for an Age-Friendly Community, 2013).



Cycling around Kent

6.1 Roads and Highways

The road network in Kent encompasses Provincial Highways 7 and 9, Agassiz Bypass (Haig Highway), Rockwell Drive and approximately 80 kilometres of roads that are maintained by the District. Roads are classified as provincial highways, collector roads and local roads. Approximately 61 kilometers of roads are paved and approximately 19 kilometres are gravel surface. Recent road improvements in Kent include Pioneer Avenue East, Mackay Crescent, Whelpton Road, Birch Road, Else Road, and Ashton Road.

In general, the roads in the District are adequate for current traffic capacity. However, several specific improvements and new alignments are proposed in this OCP to respond to anticipated growth, improve efficiency

and resolve specific issues. The District will undertake a new Road Network and Traffic Study to consider these and other elements:

- Proposed provincial highway connection to the northeast corner of the Agassiz town centre to create an interchange between the west leg of Highway No. 7 and south leg of Haig Highway.

Maps 8 and 9 identify the Transportation Network in Kent and the following classes of roads:

- Provincial Highway;
- Collector (municipal); and
- Local (municipal).

In accordance with Map 8 and Map 9, the following roads are designated as Provincial Highways in Kent:

- Hot Springs Road (Highway No. 9);
- Rockwell Drive;
- Agassiz-Rosedale Highway No. 9;
- Lougheed Highway No. 7; and
- Agassiz Bypass (Haig Highway).

Provincial Highways are roads providing a continuous route primarily for through traffic with land access being a secondary consideration. They are usually fed by two or more collectors. Collector roads are streets performing the dual function of land access and distribution of traffic between local roads and provincial highways. Local roads shall be roads that are primarily designed to provide land access with little or no provision for through traffic. Direct access is allowed to all abutting properties.

Roads and Highways Policies

1. Undertake a new Road Network and Traffic Study to investigate proposed new road improvements, concerns related to traffic bypassing and speeding, traffic calming, the adequacy of existing road dedications, width, structure and pavement conditions and other transportation related matters;
2. Develop and maintain a network of provincial roads, collectors roads and local road that accommodates regional and local traffic and reduces cut through traffic in neighbourhoods;
3. Provide access to land use that is safe and commensurate with the level of traffic generated and needed for emergency vehicle access;
4. In accordance with Map 8 and Map 9, the following roads are proposed as future Provincial Highways in Kent:
 - a. Connection to the northeast corner of Agassiz town centre to create an interchange between the west leg of the No. 7 Lougheed Highway and the north leg of the Agassiz Bypass (Haig Highway).
5. Map 8 and Map 9, identify roads which are designated as collectors, the key ones being:
 - a. Pioneer Avenue west of Agassiz Avenue;
 - b. Morrow Road;
 - c. McDonald Road;
 - d. Vimy Road;
 - e. Agassiz Avenue;

- f. Cameron Road;
 - g. Humphrey Road; and
 - h. Mountain View Road.
- 6. Continue to identify access and turning movements on Provincial highways that will improve safety and access to the town centre;
- 7. Identify and secure future road right-of-way requirements;
- 8. Strive to accommodate cycling and pedestrian infrastructure on all roads, as appropriate, including along proposed collectors;
- 9. Identify and implement truck and dangerous goods routes through the District;
- 10. Prioritize the development of a future northeast Agassiz Bypass connecting Highways 9 and 7. Work with the Provincial government to explore this link further;
- 11. Limit access points along Highway 9 by providing shared access and egress and secondary road access for new development;
- 12. Continue to explore mechanisms to reduce the amount of required off-street parking in Kent such as by allowing cash-in-lieu;
- 13. Review and update Development Cost Charge Bylaw for municipal roads to ensure that an appropriate level of funding is provided from new development;
- 14. Review road design standards in conjunction with the new Road Network and Traffic Study. Focus on ways to accommodate pedestrians, cyclists, transit vehicles, trucks, farm equipment, private automobiles and other road users into the community's transportation network, including the addition of cycle lanes in the form of paved road shoulders along designated commuter, school, and touring routes;
- 15. Review the following intersection improvements as part of the new Road Network and Traffic Study. These locations may require widening, signalization, turn bays, alignment and/or landing improvements:
 - a. Highway 7 at Wilson Road;
 - b. Pioneer Avenue at Fir Road;
 - c. Pioneer Avenue at Ashton Road;
 - d. Pioneer Avenue at Agassiz Avenue
 - e. Highway 9 at McDonald Road North;
 - f. McDonald Road North at Haig Highway;
 - g. Haig Highway at Morrow Road; and
 - h. Agassiz Avenue at Mountain View Road.
- 16. Considering that serious traffic accidents continue to occur on the Rosedale-Agassiz Bridge, as well as lack of capacity and considerable safety concerns, the District shall continue to work with the Ministry of Transportation and Infrastructure so they may provide the necessary funding and a short and long term

implementation plan for the following necessary infrastructure improvements on the Rosedale-Agassiz Bridge:

Short term:

- a. Constructing cycling and pedestrian lanes separated from the vehicular lanes.
- b. Relocating light standards in a safer location.

Long term:

- a. Replacing the bridge with a structure that supports four traffic lanes and separate cycling/pedestrian lanes.

17. Rockwell Drive, along the southeast shore of Harrison Lake is below acceptable highway engineering design standards which continues to pose a considerable safety risk to an increasing amount of vehicular, cycling and pedestrian traffic generated from various sectors including: area residents, tourists, resource industries and commercial businesses.

In view of increasing traffic volumes, safety concerns over poor horizontal and vertical alignment, lack of pedestrian and cycling lanes, geotechnical hazards along this highway, the District shall continue to work with the province and the Ministry of Transportation and Infrastructure so they may provide the necessary funding and a short and long term implementation plan for the following necessary infrastructure improvements along Rockwell Drive:

- a. safety improvements to Rockwell Drive and Hicks Lake Road intersection;
- b. create a paved shoulder on both lanes for pedestrian/cycling traffic;
- c. bring the highway to current engineering standard, particularly with respect to vertical and horizontal alignment and lane widths;
- d. improve structure of the highway;
- e. address geotechnical hazards; and
- f. provide pull out lanes in suitable locations.

18. Consult with the District of Kent's business community on transportation network matters that have a potential impact on their operations.

Map 8: Road Network and Utility Corridors

Map 9: Road Network, Off Road Trails and Utility Corridors - Agassiz

6.2 Cycling and Walking

In 2009 the District completed an Active Transportation Plan which provided an inventory of transit, cycling and walking routes, blueways (Fraser and Harrison Rivers) and greenways (linear open spaces composed of natural vegetation). The Active Transportation Plan identified objectives, routes and suggested pedestrian and cycling standards. The report recommended that priority be given to improving the connectivity from Agassiz to Harrison Hot Springs. Improvements to the Rosedale-Agassiz bridge to separate pedestrian and bicyclists from vehicular traffic were also recommended.

Cycling and Walking Policies

1. Continue implementation of the Active Transportation Plan. Encourage human-powered travel and alternative modes that contribute to healthy, active lifestyles and lower GHG emissions;
2. Require the provision of sidewalks in association with new development in Residential, Commercial and Mixed Use developments. This may include, where required, wheelchair accessible curb letdowns;
3. End-of-trip facilities, such as bicycle parking, change facilities and electrical vehicle plug-ins will be encouraged in new developments;
4. Provide a pedestrian railway overpass link from Pioneer Avenue to Fooks Road to achieve a safe pedestrian link between residential neighbourhoods north of the railway tracks and available townsite amenities and recreational facilities on the south side of the tracks;
5. Where feasible, establish pedestrian and cycling routes that are separate from roadway driving lanes;
6. Establish pedestrian and cycling linkages between existing neighbourhoods and with future development areas;
7. Implement improvements to the dyke trail system to improve safety and accessibility for human-powered recreational use (walking, cycling); and
8. Implement improvements / widening of existing and new roads to facilitate walking and cycling.



Mountainview Trail connection

6.3 Transit

Kent has one transit route that connects the community to Harrison Hot Springs and Chilliwack. Transit services are provided by partner agencies including BC Transit, Kent, Chilliwack, Harrison Hot Springs and the Fraser Valley Regional District. Future transit plans include expansion of the system to provide connections to the District of Hope, Seabird Island Band and the City of Abbotsford.

To both greater utilize and expand the use of transit in the District, it is recommended that future development be concentrated near existing transit routes. Such a strategy will not only help to support the transit system and increase mobility of District residents, from youth to seniors, but also it will have a number of secondary benefits, such as increasing density, promoting walkable urbanism, reducing traffic, and reducing GHGs.

Transit Policies

1. Acknowledge the link between land use and transportation and concentrate new residential, commercial and industrial growth along existing or proposed transit routes;
2. Work with major institutional and industrial employers to identify park and ride locations to reduce the number of single occupant vehicle trips;
3. Support efforts to enhance transit service between Agassiz, Harrison Hot Springs and Chilliwack in accordance with the Fraser Valley Transit Strategic Plan;
4. Support an expanded transit system to provide connections to the District of Hope, Seabird Island Band and City of Abbotsford;
5. Support social enterprise approaches to improve transit in the region;
6. Improve transit access to health care and recreational facilities for seniors and youth; and
7. Work with transit partners, the community and others to provide transit facilities that are attractive and offer weather protection.



Transit Stop on Pioneer Avenue, Agassiz

6.4 Rail

The CPR railway has been an integral part of the development of Kent community. The railway business established Agassiz as a trading centre, and the railway is still prominent today.

Rail Policies

1. Prohibit the storage of hazardous goods on railway sidings as a matter of public safety and to protect groundwater as a drinking source;
2. Encourage the environmentally safe disposal of used railway ties;
3. Discourage the parking and storage of empty rail cars on the sidings adjacent to Pioneer Park and all commercial designated properties in Agassiz;
4. Support more detailed planning regarding the impacts and benefits of introducing commuter rail service that stops in Kent (e.g. West Coast Express);
5. Consider and explore the potential for rail oriented industries in Kent; and
6. Work with CPR on developing and practicing emergency response plans for potential rail transportation emergencies involving dangerous goods and hazardous commodities.

7.0 Servicing

The District of Kent currently operates and maintains water systems, a waste water treatment plant, sanitary sewer systems, storm drains, and pump stations. The District's wastewater treatment plant and sanitary sewer collection system primarily serves the Agassiz townsite. Seabird Island First Nation residences are also connected to the District's waste water system.

The developed portions of the District have electrical, cable and telephone service. A gas pipeline runs adjacent to Agassiz and through Seabird Island. Map 8 and Map 9 also indicate the location of major utility corridors in the District. Utility right-of-ways and the associated companies that use them contribute a significant portion of the tax base to the District of Kent. This includes the CPR railway, BC Gas, and BC Hydro.

Servicing priorities for Kent include:

- Complete final phase of the water distribution system for Agassiz;
- Need for increased capacity for stormwater drainage during heavy rains; and
- Ensure safe water supplies and sewage disposal in Kent through strong asset management practices.

This OCP also builds on the directions of the servicing-related studies that have been undertaken to date, such as:

- Agassiz Water Supply Predesign Report, 1994;
- Sanitary Sewer Study, 1991;
- Preliminary Drainage Review, 1991;
- Summary Review of Storm Water Management Plan Alternatives for South and East Drainage Zones of Agassiz, 1996; and
- Agassiz Slough Drainage Study, 2007.

7.1 Water

The District of Kent enjoys abundant water supply and operates three water systems; Agassiz, Rockwell, and Mount Woodside. The Agassiz system is new with approximately 15 kilometres of PVC watermain installed in 2007. Two water storage tanks with a total of 4.5 million litres capacity were installed on Green Mountain in 2007 to provide fire flow and storage for the Agassiz water system. Currently, hook up to the Agassiz system is voluntary and only approximately 50% of properties are connected. Remaining properties are served by private wells.

The Mount Woodside water system was constructed in 2010 and consists of a reservoir, pump, well, fire hydrants and watermains. A smaller water system located at Rockwell Drive was constructed in 1987 and consists of a reservoir, pump house, well, fire hydrants and watermains.

Due to the District's location above a very productive groundwater aquifer, water quantity is generally not a problem. The aquifer is, however, relatively shallow and is considered to be at some risk of contamination. There have been some reported high nitrate readings and high fecal coliform counts on some private wells that indicate contamination from surface agricultural activities upstream of Agassiz or from an aging sewer system. Also, there

is the threat of gasoline by-product contamination from old gasoline/oil tanks that have not been excavated. The Agassiz water system was built, in part, to address these risks. However, not all residents are connected to the system and therefore face the following issues:

- No water supply during power outages;
- Low pressures and maintenance difficulties on some private systems;
- Individual property owner expense of well operation and maintenance;
- Deterrence of potential development investment; and
- The inability to control and protect the groundwater source to assure water quality and prevent contamination.

Fire protection is provided by municipally owned live hydrants and draft fire wells, some of which are pressurized. These live hydrants and draft fire wells are operated by the fire department using mobile pumps in the event of a fire. However, the draft fire wells are often prone to siltation, resulting in reduced effectiveness for firefighting, and increased maintenance.

To help finance the establishment of a municipal water supply system, the District adopted a Development Cost Charge Bylaw, in 1994, to help defray the costs of installing a community water system. The bylaw imposes charges on new residential units, commercial, institutional, and industrial uses.

Water Policies

1. Ensure safe water supplies in Kent and well maintained community water systems in Agassiz, Mount Woodside and Rockwell Drive;
2. Complete the installation of the water system for Agassiz townsite through funding provided by new development and other mechanisms such as the establishment of a Local Service Area;
3. Require new development to connect to the District's water system;
4. Encourage existing residents to connect to the community water system as a viable alternative to maintaining private wells. Require connection to the water system prior to issuance of a building permit for a new structure;
5. Investigate opportunities to establish a District water system to service the heavy industrial area on west Cameron Road;
6. Investigate opportunities to establish a District water system to service the Commercial – Marine area on Rockwell Drive;
7. Work with the Provincial and Federal governments to assist in funding the completion of Kent's water system;
8. Develop water conservation initiatives to conserve this valuable resource;
9. Update the Development Cost Charge Bylaw, to ensure that an appropriate level of funding is provided from new development;

10. Protect the aquifer and ground water quality as a clean source of drinking water. Explore:

- a. implementing measures to capture first flush runoff and encourage infiltration of clean stormwater to improve groundwater quality and recharge; and
- b. pursuing protective management practices, such as a wellhead protection plan or Watershed Management Plan.

11. Require new developments to demonstrate how they will minimize impact to ground water quality and supplies.

7.2 Sanitary Sewer

The District's wastewater treatment plant and sanitary sewer collection system primarily serve the Agassiz townsite. Seabird Island First Nation residences are also connected to Kent's waste water system. The remainder of the District, encompassing the majority of its land area, is served by on-site septic disposal systems. Phase 1 of the Mount Woodside development has a separate sanitary sewer collection system and wastewater treatment plant that was installed in 2010. The Wastewater Treatment Plant (WWTP) is not yet commissioned due to the limited level of development in the community to date. As such, the flows are collected and trucked to the Agassiz WWTP for treatment.

The Agassiz sanitary sewer system consists of approximately 18 kilometres of pipe and uses a combination of gravity sewers and five pump stations (Vimy, Maples, McCaffrey, Cheam and Aberdeen). The main pump station is located at the intersection of Vimy Road and McDonald Road. The sewage is pumped to the WWTP at the south end of Tranmer Road where it is treated and then discharged to the Fraser River. The Agassiz system was installed in the late 1960s.

A study by Wedler & Associates in 1991 indicated that the community sewer system suffers from high groundwater infiltration rates. Infiltration into the sanitary sewer system is a contributing factor to capacity problems with the treatment plant and the pump stations. As a result, the sewage treatment plant was upgraded in 1996 and is currently at 60% capacity.

The maximum capacity of the wastewater treatment plant is estimated at 5,400 cubic metres per day, enough to service approximately 7,500 people. The capacity of the existing plant is expected to meet future population and growth demands identified in this OCP.

In 1992, a Development Cost Charge Bylaw was adopted to ensure that new development helps to pay for a majority of sewer system improvements. This Bylaw was revised and updated in 2004.

The District's capital works program addresses replacement and upgrades to the sanitary collection and treatment system. The following work has recently taken place:

1. Comprehensive repairs to the aging Agassiz townsite sanitary sewer collection system in 2013 which has reduced groundwater infiltration rates;
2. Conversion of WWTP chlorine disinfection to Ultraviolet (UV) disinfection in 2013; and
3. Upgrades to the wastewater treatment plant to improve the screening and digestion processes in 2009.

McCaffrey is one of the District's five sanitary sewer lift stations that has now exceeded its design life and needs to be replaced.

Sanitary Sewer Policies

1. Require major new development projects to connect to the District's sanitary sewer system;
2. Investigate opportunities to establish a District sewer system to service the heavy industrial area on west Cameron Road;
3. Investigate opportunities to establish a District sewer system to service the marine commercial area on Rockwell Drive;
4. While soil conditions of the District are generally suitable for on-site sewage disposal, lot sizes less than 0.8 hectares (2 acres) may be restricted to those areas served by the community sewer system, subject to the approval of the District;
5. The District's Development Cost Charge Bylaw for sanitary sewer works shall be reviewed on a regular basis to ensure that an appropriate level of funding is provided from new development; and
6. Given the age of the current sanitary sewer collection system, the municipality shall provide an updated study and investigate and establish a replacement program.

7.3 Storm Sewer (Drainage)

The District of Kent operates and maintains approximately 16 kilometres of storm drainage pipe to manage storm water runoff within the Agassiz town centre. The majority of the Agassiz town centre system drains to the Agassiz Slough. The drainage catchment area for this system is bounded on the north by Highway 7, on the southwest by the Meadow/McDonald alignments and on the southeast by the Agassiz Bypass (Haig Highway). Twelve sub-catchment areas are drained by underground storm sewers that discharge into four outfalls. These release rainwater to Agassiz Slough.

Water levels in the Agassiz Slough experience seasonal fluctuations and due to the flat grades in the sewer mains, system outfall capacities can vary. Some pipeline improvements have been constructed for the system over the past decade. In 1996, new outfalls and storm trunk sewers were implemented through the Highway 9 corridor to improve the town centre and Vimy Road drainage areas. In addition, the east and west storm drainage systems have been completed. One outfall at the north end of McCaffery Road serves a small catchment area, as does the outfall at the south end of Aberdeen Drive.

The District operates and maintains three rural open drainage systems to help manage drainage and protect property. These rural systems known as the Miami Creek, Mountain Slough, and Harrison Mills systems consist of approximately 140 kilometres of drainage ditches and three flood pump stations.

The flood pump stations are identified as the Duncan Bateson pump station which was upgraded in 2009, the Hammersley pump station which had an additional flood box installed in 2013 and is proposed for pump capacity upgrades subject to funding, and the Kilby pump station.

In addition to the rural open drainage systems maintained by the District, agricultural property owners have additional ditches to more effectively drain their lands. At Mount Woodside, alternative low impact development standards such as drainage swales, rainwater infiltration and detention were employed. Given the relatively limited scale of development to date at Mount Woodside, the efficiency of the alternative drainage standards cannot yet be fully ascertained.

In 1994, the District adopted a Development Cost Charge for Storm Drainage Works and Services.

The District also maintains approximately 20 km of Dykes which, combined with the District's drainage systems plays an important role in helping protect properties from potential flood damage.

Storm Sewer Policies

1. Update the District's Development Cost Charge Bylaw for storm drainage works and services on a regular basis to ensure that an appropriate level of funding is provided from new development;
2. Require major new development projects to connect to the District storm water system;
3. Consider updating a District-wide drainage management plan originally proposed by Northwest Hydraulics Consultants in 2004 for all agricultural land within Kent in order to address outflows of drainage ditches, flood control, and maintenance;
4. Undertake a Storm Sewer Capacity Study for the Agassiz townsite system;
5. Develop an urban Integrated Stormwater Management Plan for the District of Kent;
6. Identify funding sources for dykes, stormwater pump station assessment, maintenance, upgrading, and feasibility studies;
7. Develop engineering standards that promote Best Management Practices for infiltration of stormwater and mitigating the impacts of stormwater runoff; and
8. Work with the Senior Government to protect and enhance fisheries habitat without compromising drainage maintenance.
9. Work with Senior Government to ensure that comprehensive storm water management plans are implemented within Crown Land hillside areas to ensure that logging activities do not create an increase in the rate of runoff into the downstream areas including District drainage systems.

7.4 Solid Waste Management

Overall responsibility for solid waste management and planning lies with the Fraser Valley Regional District. Currently, solid waste collection is privately managed with District of Kent waste transported to the Bailey landfill site in Chilliwack for disposal. The FVRD is currently developing an updated Solid Waste Management Plan. The District has a bottle depot and recycling facility on Industrial Way. The recycling facility also accepts yard and garden waste.

Other recent initiatives undertaken in Kent are:

- Launched a Solid Waste Management data Plan, 2008;
- Completed a pilot project for additional yard and garden drop off site on Cheam Avenue;
- Conducted an Agricultural Plastics Pilot with the FVRD; and
- Yard clean-up events.

Solid Waste and Recycling Policies:

1. Continue to implement data from the District's 2008 Solid Waste Management Data Plan;
2. Support local and regional initiatives for waste reduction and recycling;
3. Explore opportunities to:
 - a. Increase curb side pick-up of recyclables; and
 - b. Establish curb side pick-up of compostables.
4. As part of the Regional District's Solid Waste Management Plan, the District of Kent and the Fraser Valley Regional District shall consider the feasibility of providing and jointly funding a centralized chipping and composting facility within the District.

7.5 Emergency Program Planning

Emergency Program Planning

In accordance with the *Emergency Program Act*, BC, the local authority is at all times responsible for the direction and control of their emergency response. This responsibility includes establishing and maintaining an emergency management organization to develop and implement emergency plans and other preparedness, response and recovery measures for emergencies and disasters.

To address these responsibilities, the District of Kent and the Village of Harrison Hot Springs have jointly established the Kent-Harrison Joint Emergency Program Committee. The committee members meet to discuss, advise, and assist with emergency program planning and operations.

Both municipalities share the cost of three part-time emergency program positions that help administer each municipality's emergency program:

- Emergency Program Coordinator
- Deputy emergency Program Coordinator
- Emergency Social Services Coordinator

Emergency Evacuation Route

One of the main emergency planning priorities facing Kent and Harrison is the establishment of an emergency evacuation route for Kent and Harrison residents and visitors along Rockwell Drive on the east side of Harrison Lake. The two municipalities are working with provincial government representatives to fund and establish a bypass/evacuation route for traffic during a serious incident such as wildfire or major traffic accident causing long duration traffic blockages along Rockwell Drive or the north end of Hot Springs Road. A proposed emergency evacuation route would connect the north end of Rockwell Drive to the Lougheed Highway.

Discussions have proceeded with various provincial government departments including: Emergency Management BC, BC Parks, Ministry of Environment, and Ministry of Forests, Lands, and Natural Resource Operations.

Alternate Emergency Operations Centre and Alternate Emergency Social Services Reception Centre

The District is also reviewing options for an alternate Emergency Operations Centre (EOC) and alternate Emergency Social Services Reception Centre (ESS RC). The primary EOC is the upstairs portion of the District Fire Hall on Industrial Way and the primary ESS RC is the Agricultural Hall on Pioneer Avenue. Considering an emergency could happen that make either of these building locations uninhabitable, the District is considering suitable alternate locations that can be properly outfitted and provided with emergency generators so they may be utilized during emergency or disaster situations.

Emergency Heli-Pad

When responding to medical and fire response emergencies in the Rockwell Drive area of the District, emergency personnel are often challenged with establishing a safe landing area for an Air Ambulance helicopter. Current practices such as landing a helicopter on Harrison Beach are not ideal due to safety risks associated with high use of the area and loose sands.

Emergency Program Planning Policies

1. The District continues to work with the Village of Harrison Hot Springs and senior government departments to obtain required funding and approvals to establish and maintain an emergency evacuation route for District of Kent and Village of Harrison Hot Springs residents and visitors during emergency or disaster situations; and
2. Review options for and establish an alternate Emergency Operations Centre and alternate Emergency Social Services Reception Centre that is properly outfitted and equipped with emergency generators for utilization during emergency or disaster situations.
3. Engage with the provincial government and relevant departments including BC Ambulance Service and Emergency Management BC so they may provide the necessary funding and develop an implementation plan on the construction of a designated helicopter landing zone in the Rockwell Drive area with a potential location being at the end of the existing breakwater.

8.0 Health and Social Well-Being

Maintaining and enhancing the quality of life for all Kent residents has always been a high priority for Council. The District has a Healthy Communities Committee that reviews a wide range of issues affecting the health of the community and provides recommendations to Council.

The health of a community can be influenced by a diverse mix of social, physical, and economic factors. As a result, social well-being policies often touch on a broad range of issue. Due to this breadth, however, the success of such policies often depends on the support and participation by numerous groups or agencies – from individuals and community organization to local and provincial governments.



Pioneer Avenue

Social Well-Being Policies

Health and Quality of Life

1. Work with other government agencies and groups in the community to help address health issues;
2. Facilitate and encourage boards, commissions, or committees to work towards improving the quality of life in Kent;
3. The Agassiz-Harrison Healthy Communities Committee shall be supported as the front line social and health planning agencies for the community;
4. Additional health and social services identified by the Agassiz-Harrison Healthy Communities Committee shall be supported as funding becomes available and budget constraints permit;
5. Educational opportunities shall be expanded as a way of improving the quality of life for the residents of Kent;
6. Work collaboratively with the Ministry of Health and the Fraser Health Services Authority on supporting community-led food security program initiatives, particularly for those living with limited incomes; and
7. Encourage sustainable, local food systems through initiatives such as the promotion of local foods and food production on private property and the facilitation of community gardens and farmers markets.

Built Environment

8. Recognize and preserve significant heritage buildings and features when possible;
9. Buildings that provide facilities and services that need to be accessed by people that are physically and/or mentally challenged shall be made to be fully accessible;
10. The provision and expansion of recreational and park facilities shall be encouraged in order to address the needs of youth, children, seniors and young adults, and to attract more families to the District of Kent; and

11. The provision, expansion, and improvement of infrastructure that promotes and facilitates human powered recreational use shall be encouraged.

Housing, Community, and Economic Development

12. Economic development shall be encouraged in order to create more job opportunities and reduce unemployment in the area;
13. In order to help plan for the housing services and facilities that will be required to meet the needs of an ageing society, the District shall continue to implement the directions contained with its Age-Friendly Plan and work with seniors groups and citizens, as well as government agencies and community groups;
14. The District shall continue to enhance its relationship with First Nations, through ongoing participation in C2C (Community to Community) meetings, development and execution of Memoranda of Understanding where appropriate, and ongoing cooperation;

Safety and Security

15. With respect to police services, Kent has been required to pay for 70% of policing costs since 2009 when population figures exceeded 5,000. These costs are required by Local Government Act legislation which states that a municipality with a population greater than 5,000¹ must bear the necessary expenses for police services. Although there will be a significant increase in operating costs for the District, this does present an opportunity for community policing initiatives;
16. The District shall work with the RCMP to improve community safety by encouraging residents and neighbourhoods to participate in a range of crime prevention programs such as Block Watch, Block Parents, Neighbourhood Watch, Citizens on Patrol, and/or Crime Stoppers;
17. Community-policing initiatives shall be promoted and supported;
18. The District shall work with the RCMP to ensure that crime prevention through environmental design (CPTED) techniques are considered when approving new developments; and
19. Council recognizes the efforts of the Kent/Harrison Search & Rescue, and shall support their continued operations.

¹ Includes residents of Kent and Mountain Institutions.

9.0 Development Permit Areas

Pursuant to the *Local Government Act*, the Official Community Plan has designated certain areas within the District of Kent as Development Permit Areas (DPAs). The District of Kent has established these areas to:

- guide the form and character of multi-family residential, commercial and industrial development;
- guide the form and character of intensive residential development;
- revitalize an area in which a commercial use is permitted;
- protect the natural environment, its ecosystems and biological diversity; and
- protect developments from hazardous conditions.

Six Development Permit areas are identified in Schedule C, Development Permit Areas Map and are noted below:

1. Hillside Development Permit Area 1;
2. Marine Commercial Development Permit Area 2;
3. Intensive Development Permit Area 3;
4. Downtown Revitalization Development Permit Area 4;
5. Mount Woodside Development Permit Area 5; and
6. Industrial Development Permit Area 6;

General Requirements for Development Permit Areas

All developments within a designated Development Permit Area will require a Development Permit to be issued by District Council;

1. Within all Development Permit Areas, a property owner is required to obtain a Development Permit before:
 - a. Subdivision;
 - b. Construction, addition or alteration of a building or structure; and
 - c. Land is altered in an environmentally sensitive or hazardous area.
2. All development permit applications should include a comprehensive design package and a letter of intent that demonstrates how the proposed development meets the guidelines outlined in the Development Permit Area.

Development Permit Area Exemptions

1. A Development Permit is not required within specified Development Permit Areas for: internal alterations which do not affect the outer appearance of the building;
2. A Development Permit is not required within specified Development Permit Areas for minor renovations to the exterior of a building that does not significantly impact the overall appearance of the exterior elevations or contravene Development Permit Area Guidelines. This would include repainting, siding repair, roof repair, restoration or replacement of windows and doors at the same location and replacement or addition of awnings that meet Development Permit Area Guidelines and are in full compliance with the sign Bylaw;

3. A Development Permit is not required within a specified Development Permit Area for an addition to the principle building provided that:
 - a. The proposed construction value is less than \$50,000 as determined by the current Fees and Charges Bylaw; and
 - b. The proposed construction is located within the rear yard and conforms to the Development Permit Guidelines and minimum setback requirements.
4. A Development Permit is not required within a specified Development Permit Area for the construction of an accessory building or structure provided that:
 - a. The proposed construction value is less than \$50,000 as determined by the current Fees and Charges Bylaw; and
 - b. The proposed construction is located within the rear yard and conforms to the minimum setback requirements.
5. A Development Permit is not required within a specified Development Permit area for the replacement or alteration of existing signs or canopies provided that they are in full compliance with the Sign Bylaw or existing Development Permit Area Guidelines.

Hillside Development Permit Area (DPA1)

Lands designated within Hillside Development Permit Area (DPA 1) are outlined in Schedule C, which forms part of this bylaw. This DPA is established for the following purposes:

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

A geotechnical overview study of the District has identified several areas as hazardous areas with respect to rockfall and debris flow hazards. Creeks crossing the mountain slopes have the potential to produce debris flows or floods as a result of localized soil failure. Much of the slope area is covered by mixed second growth forest and was traversed by various levels of logging roads earlier in this century. The purpose of the geotechnical study, when required, will be to identify safe and stable building sites for new buildings, and to provide protection for streams and slopes. Such measures serve not only to protect new development, but also to ensure that new development does not detrimentally impact existing homes and improvements. Due to the geotechnical complexity of the slopes in the area, an owner of land within DPA-1 may be required to undertake a geotechnical study prior to subdivision or the issuance of a building permit.

Within this same boundary, and in part due to the geotechnical complexity of the area and the proximity of Harrison Lake and the Fraser River, surface and ground water is susceptible to degradation. The Plan policies seek to protect the sensitive biophysical conditions in and adjacent to the river, and therefore development permits may also contain conditions respecting the protection of water quality, aquatic habitat, and sewage disposal, water supply, and storm drainage control.

All development within the Hillside Development Permit Area 1 (DPA1) shall comply with the following guidelines:

1. Where a geotechnical study identifies a hazard, which may be a threat to life, a Development Permit may, pursuant to the Local Government Act, vary the permitted uses or density as they relate to health, safety or the protection of the property from damage, or may require that defined areas of land shall remain free of development;
2. No alterations to the natural drainage, no construction or excavation should be permitted which might cause or contribute to hazardous conditions on the site or on adjacent lands;
3. Where this Bylaw permits residential uses and where the geotechnical study identifies safe building sites, all new lots created should include suitable building sites in areas not subject to hazards. Clustering of lots away from the hazard area is preferred and regulations respecting minimum lot size created by subdivision may be varied to facilitate optimum land uses;
4. A Qualified Environmental Professional will perform an assessment of any watercourses as prescribed by the provincially enacted Riparian Areas Regulation. The assessment will specify the streamside protection and enhancement area setbacks and will include measures to protect and enhance the riparian area within those setbacks;
5. Where development is proposed within 300 metres of the natural boundary of a water course or lake, a Development Permit shall require that the applicant demonstrate, by means satisfactory to Council,

that the proposed sewage disposal, water supply and site drainage facilities are adequate and will not lead to environmental problems in the long term;

6. On-site sewage disposal, water supply and drainage systems may be prohibited in areas of unstable soil, or areas where ground or surface water is subject to degradation except as otherwise recommended in engineering studies;
7. The design of the shape and massing of new buildings should be sensitive toward and consider mountain views, lake views, and view corridors of already existing single-dwelling residential use;
8. The development should maximize the retention of existing vegetation on steep slopes and retain all vegetation outside the proposed building site;
9. In addition to the above Guidelines, the Development Permit may include conditions or restrictions restricting the uses and densities permitted in the Zoning Bylaw, the sequence and timing of construction, areas to remain free of development, vegetation or trees to be planted or retained, natural drainage to be maintained or enhanced or other matters as specified in the *Local Government Act* to reflect the advice of the geotechnical engineer in a site-specific geotechnical study;
10. A Development Permit may not be required, pursuant to the *Local Government Act*, for consideration of, addition to, or alteration or repair of a building or structure where a site specific geotechnical report determines that the site may be used safely for the use intended, and the development is not affected by any of the guidelines listed in (1) through (6) above; or the type of construction, addition, or alteration does not affect or relate to matters of health, safety or the protection of property from damage;
11. Where a geotechnical report, study or site specific study is required to support development, it shall be completed by a suitably qualified geotechnical Professional Engineer to determine when the proposed development can occur in a safe manner. The geotechnical Professional Engineer shall prepare a geotechnical report that addresses the following requirements pertaining to slope and stability:
 - a. A geotechnical report should address the following requirements pertaining to slope and stability:
 - i. The Profession Geotechnical Engineer has reviewed all information available to the consultant;
 - ii. The Professional Geotechnical Engineer shall ensure that: the geotechnical study is conducted in accordance with the current edition of the *Guidelines for Legislated Landslide Assessments for Proposed Residential Developments in BC* as prepared by Association of Professional Engineers and Geoscientist of BC and hazard thresholds shall be in accordance with the *Hazard Acceptability Thresholds for Development Approvals by Local Government* paper as prepared by Dr. Peter W. Cave;
 - iii. There is no net decrease in overall slope and soil stability resulting from the proposed development;
 - iv. Off-site slope instabilities are mitigated by the applicant to provide for the safe occupation and use of the development lands and adjacent nearby lands; and

- v. A construction management plan is developed and monitored by the Professional Geotechnical Engineer.
 - b. The Professional Geotechnical Engineer shall provide the following specific geotechnical assurances to the District:
 - i. The Professional Geotechnical Engineer has carried out all necessary surface and subsurface investigations that the Engineer considers necessary to provide the design and supervision undertaking being given:
 - ii. The Professional Geotechnical Engineer will provide the design and supervision such that, in the Engineer's opinion, the site is suitable for the proposed development and the proposed development does not and will not compromise in any way the stability of the soil on-site or soil on lands which are adjacent or nearby, and will not cause or contribute to such soils becoming susceptible to land slip, land slide, rock fall, mud flow, debris flow, debris torrent, erosion, slumping, settling or other such occurrence;
 - iii. In the Professional Geotechnical Engineer's opinion, in the event of any land slip, land slide, rock fall, mud flow, debris flow, debris torrent, erosion, slumping, settling or other such occurrence, which occurs after the proposed development is completed, the extent of the property damage and damage to life and limb which occurs is not likely to be in any way greater than the damage or harm which would occur prior to the development taking place; and
 - iv. The Professional Geotechnical Engineer's undertaking that he is retained by the applicant to design and fully supervise the construction of the proposed development, and that on completion of the work, he will confirm in writing that he has fulfilled his design and supervision undertakings. In the event his retainer is terminated for any reason by the applicant, the Engineer would be obligated to immediately notify the District in writing of that fact.
 - c. The Professional Geotechnical Engineer shall provide the District with evidence of occurrence based professional liability insurance coverage which does not lapse in the amount of \$2,000,000.
3. Where a geotechnical report or study is required, a restrictive covenant may be required to be registered under the Land Title Act acknowledging the land may be subject to hazardous conditions and saving the District harmless from any claims arising out of damages to the land or buildings. The Professional Engineer shall provide specific geotechnical assurances as determined by the District. Bonding to secure performance may also be determined by Council; and
 4. No site clearing, grubbing, re-contouring, grading or movement of soil may occur without the issuance of a development permit for such activity unless otherwise provided for in these guidelines.

Marine Commercial Development Permit Area (DPA 2)

Lands designated within Marine Commercial Development Permit Area (DPA 2) are outlined in Schedule C and C-2 which form part of this bylaw. This DPA is established for the following purposes:

- establishment of objectives for the form and character of commercial development;
- protection of the natural environment, its ecosystems and biological diversity; and
- protection of developments from hazardous conditions.

The Commercial - Marine land use designation is located within DPA-2. Special attention in DPA-2 will be applied to pedestrian accessibility to the lakefront area and connection to the pedestrian promenade along the remainder of the lakefront within the Village of Harrison Hot Springs. DPA-2 recognizes the lakeshore along Harrison Lake as a critical area due, in part, to its high potential for major new development and redevelopment. Also, DPA-2 encourages uses, building design and landscaping which build on the unique opportunities presented by Harrison Lake, the beach and the surrounding area.

All development within the Marine Commercial DPA2 shall comply with the following guidelines:

1. Preserve or enhance as much of the natural shoreline as possible;
2. New development will minimize adverse effects on the natural environment;
3. The form and character of buildings and structures should reflect the natural beauty of the area. This can be achieved through:
 - a. The sensitive siting of buildings;
 - b. Designs that are naturally inspired; and
 - c. Using materials and building methods that complement the marine environment.
4. Building and site design should strive to reduce the apparent mass of structures and to integrate the development within its site and local context;
5. Development should be designed to maximize sun penetration to pedestrian levels and to preserve and create view and pedestrian corridors to the lake;
6. Variety, continuity and pedestrian interest should be expressed in the design of buildings, especially at ground level;
7. Large, flat expanses of sides of buildings should be avoided and focus on a pedestrian or residential area orientation;
8. Landscape screening requirements should be supplemented to separate parking clusters and to mask storage and service areas from adjacent residential uses and pedestrian view;
9. Where the rear yard of one development is adjacent to the front yard of the adjoining development, care should be taken to completely mask storage;

10. Screen areas with walls, fencing, hedging, planting, other screening materials, or a combination of these materials;
11. Natural landscape and significant tree stands should be retained and incorporated into site development plans when feasible; and
12. Buildings and structures should be permanent in nature, and should not appear to be temporary structures.

Intensive Residential Development Permit Area (DPA 3)

Lands designated within an Intensive Residential Development Permit Area (DPA 3) are outlined in Schedules C and C-1 attached, which forms part of this bylaw. This DPA is established for the following purpose:

- Establishment of objectives for the form and character of intensive residential development.

Intensive Residential Development applies to all multi-family housing, single-family infill housing and strata-lot single-family housing. Good residential design guidelines can help to ensure that this type of development enhances the surrounding area and contributes to the character of the Neighbourhood. The objective of DPA-3 is to ensure that development and redevelopment is compatible and sympathetic with the adjoining single family residences and yet promotes the creation of attractive multi-family, infill or small strata-lot residential development that takes advantage of the unique mountain views. An important aspect of the strategy is a coordinated approach to the design elements and character of new buildings through the use of materials, colours and landscape treatment with consideration of building mass, shape and siting. New development should reflect the area's setting; it's strategic and sensitive position adjacent to single family residences along with the spectacular mountain views.

All development within an Intensive Residential DPA3 shall comply with the following guidelines:

1. The design of the shape and massing of new buildings should be sensitive toward and consider mountain views and view corridors;
2. New buildings should be designed so that their mass, shape and siting does not overwhelm the adjacent single family residential area and clearly acts as a transition to it. Regulations of maximum building height and the use of pitched roofs will be requirements to enhance this relationship;
3. Building materials should be used which are small in scale and reflect the fact that they are located adjacent to a residential area. Brick (standard size), wood, vinyl, stone, stucco, and specially shaped and coloured concrete are examples of building materials, which are considered acceptable. Large expanses of any one material are not acceptable unless broken by other architectural detail;
4. All building elevations which are visible from adjoining or nearby streets, residential or commercial areas should be treated as a "front" elevation so that buildings do not turn their backs upon these adjoining areas and uses;
5. Landscaping and fencing should screen development from adjoining low-density residential uses;
6. Site lighting of all development within this area should be designed so that it avoids "light-spill" upon adjoining low-density residential areas;
7. Garbage receptacle areas and utility kiosks should be contained within a building or screened with solid fencing or landscaping (or a combination of the three);
8. Surface parking areas should be screened from adjoining development by landscaping; solid fencing or a combination of the two may be considered;
9. Large areas of surface parking should include internal landscaping in order to "break-up" the hard surface;

10. Developments are to be open and accessible, with easy traffic and pedestrian flow;
11. All buildings should be handicap accessible;
12. All exterior mechanical units or equipment, including roof-tops units, must be enclosed in a manner that is attractive and integrated with the overall design; and
13. Building foundation walls should be designed to integrate into the overall design or building facades. This can be achieved by using exterior building materials to finished grade or by cladding in compatible materials and colours.

Downtown Revitalization Development Permit Area (DPA 4)

Lands designated within Downtown Revitalization Development Permit Area (DPA 4) are outlined in Schedule C, which forms part of this bylaw. This DPA is established for the following purpose:

- To revitalize an area in which a commercial use is permitted.

Anticipating a steady growth in Agassiz and the region, and the desire to improve the economic vitality and visual appearance of the commercial core, the revitalization of the downtown area continues to be a priority in order to meet the growing demands for an attractive, well-maintained commercial core. A coherent set of guidelines will help draw shoppers to the area, renew a sense of pride, and draw attention to the unique beauty of Agassiz. This has been demonstrated through the revitalization of Pioneer Avenue, which included improvements to the sidewalk, lighting and street furniture.

The design approach deemed appropriate for Agassiz is based on the positive local building traditions, both historical and present day. Specifically, these have been identified as the architecture and urban design of: 1) the railway era (1884-1910) in rural British Columbia, and 2) the simplicity of local agricultural buildings and structures. The emphasis will be on simple, timeless, basic materials that do not have a dated look to them. Designs must be derived from the qualities that exist in Agassiz and use local authentic materials. Using colours prevalent in the immediate landscape is a means of connecting the revitalization to the existing qualities of the region.

The objectives of DPA 4 are to ensure that new development and redevelopment of the Agassiz townsite will create and promote a special physical environment and atmosphere which will encourage commercial development. If the downtown area is to be revitalized, new development must be attractive to the local shopping public and to visitors from throughout the region and beyond. The townsite should be compatible and unified within itself and with adjacent residential areas. Attention to the details of building design, servicing, landscaping and other site development features must all be viewed as important factors in the revitalization of “commercial identity” and the enhancement of the local economy.

All development within Downtown Revitalization DPA 4 shall comply with the following guidelines:

1. The Agassiz Revitalization Façade Design Guidelines will be used as a reference in all development approvals in DPA 4. These guidelines outline: design objectives, recommended building components, design principles, colour scheme, building sketches, and Development Permit and grant application procedures. The guidelines specify approved materials, designs, colours and levels of design, which are necessary to produce a united image for downtown Agassiz;
2. Buildings on lots fronting both Pioneer and Cheam Avenues should be designed to present a commercial façade to both streets; any required loading facilities will be located on the Cheam Avenue façade;
3. Building elevations, which are visible from adjoining or nearby streets or pedestrians ways should be treated as a “front” elevation so that building do not turn their backs upon adjoining public ways or adjacent development. The design of any building facing the street must create an attractive pedestrian environment with easily identifiable entrances. This will help to unify the image of the area and also support the pedestrian environment. Elevation treatments may be achieved through painting, architectural details, screening and/or landscaping;

4. Buildings on corner lots should be designed with architectural detailing or massing that reflects the prominence of such locations;
5. Building design and building elements, such as canopies, should provide weather protection along sidewalks and at building entrances;
6. Where commercial areas abut residential areas, screening and fencing will be required;
7. Site lighting of buildings, walkways and common areas should be accomplished by using the same lamp standards used throughout the area within private and public projects;
8. Surface parking areas are required at the rear of buildings. Where it is necessary that surface parking be located along a pedestrian walkway or roadway, then it should be adequately screened by solid fencing or landscaping or a combination of the two;
9. All buildings should be handicap accessible; and
10. Sitting areas are encouraged to be provided within common areas of private sites in support of the pedestrian environment.

Mount Woodside Development Permit Area (DPA 5)

Lands designated within Mount Woodside Development Permit Area (DPA 5) are outlined in Schedule C which forms part of this bylaw. This DPA is established for the following purposes:

- Protection of developments from hazardous conditions;
- The establishment of form and character of multi-family residential development; and
- Protection of the natural environment, its ecosystems and biological diversity.

Mount Woodside is located approximately 12 kilometres west of Agassiz. A Neighbourhood Plan for Mount Woodside was adopted in 2004. The area is intended to develop primarily as a residential neighbourhood with parks, as well as some commercial and institutional uses.

Note that some portions of Mount Woodside are also subject to the Hillside Development Permit Area Guidelines (DPA 1).

All development, except as exempted below, within the Mount Woodside Development Permit Area (DPA-5) shall comply with the following guidelines:

Environmental and Geotechnical:

1. All guidelines pertaining to Hillside Development Permit Area (DPA 1) shall apply to Mount Woodside Development Permit Area (DPA 5);
2. "Land Development Guidelines for the Protection of the Aquatic Habitat", September, 1993, MELP/DFO publication for work within or adjacent to a watercourse or within 30 metres from the top of bank shall apply;
3. Conduct an environmental impact study (EIS) and monitoring for approval by the District which includes the following;
 - a. A description of the type and condition of vegetation on site. Healthy trees and shrubs are considered to be a significant resource by the District and should be retained where possible and incorporated into the site design;
 - b. A listing of fisheries resources including fish accessibility, fish presence and connectivity to existing fish bearing streams;
 - c. A search of the BC Conservation Data Centre database for occurrences of rare and/or endangered flora and fauna in the area;
 - d. Any unique sightings of wildlife or unique ecological features observed during site reconnaissance;
 - e. For sites that are larger than one (1) hectare a plan must be included depicting the location of significant tree stands on site. Significant tree stands include unique mature tree stands (Sitka Spruce, Big Leaf Maple, Cedar, Western Yew and Old Growth) or stands where the average tree diameters are greater than 25 cm (dbh);
 - f. For sites less than one (1) hectare in size, the plan must identify significant individual trees over 25 cm (dbh) that are located outside of the watercourse or geotechnical setback areas;

- g. A plan illustrating where significant trees, tree stands, and shrubs are located on the site relative to proposed buildings, structures, infrastructure, or roads; and
- h. Additionally survey plans prepared by a BC Land Surveyor must be supplied including two hard copies and one digital copy illustrating the location of the following:
 - i. Watercourses, ponds, ditches, drainage channels, or wetland areas on site;
 - ii. Existing topographical features including rock bluffs and contours with 1 metre intervals;
 - iii. Existing slopes greater than 15% and existing slopes greater than 25% on the site, colour coded;
 - iv. Location of riparian areas regulation setbacks as determined by the qualified environmental professional; and,
 - v. Location of geotechnical setbacks as determined by qualified geotechnical professional.
- 4. The District Engineer or approved designate may require a more detailed study or peer review where safety concerns or significant environmental impacts are being proposed;
- 5. For minor development such as a single family residence building permit application, the requirements for an EIS may be reduced or waived by the District Engineer or approved designate subject to a site visit confirming no environmental concerns;
- 6. Provide a setback from the top of bank of all watercourses and ravines of 30 metres, or as provided in the EIS and approved by the province in accordance with Riparian Areas Regulation Requirements, but not less than 15 metres, which shall remain undisturbed and free of development, and where necessary vegetate with plant materials that complement the environmentally sensitive area. Creeks, ravines and steep slopes shall be retained in their natural forested state to limit the potential for floods, erosion, scouring, sloughing, slides, and wildlife impacts;
- 7. Control discharge of silt, contaminants and debris from entering watercourses during land clearing and construction;
- 8. Retain natural geographic formations and features;
- 9. Alteration of the natural drainage shall be minimized;
- 10. The marsh area adjacent to Highway # 7 will require an EIS prior to any development or disturbance;

Form & Character:

- 11. Single-dwelling and two-dwelling residential uses are exempt from form and character development permit guidelines;
- 12. The design of the shape, massing and height of new buildings should be sensitive toward and consider mountain views and view corridors, natural slopes, significant trees and other features;
- 13. New buildings should be designed so they do not overwhelm the existing adjacent residential areas and surrounding physical environment and clearly acts as a transition to it. The compatibility of roof lines, height, building mass, form, architectural character, landscaping, setbacks and outdoor spaces should be considered;

14. Building materials should be small in scale adjacent to single family residential areas. Large expanses of any one material are not acceptable unless broken by other architectural detail;
15. Locate and design units abutting a street to create a visually interesting streetscape by varying the design, setbacks or roof lines of individual units. Buildings should front abutting streets and should be sited so that the rear walls are not visible from the street. The main entrance to a site should be designed to provide visibility of the site interior from the street. Main entrances to individual units that abut a street should face the street;
16. Buildings should avoid extensive use of solid walls, reflective glass or other materials facing a street that may impede visual connection of the building's interior from the street. Use building mass or facade variation, textured surfaces, architectural detailing and colours to reduce visual impact of any solid wall;
17. Building foundation walls should be designed to integrate into the overall design or building facades;
18. All buildings and developments should be handicap accessible;
19. Locate and screen refuse recycling areas, outdoor vents, mechanical equipment, utility kiosks or transformers out of view from streets to improve the visual quality of the development. The design and landscaping of the refuse/recycling areas should be coordinated with and to the same standard as the overall design of the development and shall not be located within any exterior lot line setback area. Rooftop equipment shall be hidden from view, designed in a compatible manner with the architectural elements of the development;
20. Integrate signs, architecturally and with landscaping, into the building design preferably using the same material used for the principal building. Signs should present a unified appearance. Heights of freestanding signs shall be limited to 3.0 metres;
21. Surface parking areas and recreational vehicle parking should be landscape screened from adjoining areas and uses. Large areas of surface parking should include internal landscaping in order to reduce the expanse of hard surface areas;
22. Use of retaining walls over 1.5 metres in height should be avoided. Where necessary, retaining walls should be consistent in materials and quality to the principal building and adjacent properties. Re-grading should provide for a smooth transition between the site and adjacent properties and the street;
23. For commercial developments consider providing a public space, such as a plaza and courtyard, incorporating weather protection, and features such as visual art, water, seating area and landscaping. Consider an outdoor space to permit a use or activity taking place in that portion of the ground floor which faces a street to be extended outdoors, such as an eating area for a restaurant, without obstructing pedestrian flow;
24. In order to retain the forestry character of the community, extensive use of landscape materials will be required. Landscaped areas on site should be maximized while impervious surfaces minimized to increase the natural absorption of storm water. Use of native, low maintenance plant material, is encouraged. Extensive use of single species should be avoided;

25. Identify, preserve and incorporate stands of mature trees into the overall site landscaping design. Retain unique tree species, significant vegetation and nesting areas on the site;
26. Provide trees along the perimeter of a site, on walkways, pathways and streets abutting the site;
27. Landscaping of the public boulevard is encouraged in order to integrate the development with the design of the street and with neighbouring properties;
28. Provide and maintain a continuous minimum 15 metre (49 feet) wide landscaped buffer between any development and agricultural and forestry uses. A restrictive covenant to maintain the buffer is required;
29. Gated communities are discouraged. Avoid using fences along property lines that abut streets to screen the development. When a fence is unavoidable, a transparent fence combined with landscaping should be provided adjacent to the fence on the street side, and the fence should not be higher than 1.2 metres and no more than 10 metres long without a break or jog; and
30. Site lighting of all development should be designed to avoid “light spill” upon adjoining land uses and be directed away from agricultural, forestry or environmentally sensitive areas.

Industrial Development Permit Area (DPA 6)

Lands designated within the Industrial Development Permit Area (DPA 6) are outlined in Schedule C, which forms part of this bylaw. This DPA is established for the following purpose:

- To establish objectives for the form and character of industrial development.

The heavy industrial area situated in the vicinity of West Cameron Road, Humphrey Road and McCallum Road is intended to attract new industrial operators to Kent. This area contains several successful businesses and has the potential to significantly contribute to the employment and tax base for Kent. As such, it plays a pivotal role in the community's economic sustainability. A key purpose of this Development Permit Area is to establish some base guidelines to ensure that new buildings respect the surrounding community. The DPA also aims to achieve high quality design, while recognizing the working, industrial nature of the area.

All industrial development within Industrial DPA 6 shall comply with the following guidelines:

1. The character of industrial development will generally:
 - a. Be designed and situated to maximize mountain views and view corridors wherever possible;
 - b. Integrate with and enhance the character of existing development;
 - c. Incorporate natural elements into the design of the building;
 - d. Be designed to maximize the use of existing topography and natural landscaping; and
 - e. Incorporate crime prevention and public safety features.
2. Buildings will be designed to create a unified and coherent industrial precinct that reflects the character of the area. Features such as building mass, form, landscaping, fencing, and outdoor spaces should be creatively employed to create distinct and high quality character;
3. The use of entrances, and architecturally interesting building design shall be encouraged when development fronts public right of ways. Main building entries should be located and designed to be clearly identified from streets or entry driveways. Offices, reception, sales, and other public use areas should be located at the front of the buildings to face streets;
4. Building materials should be durable, high in quality and complement the surrounding streetscape;
5. Buildings with significant areas of non-reflective opaque materials or blank walls should incorporate features such as texture, graphics, colours or other appropriate mechanism to provide visual interest. Landscaping should also complement the architectural image;
6. Signage shall complement the design of buildings and structures;
7. Outdoor storage and less attractive structures such as accessory buildings should be screened with fencing or landscaping when adjacent to other uses or visible from public rights of way;
8. Chain link fences are to be avoided, and are discouraged along street frontages. Where chain link fences are unavoidable, a dense landscape material is encouraged adjacent to the fence;

9. Surface parking areas should be located away from public streets and into the rear or interior of a site. Where it is necessary that surface parking be located along a public right of way or adjacent to an existing development, then it should be adequately screened by solid fencing or landscaping or a combination of the two. Large areas of surface parking should include internal landscaping in order to “break-up” the hard surface;
10. Well defined and safe pedestrian access will be provided to and from parking areas. Developments with large parking areas should provide a direct pedestrian pathway system through the parking area to facilitate convenient and safe pedestrian access between building entrances and parked cars. Features such as special landscaping with trees and benches, overhead weather protection and distinct paving should be incorporated where appropriate. Pedestrian movement should be designed to avoid any obstruction by parked vehicles;
11. Where pedestrian pathways intersect service roads or access roads for access to parking areas, crosswalks should be clearly designated through use of pavement markings, signs, flashing lights or, where warranted, traffic signals;
12. Loading facilities should be located away from public streets and into the rear or the interior of a site;
13. New developments are encouraged to incorporate Low Impact Development (LID) techniques into their site planning. Consider employing techniques such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drain pipes into vegetated areas;
14. Any portion of a building site left vacant for future development should be aesthetically treated with lawn as the minimum ground surface treatment. Where possible, the natural state should be retained for those portions of a property not being developed; and
15. Lighting should be designed so as to have no direct source of light visible from the public right-of-way or adjacent residential land. Care should be taken to ensure that lighting glare does not pose a nuisance to adjacent uses or motorists.

10.0 Implementation

The vision set out in the OCP will take many years to be realized. It will be implemented through several mechanisms including the redevelopment process, investment of capital funds in key areas, the application of new and existing bylaws, future studies and other initiatives. Some of these are described in more detail below.

10.1 Land Use and Zoning Bylaw

1. The District will continue to update its floodplain mapping and amend the Zoning Bylaw Flood Control Provisions when required;
2. The District will consider amending the Town Centre Commercial Zone to permit stand-alone residential uses where it deems appropriate in conjunction with a development application;
3. Where required, the District will create new zones to accommodate infill residential development; and
4. The District will continue to explore the establishment of aggregate reserve areas as reflected in the Fraser Valley Regional District Aggregate Pilot Project to ensure that sources of aggregate remain available in the District over the long term. Potential aggregate reserve areas are generally located within the Resource Management designation. The District will consider the implications and benefits of accommodating manufacturing of aggregates within proposed aggregate reserve areas. This may require amendments to the District's Zoning Bylaw and a review of transportation infrastructure.

10.2 Development Permit Areas

1. The District will consider establishing Highway-Commercial Development Permit Area Guidelines to establish specific objectives for the form and character of lands within the Commercial-Highway designation; and
2. The District will consider establishing Development Permit Area Guidelines to promote energy and water conservation.

10.3 Engineering and Financing

1. The District will undertake a new Road Network and Traffic Study to address concerns related to traffic bypassing and speeds on collector roads, traffic calming measures and other transportation related matters such as identifying and implementing truck and dangerous goods routes through the District;
2. A District-wide drainage management plan shall be considered for all agricultural land within Kent in order to address outflows of drainage ditches, flood control, and maintenance;
3. The District will undertake a Storm Sewer Capacity Study for the Agassiz townsite system as well as an urban Integrated Stormwater Management Plan;
4. The District will obtain funding to complete engineering design work to undertake a Dyke Upgrade Plan to ensure that the District's approximately 20 kilometres of dykes and associated works meet current design standards and current flood profile elevations;
5. The District will review and update the Development Cost Charge Bylaw for municipal roads, storm drain, sanitary sewer, and parks to ensure that an appropriate level of funding is provided from new development; and
6. The District will explore partnerships with other levels of government and agencies, (e.g. Federal Government, Fraser Health) to enhance servicing and infrastructure capacity (e.g. possibility of seed money from Fraser Health for social enterprise transit options).

End of Document



Agassiz Elementary Secondary School